

e "Contour"

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South East Division



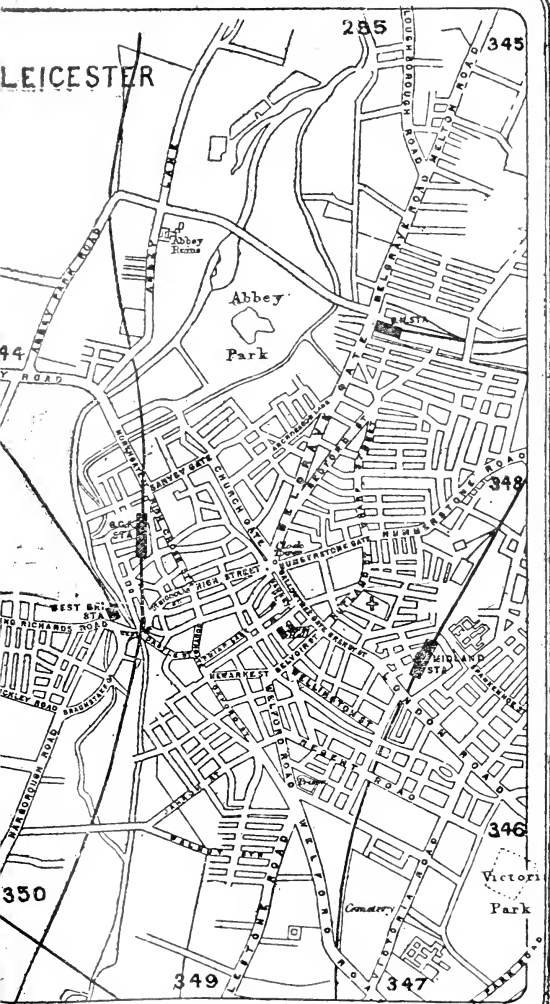
With 500
Maps & Plans.

This Volume

Covers the counties of Nottingham, Lincoln, Leicester, Rutland, Northampton, Bedford, Huntingdon, Cambridge, Norfolk, Suffolk, Essex, Hertford, Buckingham, Oxford, Middlesex, Berkshire, Surrey, Kent, Sussex, and Hampshire.

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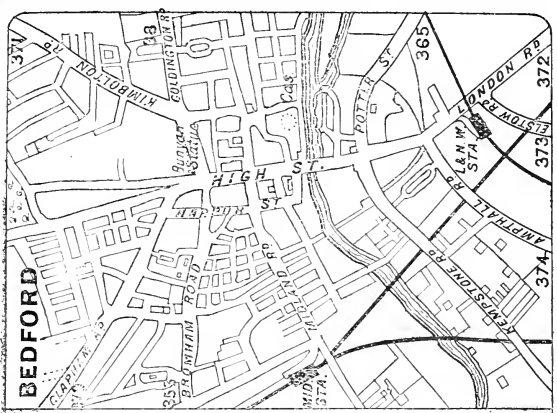
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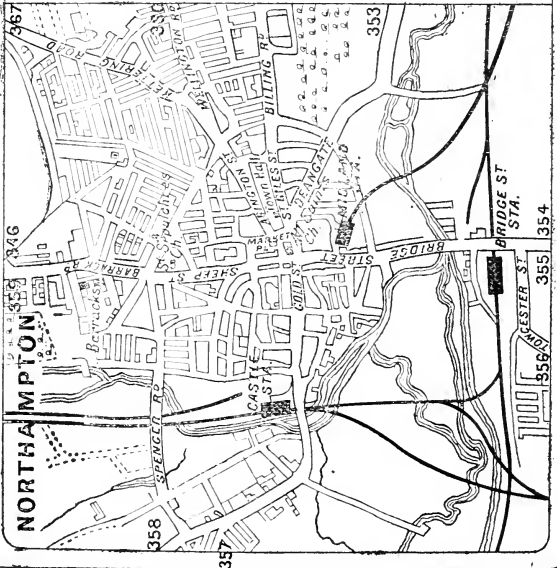
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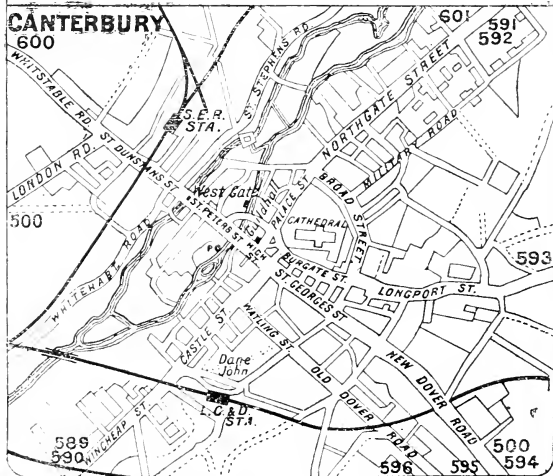
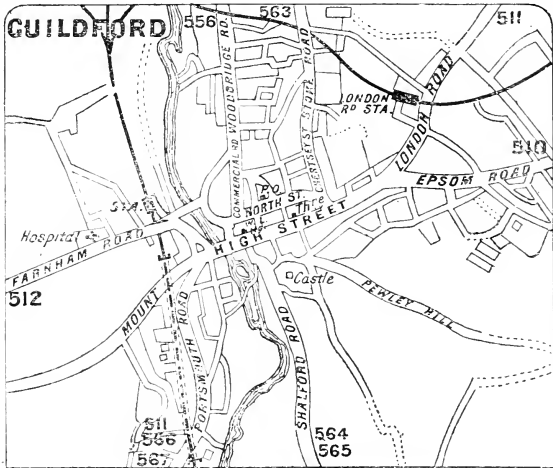
Victoria
Park

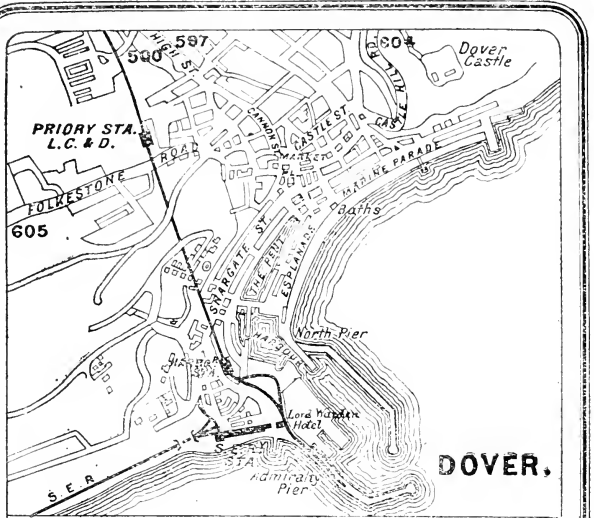
BEDFORD



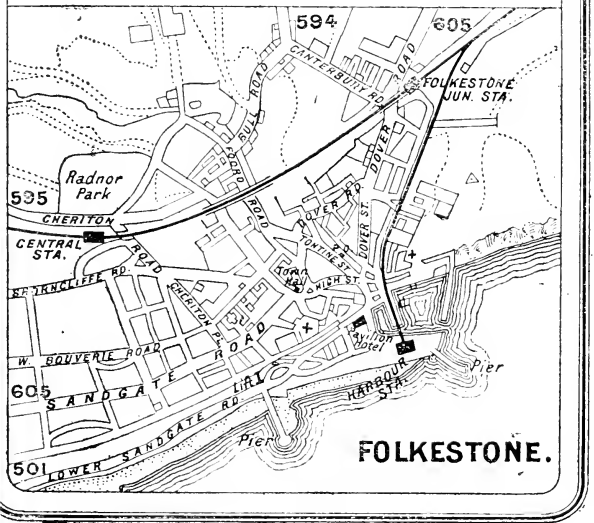
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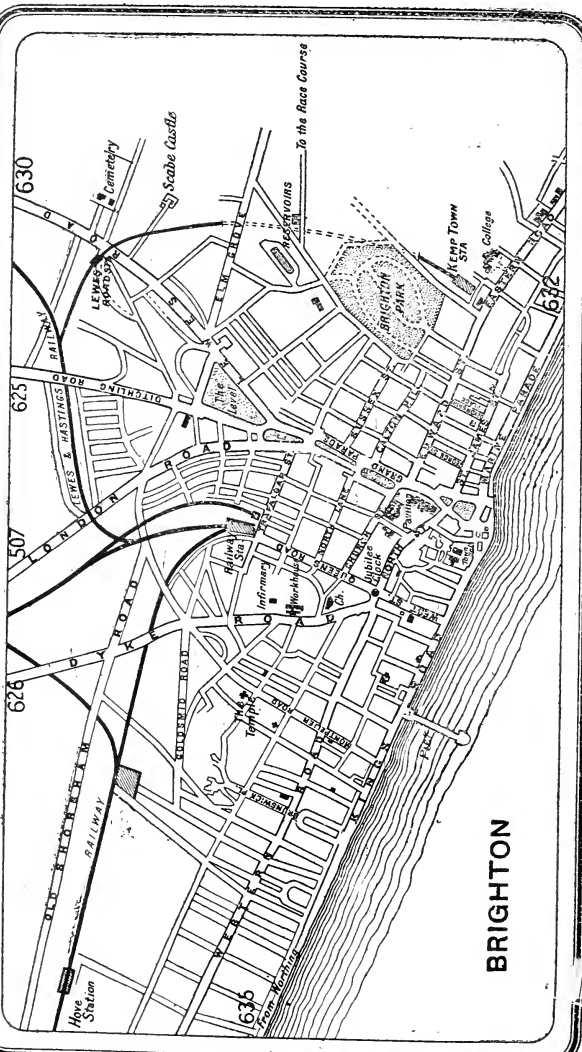




DOVER.



FOLKESTONE.



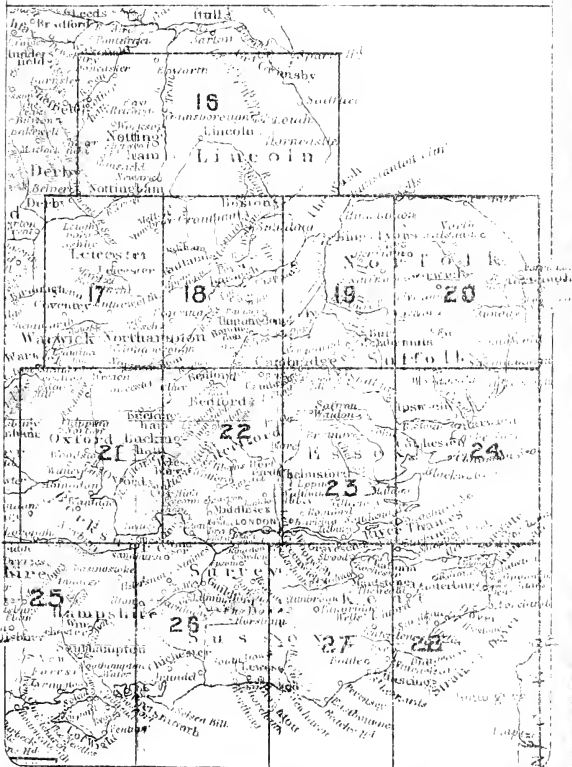
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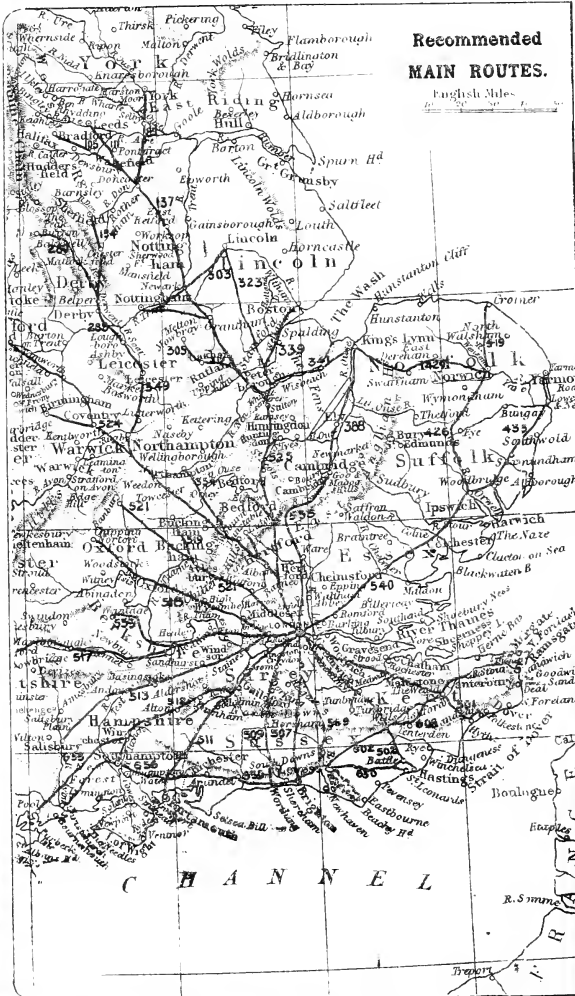
KEY MAPS.

The Numbers on the Maps refer to the Routes.



Recommended MAIN ROUTES.

English Miles




C H A N N E L

R. S. Mm

Beport



LEICESTER

LEICESTER

NORTHAMPTON

WARWICK

LEAMINGTON

NORTHAMPTON

BANBURY

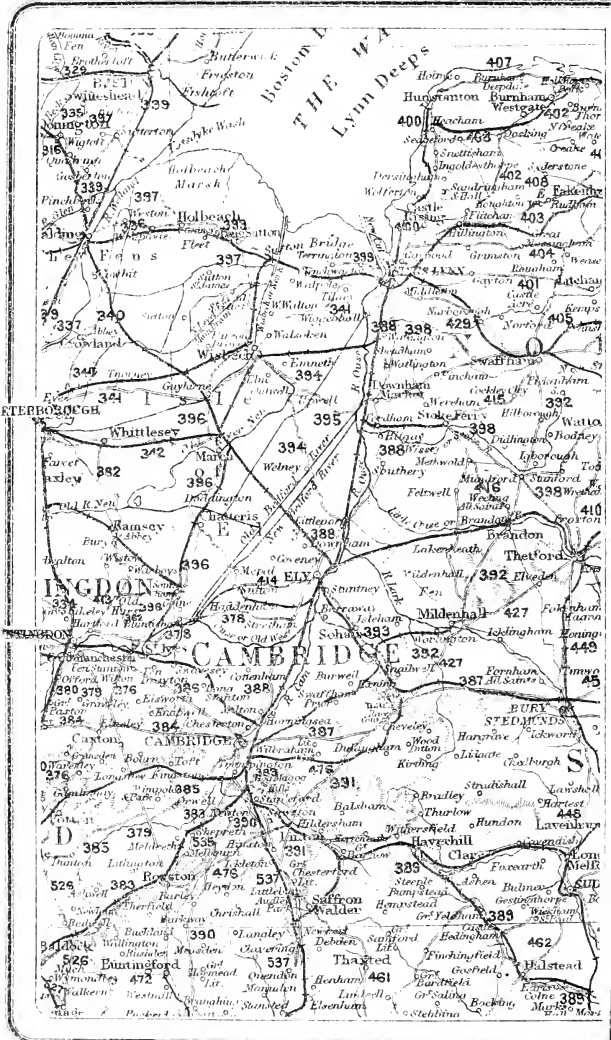
LEAMINGTON

LEAMINGTON

LEAMINGTON

LEAMINGTON

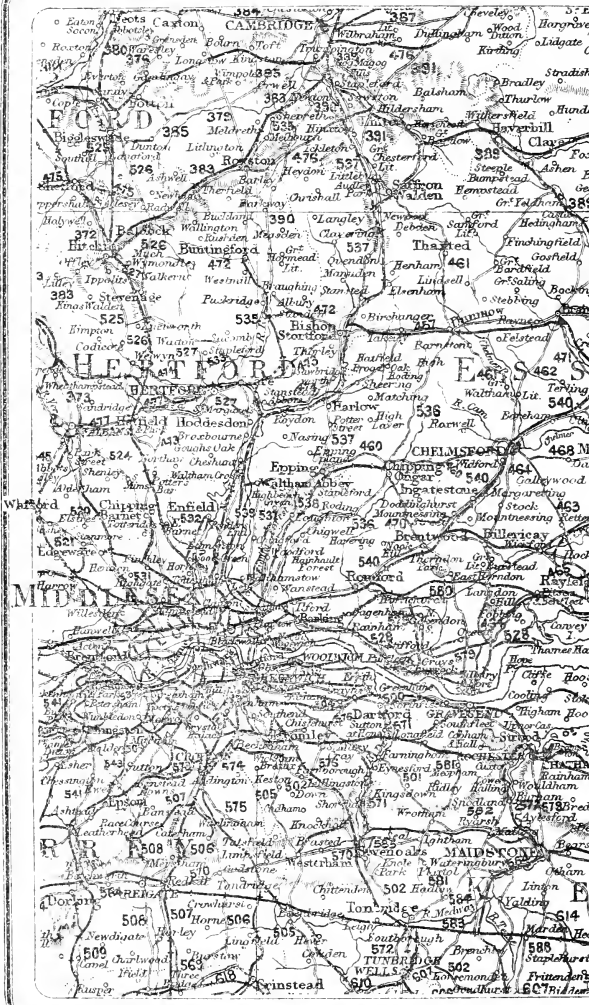






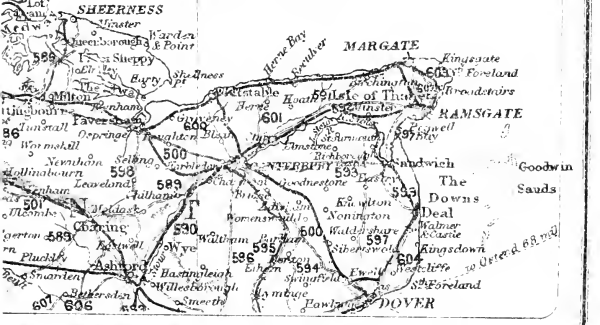


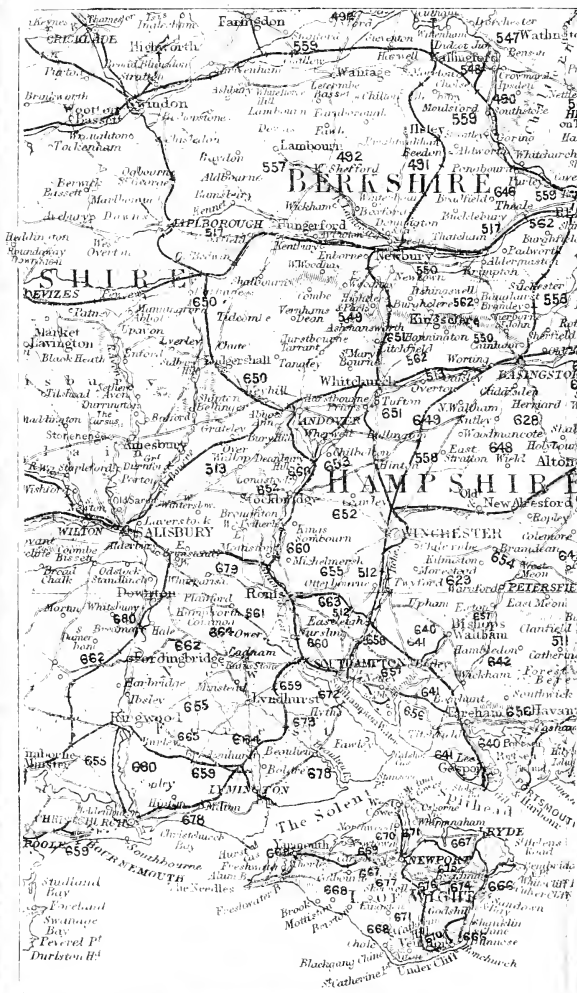


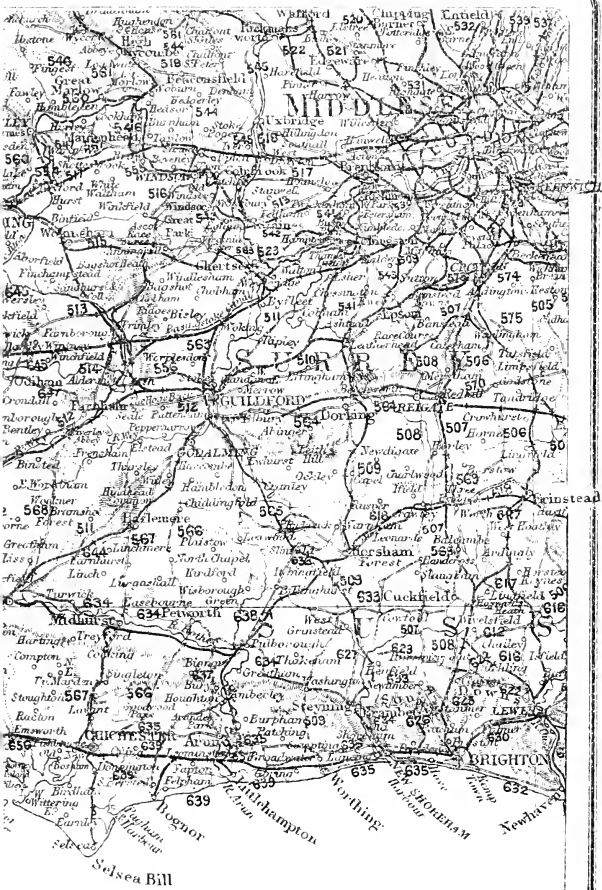


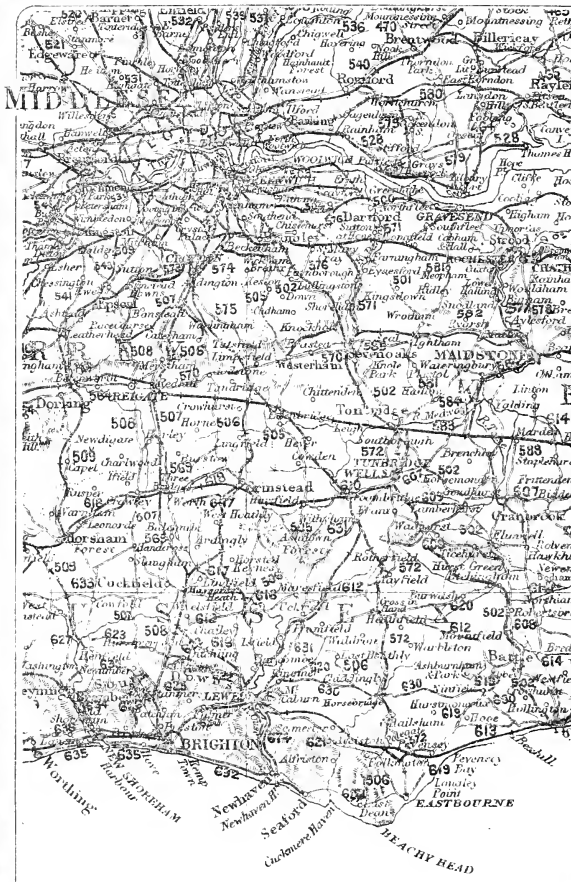


MOUTH OF THE RIVER THAMES









MID-DIVISION

W. DIVISION

S. DIVISION

E. DIVISION

W. DIVISION

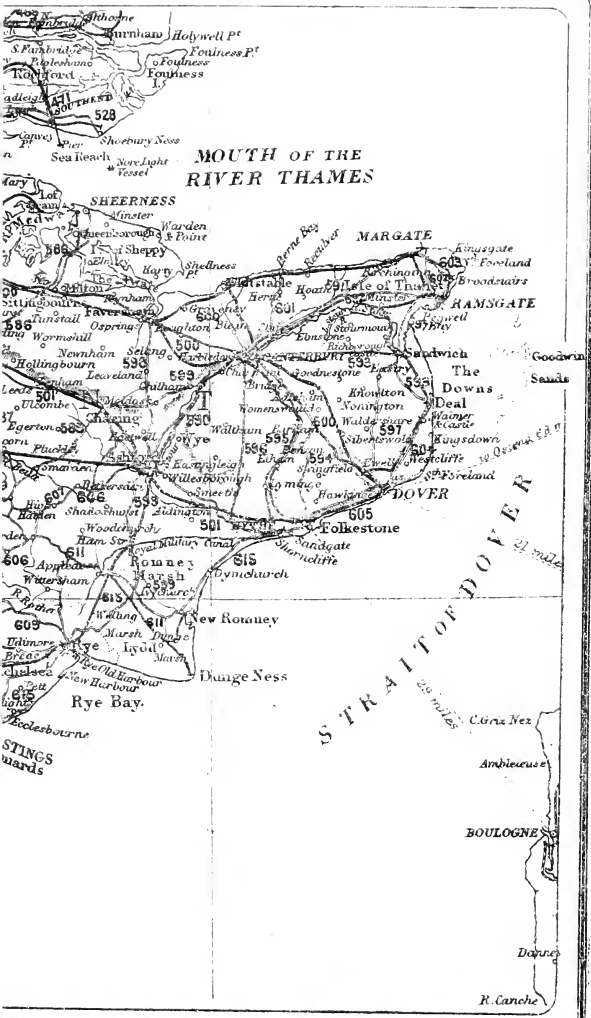
S. DIVISION

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W. DIVISION

S. DIVISION

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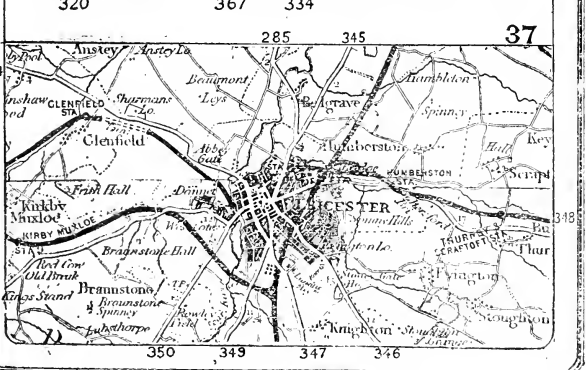
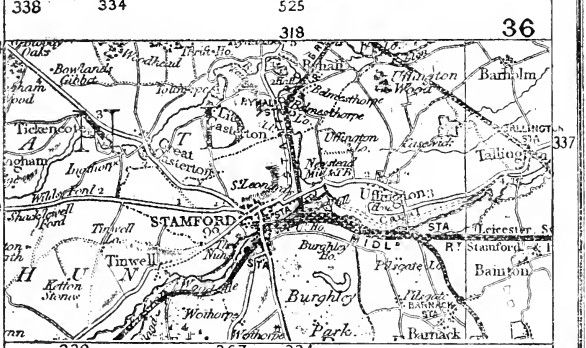
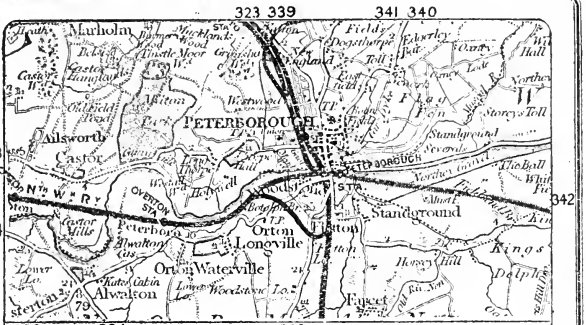
MOUTH OF THE RIVER THAMES

STRAIT OF DOVER
21 miles
29 miles

BOULOGNE

R. Canche

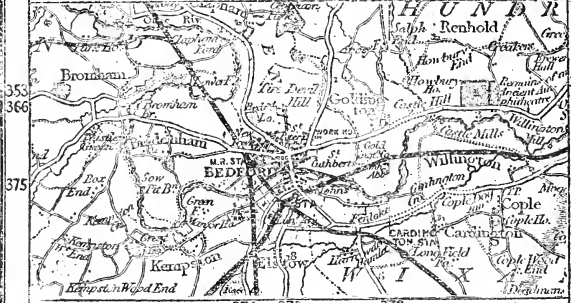




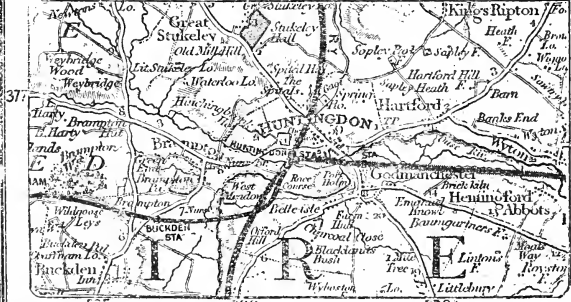
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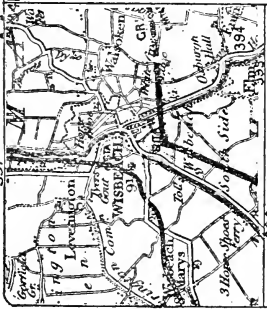


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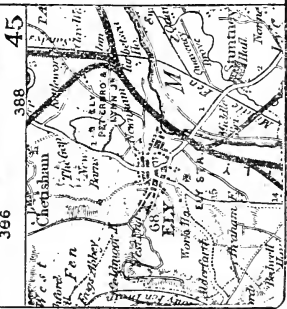


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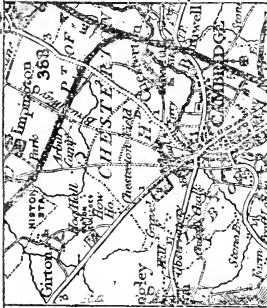


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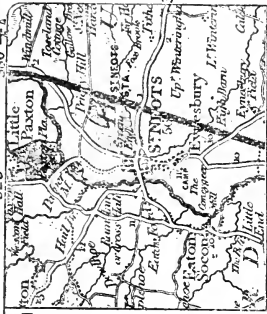


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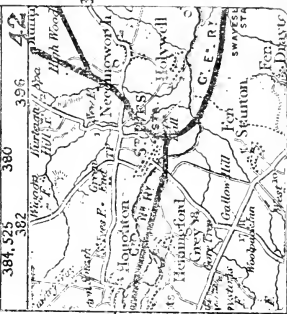
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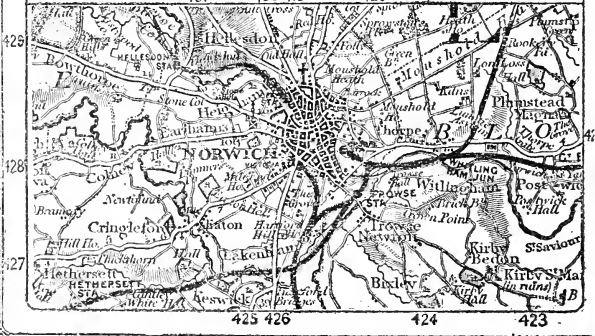
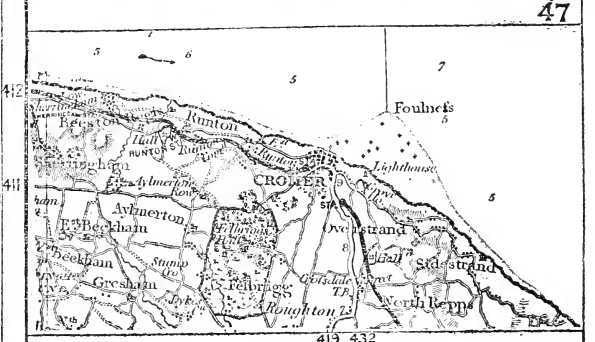
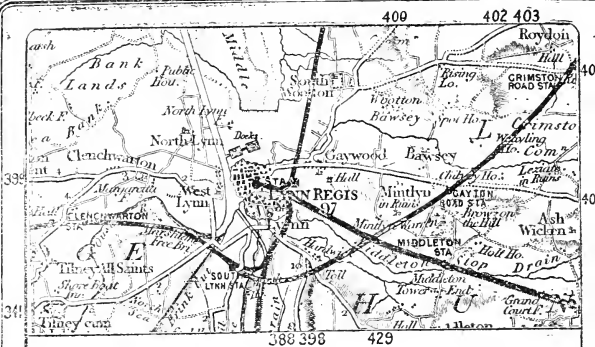
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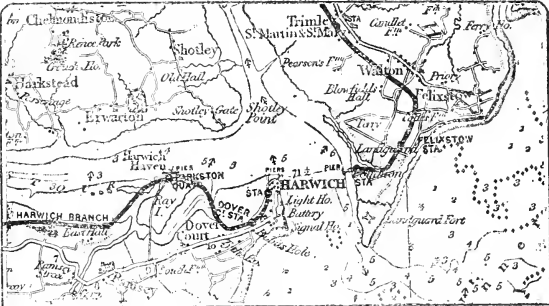
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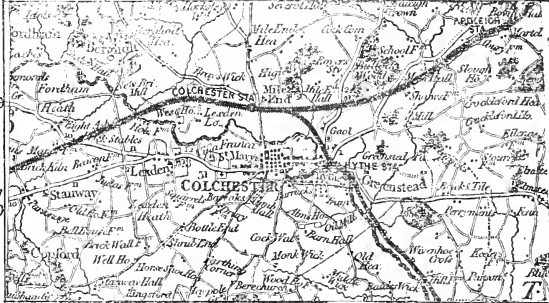
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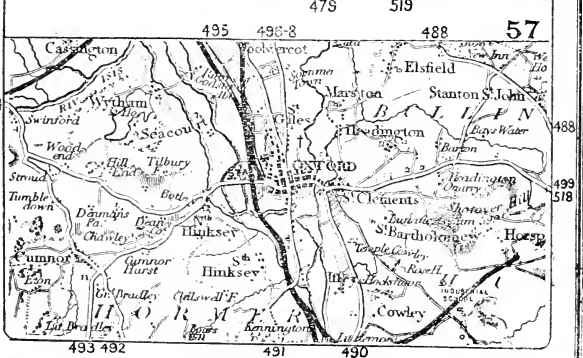
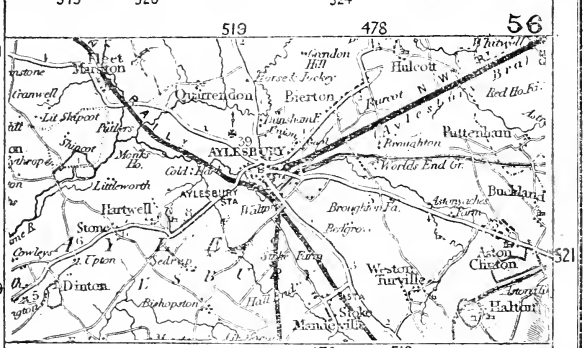
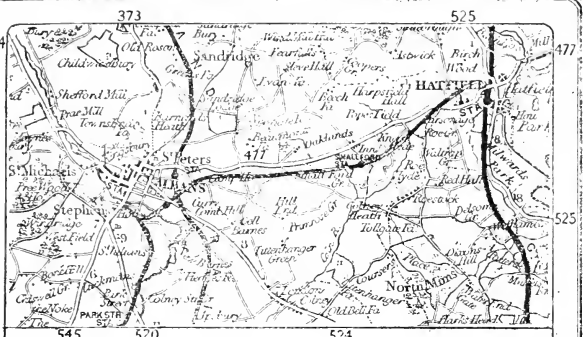
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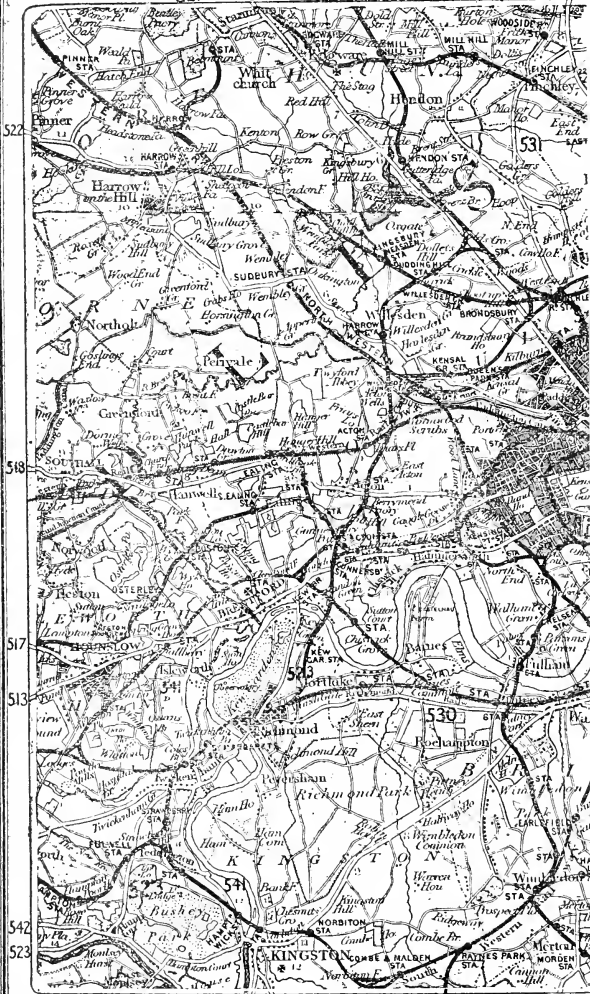
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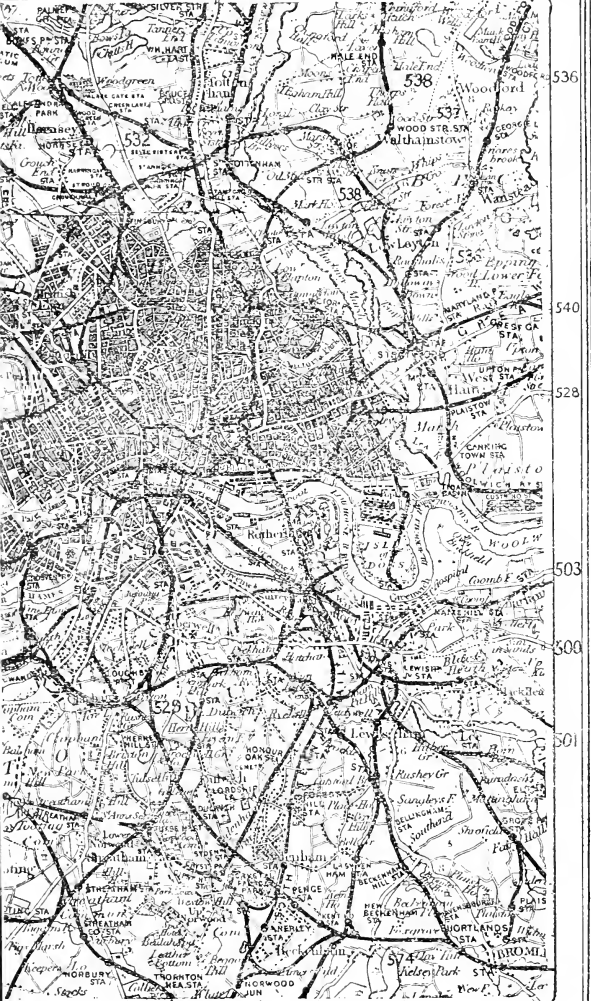


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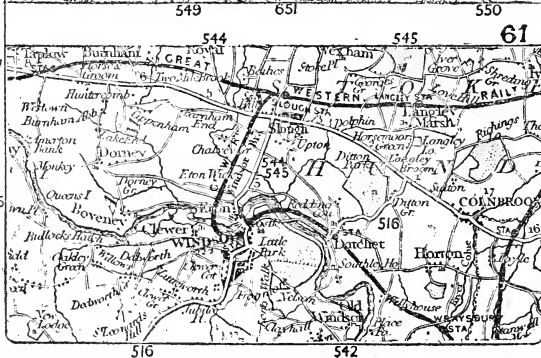
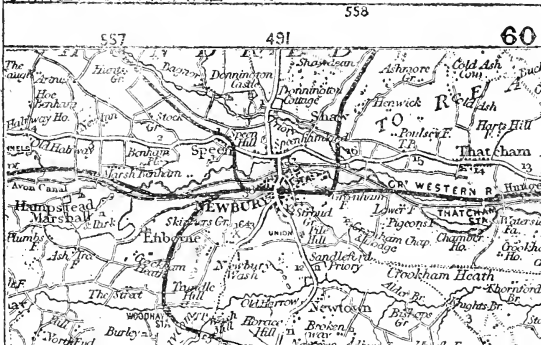
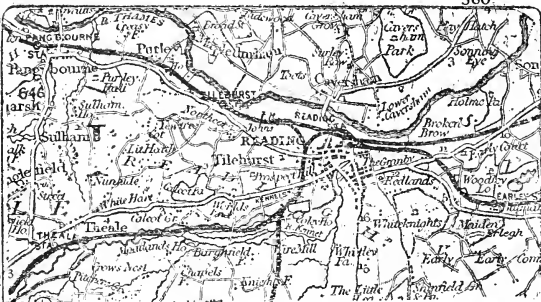
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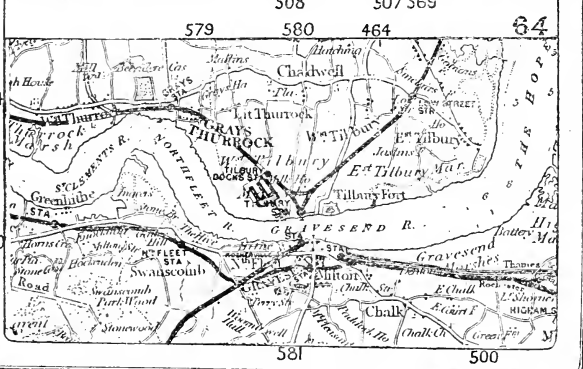
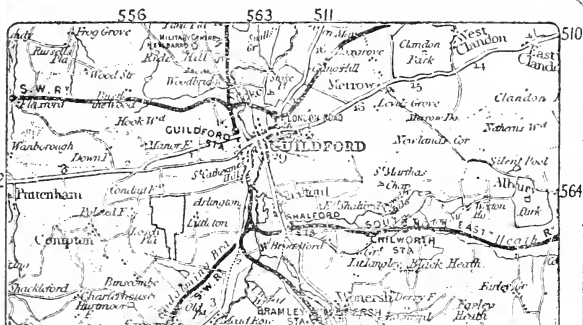
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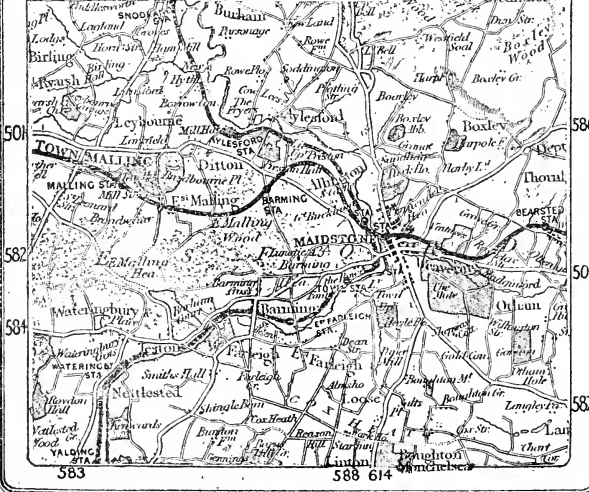
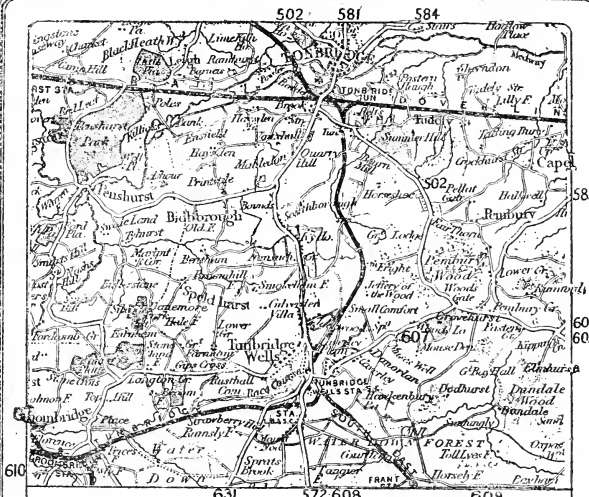
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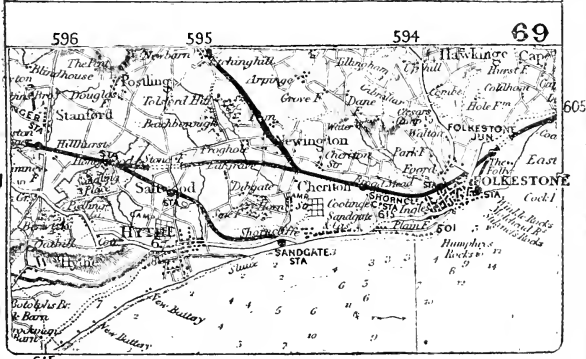
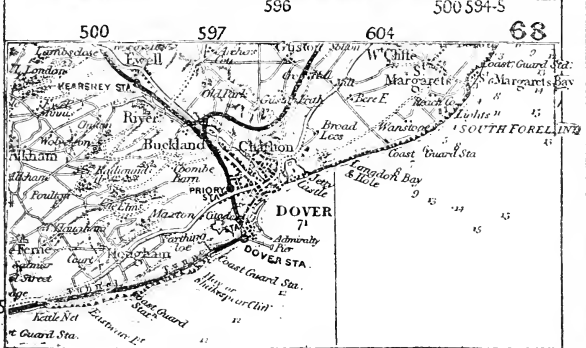
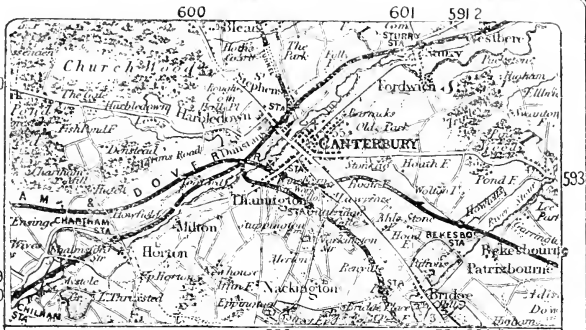
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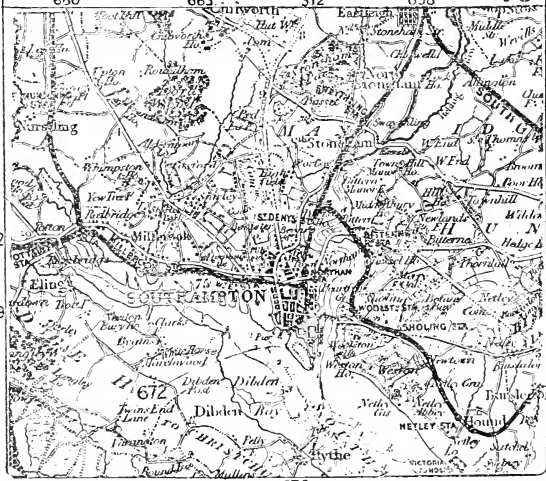
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THE
“CONTOUR” ROAD BOOK
OF
ENGLAND.
(SOUTH-EAST DIVISION.)

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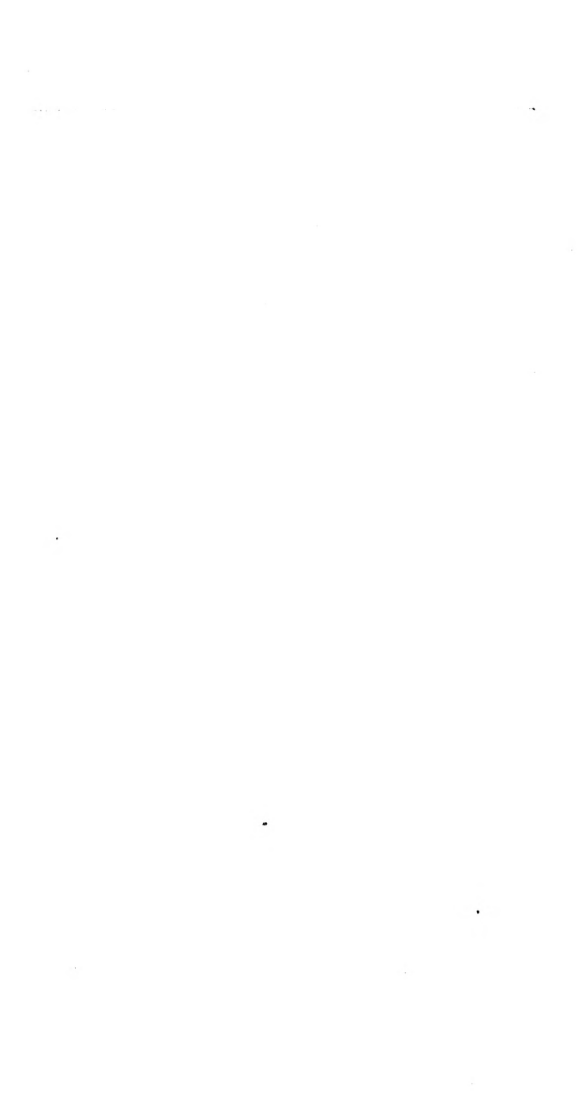
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Rochester



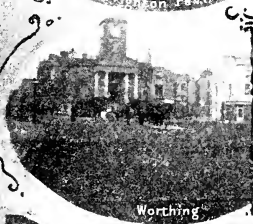
Eastbourne



Brighton Pavilion



Brighton Leppesade



Worthing



Battle Abbey Gate



Hastings



Crawley

THE
'CONTOUR' ROAD BOOK
OF
ENGLAND

(SOUTH-EAST DIVISION)

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

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

With 500 Diagrams and Maps.

London:

GALL AND INGLIS, 25 PATERNOSTER SQUARE;
AND EDINBURGH

1898

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The 'Contour' Road Books.

By HARRY R. G. INGLIS.

• • • •

ENGLAND.—

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

South-East Division.—(London Section)
Covering the Counties of Leicester, Northampton, Huntingdon, Cambridge, Norfolk, Suffolk, Essex, Hertford, Bedford, Buckingham, Oxford, Middlesex, Berkshire, Surrey, Kent, Sussex and Hampshire.

Western Division.—In preparation.

SCOTLAND.—Complete in One Volume.

DA

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1632

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Preface.

IN issuing the third of the 'Contour' Road Books, it may be stated that this work is compiled from entirely original sources. The description is obtained personally by the writer during extensive tours through the country, and carefully checked; gradients are given showing the exact slope of each hill, while the utmost care is taken to ensure the accuracy of the measurements, which are not copied from any old or modern road book, but give the actual distance between the points along the present line of the road.

The author's thanks are due to those gentlemen who have so kindly assisted at various stages of the work.

The next volume, the Western Division, is in active preparation, and every effort will be made to issue it next summer.

Edinburgh, 1898.

The "Contour" Road Book of Scotland.

By Harry R. G. Inglis.

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"We have examined the Main Roads from Ayr, and so far as we can judge, they are very correctly delineated and described."

GALL & INGLIS, 20 Bernard Ter., Edinburgh;
And London,

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.

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272.	"	Belper.
279.	"	Derby.
243.	"	Leek.
271.	"	Matlock.
280.	Bakewell to	Buxton.
290.	"	Calver.
280.	"	Derby.
274	"	Longnor.
273.	"	Newhaven Inn.
279.	Buxton to	Ashbourne.
270.	"	Castleton.
268.	"	Congleton.
276.	"	Eyam.
275.	"	Glossop.
249.	"	Macclesfield.
242.	"	Manchester.
280.	"	Matlock.
283.	Chesterfield to	Derby.
287.	"	Chapel-le-Frith.
291.	"	Matlock.
300.	"	Nottingham.
288.	"	Retford.
286.	Derby to	Ashby de la Zouch.
279.	"	Ashbourne.
281.	"	Ashopton.
280.	"	Buxton.
283.	"	Chesterfield.
292.	"	Ilkeston.
285.	"	Leicester.
284.	"	Mansfield.
280.	"	Matlock.
278.	"	Newcastle-u'-Lyme
154.	"	Sheffield.
282.	"	Wirksworth.

NOTTINGHAM.

310.	Bawtry to	Gainsborough.
300.	Mansfield to	Chesterfield.
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303.	"	Sleaford.
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306.	"	Loughboro'.
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293.	"	Gainsborough.
137.	"	Newark.
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313.	" Hull.
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305.	" Nottingham.
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LEICESTER.

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350.	" Coventry.
285.	" Derby.
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351.	" Melbourne.
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285.	" Leicester.
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346.	" Northampton.
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345.	Melton Mo. to Grantham.
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305.	" Nottingham.
305.	" Oakham.

NORTHAMPTON.

370.	Kettering to Bedford.
370, 346.	" Leicester.
305.	" Northampton.
305.	" Oakham.
367.	" Stamford.
363.	" Thrapston.
362.	" Wellingborough

353.	Northampton to Bedford.
356.	" Buckingham.
354.	" Dunstable.
346.	" Leicester.
359.	" Lutterworth
358.	" Rugby.
367.	" Stamford.
355.	" Stony Stratford.
360.	" Thrapston.
357.	" Warwick.
364.	Oundle to Wansford.
339.	Peterborough to Boston.
348.	" Leicester.
323.	" Lincoln.
525.	" London.
341.	" Lynn.
342.	" March.
340.	" Spalding.
338.	" Thrapston.
362.	Wellingboro' to Kettering.
368.	" Kimbolton.
369.	" Newport Pag.
360.	" Northampton
360.	" Thrapston.

BEDFORD.

365.	Bedford to Biggleswade.
375.	" Buckingham.
384.	" Cambridge.
374.	" Dunstable.
370.	" Harborough.
372.	" Hitchin.
384, 525.	" Huntingdon.
371.	" Kimbolton.
353.	" Northampton.
366.	" Olney.
373.	" St. Albans.
526.	Biggleswade to Baldock.
365.	" Bedford.
385.	" Cambridge.
525.	" London.
376.	" St. Ives.

HUNTINGDON.

386.	Huntingdon to Cambridge.
378.	" Ely.
334.	" Grantham.
525.	" London.
379.	" Royston.
413.	" Somersham.
380.	" St. Neots.
377.	" Thrapston.
376.	St. Ives to Biggleswade.
386.	" Cambridge.
378.	" Ely.
378.	" Huntingdon.
382.	" Whittlesey.
396.	" Wisbech.

384.	St. Neots to Bedford.
380.	" Biggleswade.
384.	" Cambridge.
525, 380.	" Huntingdon.
381.	" Oundle.

CAMBRIDGE.

384.	Cambridge to Bedford.
385.	" Biggleswade.
387.	" Bury St. Ed.
389.	" Colchester.
388.	" Ely.
383.	" Hitchin.
386.	" Huntingdon.
388.	" King's Lynn.
535 or 537.	" London.
387.	" Newmarket.
390.	" Puckeridge.
386.	" St. Ives.
384.	" St. Neots.
388.	Ely to Cambridge.
414.	" Chatteris.
378.	" Huntingdon.
388.	" King's Lynn.
393.	" Newmarket.
387.	N'market to Bury St Edmunds
387.	" Cambridge.
393.	" Ely.
391, 537.	" London.
476.	" Royston.
392.	" Swaffham.
397.	Wisbech to Boston.
396, 386.	" Cambridge.
395.	" Downham M'ket
394.	" Ely.
341.	" King's Lynn.
341.	" Peterborough.
397.	" Sleaford.
396.	" St. Ives.

NORFOLK.

411.	Cromer to Fakenham.
432.	" North Walsham.
419.	" Norwich.
412.	" Wells.
409.	East Dereham to Holt.
429.	" King's Lynn.
429.	" Norwich.
410.	" Thetford.
408.	Hunstanton to Fakenham.
400.	" Lynn.
407.	" Wells.
401.	Lynn to Aylsham.
402.	" Burnham Market.
388.	" Cambridge.
404, 411.	" Cromer.
403.	" Fakenham.
399.	" Holbeach.
400.	" Hunstanton.
429.	" Norwich.
341.	" Peterborough.
398.	" Thetford.

424.	Norwich to Aldeburgh.
423.	" Blythburgh.
419.	" Cromer.
431.	" Fakenham.
421.	" Happisburgh.
430.	" Holt.
426.	" Ipswich.
429.	" King's Lynn.
423, 434.	" Lowestoft.
420.	" Mundesley.
425.	" New Buckenham
427.	" Newmarket.
423.	" Southwold.
428.	" Watton.
431.	" Wells.
422.	" Yarmouth.
406.	Swaffham to Downham M'ket
429.	" King's Lynn.
392.	" Newmarket.
429.	" Norwich.
415.	" Stoke Ferry.
405.	" Wells.
416.	Stoke Ferry to Brandon.
412.	Wells to Cromer.
417.	" Holt.
407.	" Hunstanton.
431.	" Norwich.
405.	" Swaffham.
418.	Yarmouth to Acle.
433.	" Beccles.
432.	" Cromer.
435.	" Ipswich.
422.	" Norwich.

SUFFOLK.

441, 435.	Aldeburgh to Ipswich.
424.	" Norwich.
440.	" Saxmundham.
387.	Bury St. Ed. to Cambridge.
450.	" Hadleigh.
437.	" Ipswich.
451.	" Scole.
448.	" Sudbury.
449.	" Thetford.
445.	Harleston to Yoxford.
437.	Ipswich to Bury St. Edmunds
436.	" Eye.
442.	" Felixtowe.
540.	" London.
443.	" Manningtree.
426.	" Norwich.
438.	" Sudbury.
435.	" Yarmouth.
434.	Lowestoft to Diss.
435.	" Ipswich.
434, 423.	" Norwich.
435.	" Yarmouth.
439.	Southwold to Halesworth.
439, 423.	" Ipswich.
435.	" Lowestoft.
423.	" Norwich.

449. Thetford to Bury St Edmunds
 446. " Diss.
 398. " Lynn.
 427. " Newmarket.
 427. " Norwich.
 447. " Stowmarket.
 452. Wickham to Harleston.
 444. Woodbridge to Orford.

ESSEX.

540. Brentwood to Chelmsford.
 580. " Gravesend.
 540. " London.
 470. " Ongar.
 465. " Rochford.
 466. " Southminster.
 540. Chelmsford to Colchester.
 461. " Dunmow.
 460. " Epping.
 464. " Gravesend.
 540. " London.
 468. " Maldon.
 463. " Southend.
 462. " Sudbury.
 457. Colchester to BishopsStortford
 389. " Cambridge.
 455. " Clacton-on-Sea.
 459. " Hadleigh.
 453. " Harwich.
 540. " Ipswich.
 540. " London.
 456. " Maldon.
 467. " Nayland.
 459. " Sudbury.
 454. " Walton-on-Naze
 471. Maldon to Braintree.
 469. " Burnham.
 468. " Chelmsford.
 456. " Colchester.
 471. " Southend.
 463. Southend to Chelmsford.
 528. " London.
 471. " Maldon.
 528. " Shoeburyness.

HERTFORD.

475. Baldock to Woburn.
 472. Bishops Stortford to Baldock.
 473-4. " Hertford.
 527. Hertford to Hitchin.
 473-4. " Bishop Stortford.
 527. " London.
 477. " St. Albans.
 473. " Welwyn.
 476. Royston to Newmarket.
 524. St. Albans to Dunstable.
 477. " Hertford.
 524, 520. " London.
 373. " Luton.
 545. " Watford.

BUCKINGHAM.

521. Aylesbury to Banbury.
 519. " Buckingham.
 479. " High Wycombe.
 478. " Leighton Buz'ard
 521. " London.
 499. " Oxford.
 519. " Uxbridge.
 519. Buckingham to Aylesbury.
 480-1. " Banbury.
 375. " Bedford.
 480, 552. " Chip. Norton
 356. " Northampton
 498. " Oxford.
 552. Aynho to Deddington.

OXFORD.

521. Banbury to Aylesbury.
 480-1. " Buckingham.
 484. " Burford.
 521. " London.
 482. " Lutterworth.
 497. " Oxford.
 483. " Shipston on Stour
 486. " Stratford-on-Avon.
 485. " Witney.
 521. Bicester to Banbury.
 498. " Buckingham.
 487. " Chipping Norton.
 484. Chipping Norton to Banbury.
 487. " Bicester.
 484. " Burford.
 495. " Oxford.
 488. " Wheatley.
 547. Henley to Abingdon.
 547. " Maidenhead.
 560. " Marlow.
 560. " Reading.
 554. " Twyford.
 548. " Wallingford.
 499. Oxford to Aylesbury.
 497. " Banbury.
 498. " Buckingham.
 494. " Cheltenham.
 495. " Chipping Norton.
 493. " Faringdon.
 492. " Hungerford.
 518. " London.
 490-1. " Newbury.
 490. " Reading.
 496. " Towcester.
 499. Thame to Aylesbury.
 546. " Marlow.
 499. " Oxford.
 551. " Princes Risboro'.
 489. " Wallingford.
 497. Woodstock to Banbury.
 495. " Chipping Norton.
 495. " Oxford.
 553. " Witney.

LONDON TO—

- Amersham, by Uxbridge, 519, 28½m., best road.
 „ Pinner, 522, 29m., fair surface, but hilly road.
 Aylesbury, by Tring, 521, 41m., best road, steep at Stanmore.
 „ Uxbridge, 519, 43½m., easier road, but inferior surface.
 Banbury, by Aylesbury, 521, 72½m., fine surface, hilly at first.
 „ Oxford, 518, 497, 80m., fine surface to Oxford, then fair.
 Bedford, by Hitchin, 525, 372, 51½m., usual road.
 „ St. Albans, 524, 373, 50½m., hilly, but good.
 Biggleswade, by Hitchin, 525, 45½m., best road.
 „ Stevenage, 526, 45½m., good, but more hilly.
 Bognor, by Dorking, 509, 638, 64½m.
 Bournemouth, by Winchester, 512, 659, 108½m., fine road.
 Brighton, by Redhill, 507, 53m., finest road. [direction.
 „ Reigate, 508, 507, 54m., fine road, but steep in reverse
 „ Cuckfield, 507, 569, 508, 52½m., poor after Horley.
 Buckingham, by Tring, 521, 519, 57½m., best road.
 „ Uxbridge, 519, 59½m., easier road to Aylesbury.
 Bury St. Ed., by Sudbury, 540, 462, 448, 72½m., direct and best road.
 „ Newmarket, 537, 391, 387, 74½m., poor near Newmark't.
 Cambridge, by Royston, 535, 53½m., best road, slightly hilly.
 „ Epping, 537, 55½m., least hilly road.
 „ Barkway, 535, 390, 52½m., a poor road, seldom used.
 Canterbury, by Chatham, 500, 56½m., very hilly, but good surface.
 „ Maidstone, 501, 589, 62½m., less hilly; roundabout.
 Chatham, by Gravesend, 500, 31m., very hilly.
 Cheltenham, by Oxford, 518, 494, 98½m., hilly in parts.
 Chertsey, by Kingston, 511, 542, 523, 22½m., good surf. after Kingston
 „ Kew Bridge, 523, 22½m., „ „
 Chesham, by Pinner, 522, 29½m., fair surface.
 Chichester, by Petworth, 511, 566, 64½m., very hilly.
 „ Midhurst, 511, 567, 63½m., hilly to Midhurst.
 Chip. Norton, by Oxford, 518, 495, 76½m., best surface.
 „ Islip, 518, 488, 75½m., hilly.
 Coventry, by Dunstable, 524, 90½m., hilly road; fine surface.
 Colchester, by Chelmsford, 540, 52½m., moderately good surface.
 Cromer, by Lynn, 535, 388, 404, 411, 142½m., fine road throughout.
 „ Ipswich, 540, 426, 419, 135m., fair roads.
 „ Newmarket, 392, 405, 411, 130½m., rough near Newm'ket.
 Dartford, by Eltham, 504, 16½m., best road.
 „ Shooter's Hill, 500, 15½m., very steep.
 Deal, by Canterbury, 500, 593, 74½m., direct road.
 Dover, by Canterbury, 500, 71½m., direct road, very hilly.
 „ Folkestone, 501, 605, 77½m., hilly.
 Dunmow, by Bishop's Stortford, 537, 457, 38½m., best road.
 „ Ongar, 536, 36½m., poor surface.
 Eastbourne, by E. Grinstead, 506, 64½m., best road, somewhat hilly.
 East Grinstead, 506, 30½m., direct road.
 Enfield, by Wood Green, 532, 10½m., direct road.
 Folkestone, by Ashford, 501, 70m., hilly, but good surface.
 Grantham, by Hitchin, 525, 334, 111½m., direct road, very good surf.
 Guildford, by Ripley, 511, 30½m., splendid road.
 „ Epsom, 510, 31½m., hilly after Leatherhead.
 Hastings, by Tonbridge, 502, 62½m., best road.
 „ Kent Street, 502, 608, 62m., more direct, but very steep.
 Hertford, by Hoddesdon, 527, 22½m., best road from city.
 „ Barnet, 525, 473, 24½m., best road from West end.
 Horsham, by Epsom, 509, 37½m., slightly hilly.
 „ Crawley, 507, 618, 38m., less hilly.
 Huntingdon, by Hitchin, 525, 65½m., usual road, very good surface.
 „ Royston, 535, 379, 60½m., hilly road, poor surface.

LONDON TO—

- Ipswich, by Chelmsford, 540, 69 $\frac{1}{2}$ m., only moderately good surface.
 Kettering, by Bedford, 525, 372, 370, 75 $\frac{1}{2}$ m., good surface.
 Leicester, by Rugby, 524, 349, 103 $\frac{1}{2}$ m., best and least hilly road.
 „ Northampton, 524, 354, 346, 97 $\frac{1}{2}$ m., direct, but hilly.
 „ Kettering, 525, 372, 370, 346, 101 $\frac{1}{2}$ m., very hilly.
 Lewes, by E. Grinstead, 506, 616, 51 $\frac{1}{2}$ m., best road, though hilly.
 „ Cuckfield, 507-8, 622, 54 $\frac{1}{2}$ m., rather poor, but not so hilly.
 Lincoln, by Peterborough, 525, 323, 132 $\frac{1}{2}$ m., best road, mostly level.
 „ Grantham, 525, 334, 324, 135 $\frac{1}{2}$ m., hilly, more picturesque.
 Littlehampton, 509, 638, 637, 60 $\frac{1}{2}$ m., direct road.
 Luton, by St. Albans, 524, 373, 31m., direct road.
 Lynn, by Cambridge, 535, 388, 98 $\frac{1}{2}$ m., fine roads.
 Maidstone, 501, 35 $\frac{1}{2}$ m., direct road.
 Margate, by Canterbury, 500, 591, 72 $\frac{1}{2}$ m., fine after Canterbury.
 Melton M'b'y, by Stamford, 525, 334, 319, 305, 111 $\frac{1}{2}$ m., best road.
 „ Leicester, + 345, 112 $\frac{1}{2}$ m., very hilly, fine after L'cester
 „ Kettering, + 305, 106 $\frac{1}{2}$ m., exceedingly hilly.
 Newbury, 517, 59m., direct road, very good surface.
 Newmarket, by Cambridge, 535, 387, 66 $\frac{1}{2}$ m., best road.
 „ Chesterford, 537, 391, 60 $\frac{1}{2}$ m., direct road, rough.
 Northampton, by Newport Pagnell, 524, 354, 65 $\frac{1}{2}$ m., best road.
 „ Stony Stratford, 524, 355, 65 $\frac{1}{2}$ m., very hilly.
 Norwich, by Ipswich, 540, 426, 112 $\frac{1}{2}$ m., usual and best road.
 „ Newmarket, 537, 391, 427, 108 $\frac{1}{2}$ m., rough near Newm'ket
 Oxford, by High Wycombe, 518, 57 $\frac{1}{2}$ m., fine surface, but steep hills.
 „ Henley, 517, 547, 490, 61 $\frac{1}{2}$ m., poor after Henley.
 Peterborough, by Hitchin, 525, 81 $\frac{1}{2}$ m., usual and best road.
 „ Royston, 535, 379, 334, 525, 79 $\frac{1}{2}$ m., hilly, poor surf.
 „ Baldock, 526, 525, 82m., more hilly than 525.
 Portsmouth, by Guildford, 511m., 71 $\frac{1}{2}$ m., fine road.
 Ramsgate, by Canterbury, 500, 592, 73m., fine after Canterbury.
 Reading, by Slough, 517, 41 $\frac{1}{2}$ m., direct and best road.
 „ Ascot, 515, 41 $\frac{1}{2}$ m., hilly after Staines.
 Reigate, by Croydon, 507, 22 $\frac{1}{2}$ m., best road.
 „ Sutton, 508, 22 $\frac{1}{2}$ m., good surface, but one steep hill.
 Richmond, by Putney, 530, 11 $\frac{1}{2}$ m., bumpy roads.
 „ Kew Bridge, 523, 11m., bumpy roads.
 St. Albans, by Barnet, 524, 20 $\frac{1}{2}$ m., direct and best road.
 „ Edgeware, 520, 22m., very steep hills.
 Salisbury, by Basingstoke, 513, 84 $\frac{1}{2}$ m., though very hilly, best road.
 „ Stockbridge, 513, 649, 84 $\frac{1}{2}$ m., poor surf. after Basingstoke
 Southampton, by Winchester, 512, 80m., a splendid road.
 Southend, by Stanford le Hope, 528, 40 $\frac{1}{2}$ m., good surface, best road.
 Tonbridge, 502, 31 $\frac{1}{2}$ m., direct road.
 Tunbridge Wells, by Tonbridge, 502, 572, 36 $\frac{1}{2}$ m., several steep hills.
 Uckfield, by East Grinstead, 506, 43 $\frac{1}{2}$ m., best road.
 „ Westerham, 505, 44 $\frac{1}{2}$ m., very hilly.
 Wellingbro', by Newport Pagnell, 524, 354, 360, 66 $\frac{1}{2}$ m., good surf.
 „ Bedford, 525, 372, 370, 368, 70 $\frac{1}{2}$ m., best road.
 Waltham Abbey, by Waltham Cross, 539, 14 $\frac{1}{2}$ m.
 „ Chingford, 539, 15m.
 Wantage, by Henley, 517, 548, 63 $\frac{1}{2}$ m., poor and hilly after Henley.
 „ Reading, 517, 559, 66 $\frac{1}{2}$ m., best road, hilly near Blewbury
 Winchester, by Guildford, 512, 68 $\frac{1}{2}$ m., splendid road.
 „ Staines, 514, 512, 68 $\frac{1}{2}$ m., poor near Aldershot.
 „ Basingstoke, 513, 558, 66m., a very hilly road.
 Windsor, by Datchet, 516, 24 $\frac{1}{2}$ m., direct and best road.
 Worthing, by Horsham, 509, 57 $\frac{1}{2}$ m., direct road.
 Yarmouth, by Ipswich, 540, 435, 123 $\frac{1}{2}$ m., direct and best road.
 „ Norwich, 537, 391, 427, 418, 128 $\frac{1}{2}$ m., seldom used, rough

541. Brentford to Leatherhead.

BERKSHIRE.

547. Maidenhead to Faringdon.

517. " London.

517. " Reading.

546. " Thame.

548. " Wantage.

555. " Windsor.

549. Newbury to Andover.

550. " Basingstoke.

557. " Lambourne.

517. " London.

517. " Marlborough.

490, 491, " Oxford.

651. " Winchester.

561. Reading to Amersham.

559. " Faringdon.

560. " Henley.

517. " London.

517. " Newbury.

645. " Odiham.

562. " Whitchurch.

558. " Winchester.

516. " Windsor.

515. " Wokingham.

544. Windsor to Berkhamsted.

563. " Guildford.

516. " London.

555. " Maidenhead.

516. " Reading.

545. " St. Albans.

SURREY.

568. Farnham to Petersfield.

556. Guildford to Aldershot.

566-7. " Chichester.

510. " Epsom.

512. " Farnham.

565. " Horsham.

511. " London.

564. " Reigate.

563. " Windsor.

511. Kingston to London.

543. " Reigate.

542. " Windsor.

569. Redhill to Cuckfield.

507. Croydon to Brighton.

573. " Ewell.

576. " Farnborough.

575. " Limpsfield.

507. " London.

574. " Sidcup.

KENT.

590. Ashford to Canterbury.

598. " Faversham.

501. " Folkestone.

606. " Hawkhurst.

501. " London.

599. " New Romney.

590. Canterbury to Ashford.

589. " Cranbrook.

593. " Deal.

500. " Dover.

594-95. " Folkestone.

601. " Herne Bay.

596. " Hythe.

500. " London.

591. " Margate.

592. " Ramsgate.

600. " Whitstable.

604. Dover to Deal.

605. " Folkestone.

500. " London.

597. " Margate.

597. " Ramsgate.

580. Gravesend to Brentwood.

500. " Chatham.

500. " London.

579. " Romford.

581. " Tonbridge.

501. Maidstone to Ashford.

578. " Chatham.

588. " Goudhurst.

501. " London.

577. " Rochester.

585. " Sevenoaks.

586. " Sheerness.

587. " Tenterden.

584. " Tonbridge.

583. " Tunbri. Wells.

603. Margate to Broadstairs.

591. " Canterbury.

597. " Dover.

592. Ramsgate to Canterbury.

597. " Dover.

602. " Margate.

582. Rochester to Tonbridge.

571. Sevenoaks to Erith.

502. " Hastings.

502. " London.

585. " Maidstone.

570. " Reigate.

611. Tenterden to Lydd.

572. Tonbridge to Eastbourne.

581. " Gravesend.

502. " Hastings.

502. " London.

584. " Maidstone.

582. " Rochester.

607. Tunbridge Wells to Ashford.

631. " Brighton.

572. " Eastbourne.

610. " E. Grinstead.

608. " Hastings.

572, 502. " London.

609. " Rye.

SUSSEX.

612. Battle to Cuckfield.

639.	Bognor to Chichester.	642.	Fareham to Alton.
638.	" Horsham.	656.	" Chichester.
639.	" Littlehampton.	640.	" Portsmouth.
636.	Brighton to Arundel.	656.	" Southampton.
635.	" Chichester.	640.	" Winchester.
620.	" Cranbrook.	678.	Lymington to Bournemouth.
625.	" Ditchling.	664.	" Lyndhurst.
626.	" Dyke.	665.	" Ringwood.
632.	" Eastbourne.	678.	" Southampton.
617.	" Grinstead.	568.	Petersfield to Farnham.
630.	" Hastings.	644.	" Haslemere.
633.	" Horsham.	511.	" London.
507-8.	" London.	634.	" Midhurst.
634.	" Petersfield.	643.	" New Alresford
631.	" Tunbridge Wells	511.	" Portsmouth.
639.	Chichester to Bognor.	654.	" Winchester.
635.	" Brighton.	656.	Portsmouth to Chichester.
566-7.	" Guildford.	511.	" London.
656.	" Portsmouth.	656.	" Southampton
619.	Eastbourne to Battle.	666.	" Ventnor.
632.	" Brighton.	640-1.	" Winchester.
613.	" Hastings.	663.	Romsey to Botley.
621.	" Lewes.	660.	" Southampton.
506.	" London.	657.	Southampton to B. Waltham.
572.	" Tunbri. Wells.	659.	" Bournemouth.
617.	East Grinstead to Brighton.	656.	" Chichester.
618.	" Horsham.	662.	" Cranborne.
616.	" Lewes.	673.	" Hythe.
613.	Hastings to Eastbourne.	512.	" London.
615.	" Folkestone.	678.	" Lymington.
614.	" Maidstone.	656.	" Portsmouth.
620.	Lewes to Cranbrook.	661.	" Salisbury.
622.	" Cuckfield.	660.	" Stockbridge.
621.	" Eastbourne.	512, 658.	" Winchester.
623.	" Horsham.	653.	Winchester to Andover.
624.	" Newhaven.	558.	" Basingstoke.
637.	Littlehampton to Petworth.	640, 629.	" Bis. Waltham.
627.	Steyning to Horsham.	512.	" London.
635.	Worthing to Brighton.	651.	" Newbury.
635.	" Chichester.	654.	" Petersfield.
639.	" Littlehampton.	655.	" Poole.
509.	" London.	652.	" Salisbury.
		512, 658.	" Southampton.

HAMPSHIRE.

645.	Alton to Reading.
513.	Andover to London.
650.	" Marlborough.
513.	" Salisbury.
660.	" Stockbridge.
653.	" Winchester.
628.	Basingstoke to Alton.
648.	" Candover.
647.	" Farnham.
513.	" London.
550.	" Newbury.
646.	" Pangbourne.
558.	" Reading.
513.	" Salisbury.
649.	" Stockbridge.
558.	" Winchester.
672.	Beaulieu to Rufus Stone.

ISLE OF WIGHT.

670.	Cowes to Ventnor.
675.	Newport to Brading.
670.	" Cowes.
671.	" East Cowes.
667.	" Freshwater.
671.	" Niton.
667.	" Ryde.
676.	" Sandown.
677.	" Shorwell.
670.	" Ventnor.
669.	" Yarmouth.
667.	Ryde to The Needles.
666, 674.	" Ventnor.
670.	Ventnor to Cowes.
668.	" Freshwater.
674, 666.	" Ryde.

GENERAL NOTES.

The principal part of the country for touring, dealt with in this volume, is Kent, Sussex, and Hampshire, where there is good scenery; but of quite a different character from the mountainous scenery of Devonshire, Derbyshire, or the English Lakes; Leicestershire, about Charnwood Forest, is also pretty. From a cyclist's point of view "the Fen" country is ideal with its absolutely flat roads, but the dead levels are very monotonous. Norfolk is a pretty county for touring, and has a number of pleasant seaside towns. The fine cathedrals that are scattered over the different counties form a great feature of this part of the country. Lincoln has, perhaps, the finest situation, but Ely is the handsomest. Rochester and Canterbury are disappointing. Winchester is the longest. The others are: Peterborough, Norwich, St. Albans, Oxford, St. Pauls, and Chichester.

London.—Strangers who are visiting London will find the seven miles of "suburbs" into, or out of the city very wearisome, and are recommended to take the train. Riding in "the City" is highly dangerous to the uninitiated, and even to the initiated very risky. The risks are more from causes over which neither the cyclist nor the driver has any control. The trains on the underground railway run every few minutes to all parts of London. Cycles go in the van next the engine.

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

At Harwich there is a steam ferry regularly to Felixtowe, and a Railway Steamer to Ipswich. Steam Ferry from Tilbury to Gravesend, and at numerous points on the Thames. Steam Pontoon Ferry from Portsmouth to Gosport every ten minutes, and steam launches also. Steam Pontoon Ferry at Itchen Ferry (Southampton) every ten minutes, and nearly every hour between Southampton and Hythe. Steamers from Portsmouth every hour for Ryde and Cowes; also from Stokes Bay Pier to Ryde at intervals. Steamer from Southampton to Cowes six times daily. Steamer from Lymington about four times daily to Yarmouth. Steam Pontoon Ferry between East and West Cowes every ten minutes. Summer steamers run from Bournemouth to the Isle of Wight.

Tourist Approaches.—From the north, the Great North road from Doncaster to London is the best, and should be chosen if at all convenient. From the west, the Bath road is the best main highway; from the south-west, the road by Winchester.

Tourist Approaches from France.—Fine steamers run to Southampton, Newhaven, Folkestone, and Dover; the best roads are from the first place.

Tourist Approaches from Belgium.—Fine steamers arrive at Dover; indifferent road therefrom.

Tourist Approaches from Holland.—Fine steamers run to Queenborough and Harwich (Parkeston Quay); indifferent roads from both places.

Lamp=Lighting Tables.

(See Index of Towns on next page.)

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

To use the Tables.—Find the district required on the next page, and add or subtract the time allowance to the column named, and opposite the required date. For example, the average time for lighting lamps at Coventry on June 21 is obtained as follows:—Coventry, add 6 minutes to column F on June 21, which is 9.19. The average hour for lighting lamps is therefore 9.25 p.m.

For dates not in Table take the proportion between the two nearest.

53° 52½° 52° 51½° 50½°						53° 52½° 52° 51½° 50½°					
E F G H I						E F G H I					
<i>Date.</i>	P.M.	P.M.	P.M.	P.M.	P.M.	<i>Date.</i>	P.M.	P.M.	P.M.	P.M.	P.M.
Jany. 1	4.47	4.49	4.52	4.55	5.0	July 2	9.20	9.17	9.15	9.12	9.7
" 9	4.58	4.59	5.2	5.4	5.9	" 11	9.15	9.12	9.10	9.7	9.2
" 15	5.8	5.7	5.11	5.13	5.18	" 18	9.8	9.6	9.4	9.1	8.57
" 20	5.15	5.16	5.20	5.22	5.26	" 23	9.2	8.59	8.57	8.55	8.51
" 24	5.23	5.25	5.27	5.29	5.33	" 28	8.55	8.53	8.51	8.49	8.45
" 28	5.31	5.33	5.35	5.36	5.40	Aug. 1	8.48	8.46	8.44	8.42	8.39
Febry. 1	5.38	5.39	5.41	5.42	5.46	" 5	8.42	8.40	8.38	8.36	8.33
" 4	5.45	5.46	5.48	5.49	5.52	" 8	8.34	8.32	8.31	8.29	8.26
" 8	5.51	5.52	5.54	5.55	5.58	" 12	8.28	8.26	8.25	8.23	8.20
" 11	5.57	5.58	6.0	6.1	6.3	" 15	8.21	8.19	8.18	8.17	8.14
" 14	6.3	6.4	6.5	6.6	6.9	" 18	8.14	8.14	8.13	8.11	8.9
" 17	6.8	6.9	6.11	6.12	6.14	" 21	8.9	8.7	8.6	8.5	8.3
" 19	6.13	6.15	6.16	6.17	6.19	" 24	8.2	8.1	8.0	7.59	7.57
" 22	6.19	6.21	6.22	6.23	6.24	" 27	7.55	7.54	7.53	7.52	7.50
" 25	6.24	6.25	6.26	6.27	6.28	" 30	7.49	7.48	7.47	7.46	7.44
" 28	6.30	6.31	6.32	6.32	6.33	Sept. 2	7.43	7.42	7.41	7.40	7.39
Mar. 2	6.34	6.35	6.36	6.36	6.37	" 4	7.37	7.36	7.35	7.34	7.33
" 5	6.40	6.39	6.40	6.40	6.41	" 7	7.30	7.29	7.29	7.28	7.27
" 7	6.44	6.44	6.45	6.45	6.46	" 10	7.24	7.23	7.23	7.22	7.21
" 10	6.49	6.49	6.49	6.49	6.50	" 12	7.17	7.17	7.17	7.16	7.15
" 13	6.53	6.53	6.54	6.54	6.54	" 15	7.11	7.10	7.10	7.10	7.9
" 15	6.58	6.58	6.59	6.59	6.59	" 17	7.5	7.4	7.4	7.4	7.4
" 18	7.3	7.3	7.3	7.3	7.3	" 20	6.58	6.58	6.58	6.58	6.58
" 20	7.7	7.7	7.7	7.7	7.7	" 22	6.53	6.53	6.53	6.53	6.53
" 23	7.12	7.11	7.11	7.11	7.11	" 25	6.47	6.47	6.47	6.47	6.47
" 25	7.17	7.16	7.16	7.16	7.16	" 28	6.40	6.40	6.41	6.41	6.41
" 28	7.21	7.20	7.20	7.20	7.19	" 30	6.34	6.34	6.35	6.35	6.35
" 30	7.25	7.26	7.26	7.25	7.24	Oct. 3	6.28	6.28	6.28	6.28	6.29
April 2	7.31	7.30	7.30	7.29	7.28	" 5	6.21	6.21	6.22	6.22	6.23
" 5	7.36	7.34	7.34	7.33	7.32	" 8	6.15	6.15	6.16	6.16	6.17
" 7	7.40	7.39	7.38	7.37	7.36	" 11	6.9	6.10	6.11	6.11	6.12
" 10	7.44	7.43	7.42	7.41	7.40	" 13	6.3	6.4	6.5	6.5	6.6
" 13	7.50	7.48	7.47	7.46	7.44	" 16	5.57	5.57	5.58	5.59	6.0
" 15	7.54	7.53	7.52	7.51	7.49	" 19	5.51	5.52	5.53	5.54	5.55
" 18	8.0	7.58	7.57	7.56	7.54	" 22	5.45	5.46	5.47	5.48	5.50
" 21	8.5	8.3	8.2	8.1	7.59	" 25	5.38	5.39	5.41	5.42	5.43
" 24	8.9	8.8	8.7	8.5	8.3	" 27	5.33	5.34	5.35	5.36	5.39
" 27	8.15	8.13	8.12	8.11	8.8	" 30	5.27	5.28	5.30	5.31	5.33
May 1	8.20	8.18	8.17	8.15	8.12	Nov. 3	5.21	5.22	5.24	5.25	5.28
" 4	8.26	8.24	8.23	8.21	8.18	" 6	5.15	5.16	5.18	5.19	5.22
" 8	8.33	8.31	8.29	8.27	8.24	" 9	5.8	5.10	5.12	5.13	5.17
" 11	8.38	8.37	8.35	8.33	8.30	" 13	5.3	5.5	5.7	5.8	5.12
" 16	8.45	8.43	8.41	8.39	8.35	" 17	4.56	4.58	5.0	5.2	5.6
" 20	8.52	8.49	8.47	8.45	8.41	" 21	4.50	4.52	4.55	4.57	5.1
" 25	8.58	8.56	8.54	8.51	8.47	" 26	4.46	4.46	4.50	4.52	4.57
" 31	9.7	9.4	9.2	8.59	8.54	Dec. 2	4.40	4.42	4.45	4.47	4.52
June 10	9.16	9.13	9.11	9.8	9.3	" 11	4.36	4.38	4.41	4.44	4.49
" 21	9.22	9.19	9.16	9.13	9.8	" 21	4.38	4.40	4.43	4.45	4.50

Index of Towns—Lamp-lighting Tables.

(See previous page.)

Town.	Minutes.	Col.	Town.	Minutes.	Col.
Abingdon, ..	.. add 5 to	H	Leicester, ..	.. add 4 to	F
Aldeburgh, ..	.. sub. 7 fr.	G	Lewes, ..	.. " 0 "	I
Aldershot, ..	.. add 3 to	H	Lincoln, ..	.. " 2 "	E
Andover, ..	.. " 6 "	I	Littlehampton, ..	.. " 2 "	I
Ashby de la Zouch, ..	.. " 6 "	F	London, ..	.. " 0 "	H
Ashford, ..	.. sub. 4 fr.	H	Loughborough, ..	.. " 4 "	F
Aylesbury, ..	.. add 3 to	H	Lowestoft, ..	.. sub. 7 fr.	F
Aylsham, ..	.. sub. 5 fr.	F	Luton, ..	.. add 1 to	H
Banbury, ..	.. add 5 to	G	Lymington, ..	.. " 6 "	I
Basingstoke, ..	.. " 4 "	H	Lynn, ..	.. sub. 2 fr.	F
Bedford, ..	.. " 2 "	G	Maidenhead, ..	.. add 2 to	H
Biggleswade, ..	.. " 1 "	G	Maidstone, ..	.. sub. 2 fr.	H
Bishops Stortford, ..	.. " 0 "	H	March, ..	.. " 0 "	F
Bognor, ..	.. " 2 "	I	Margate, ..	.. " 5 "	H
Boston, ..	.. " 0 "	E	Market Harborough, ..	.. add 3 to	F
Bournemouth, ..	.. " 7 "	I	Melton Mowbray, ..	.. " 3 "	F
Braintree, ..	.. sub. 2 fr.	G	Newark, ..	.. " 3 "	E
Brighton, ..	.. add 0 to	I	Newbury, ..	.. " 5 "	H
Buckingham, ..	.. " 4 "	G	Newhaven, ..	.. " 0 "	I
Bury St. Edmunds, ..	.. sub. 3 fr.	G	Newmarket, ..	.. sub. 2 fr.	G
Cambridge, ..	.. " 0 "	G	Northampton, ..	.. add 3 to	G
Canterbury, ..	.. " 4 "	H	North Walsham, ..	.. sub. 6 fr.	F
Chatham, ..	.. " 2 "	H	Norwich, ..	.. " 5 "	F
Chelmsford, ..	.. " 2 "	H	Nottingham, ..	.. add 4 to	E
Chichester, ..	.. add 3 to	I	Oakham, ..	.. " 3 "	F
Clacton, ..	.. sub. 5 fr.	H	Oxford, ..	.. " 5 "	H
Colchester, ..	.. " 4 "	G	Peterborough, ..	.. " 1 "	F
Coventry, ..	.. add 6 to	F	Portsmouth, ..	.. " 4 "	I
Cromer, ..	.. sub. 5 fr.	E	Ramsgate, ..	.. sub. 6 fr.	H
Croydon, ..	.. " 0 "	H	Reading, ..	.. add 4 to	H
Deal, ..	.. " 5 "	H	Reigate, ..	.. " 1 "	H
Derby, ..	.. add 6 to	E	Rugby, ..	.. " 5 "	F
Dereham, ..	.. sub. 3 fr.	F	Saffron Walden, ..	.. sub. 1 fr.	G
Dover, ..	.. " 5 "	H	St. Albans, ..	.. add 1 to	H
Dunmow, ..	.. " 1 "	G	St. Ives, ..	.. " 0 "	F
Dunstable, ..	.. add 2 to	G	St. Leonards, ..	.. sub. 2 fr.	I
Eastbourne, ..	.. sub. 1 fr.	I	St. Neots, ..	.. add 1 to	G
East Grinstead, ..	.. " 0 "	H	Sevenoaks, ..	.. sub. 1 fr.	H
Ely, ..	.. " 1 "	F	Southampton, ..	.. add 5 to	I
Felixtowe, ..	.. " 5 "	G	Southend, ..	.. sub. 3 fr.	H
Folkestone, ..	.. " 5 "	I	Southwold, ..	.. " 6 "	F
Grantham, ..	.. add 2 to	E	Spalding, ..	.. " 0 "	F
Gravesend, ..	.. sub. 2 fr.	H	Stamford, ..	.. add 2 to	F
Grimsby, ..	.. " 0 "	E	Sudbury, ..	.. sub. 3 fr.	G
Guildford, ..	.. add 2 to	H	Swaffham, ..	.. " 3 "	F
Harwich, ..	.. sub. 5 fr.	G	Thetford, ..	.. " 3 "	F
Hastings, ..	.. " 2 "	I	Tonbridge, ..	.. " 1 "	H
Henley-on-Thames, ..	.. add 3 to	H	Tunbridge Wells, ..	.. " 1 "	H
Hertford, ..	.. " 0 "	H	Wantage, ..	.. add 6 to	H
High Wycombe, ..	.. " 3 "	H	Ware, ..	.. " 0 "	H
Hitchin, ..	.. " 1 "	G	Wellingborough, ..	.. " 2 "	G
Horsham, ..	.. " 1 "	I	Wells, ..	.. sub. 3 fr.	E
Hunstanton, ..	.. sub. 2 fr.	E	Winchester, ..	.. add 5 to	I
Huntingdon, ..	.. " 0 "	F	Windsor, ..	.. " 2 "	H
Ipswich, ..	.. " 4 "	G	Wisbech, ..	.. " 0 "	F
Isle of Wight, ..	.. add 5 to	I	Worthing, ..	.. " 1 "	I
Kettering, ..	.. " 3 "	F	Wymondham, ..	.. sub. 4 fr.	F
Kingston-on-Thames, ..	.. " 1 "	H	Yarmouth, ..	.. " 7 "	F

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 243) 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, or hilly. 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.—The exact points from which these are measured are named. Where the measurements in this work differ from those given on the milestones, the difference in distance between the two starting points is the cause.

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

ROUTES 1-271

Are Contained in the Northern Division.

LONDON ROUTES

Commence at No. 500.

The Counties North of the Thames are dealt with
before London, those South, after.

Cross Measurements—London.

*Generally speaking
these Measure-
ments are by the
nearest Main
Thoroughfare.*

G.P.O.	Angel, Islington. Bank.	Charing Cross.	Elephant and Castle. Hyde Park Corner.	Kennington Gate.	King's Cross.	Liverpool Street Station. Marble Arch.	Paddington Station.	Shoreditch Church.	Victoria Station.	Whitechapel Church.	Waterloo Station.
G. P. O. ....	.. 1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Acton	7 $\frac{3}{4}$	7 $\frac{3}{4}$	8 $\frac{1}{2}$	7	8 $\frac{1}{4}$	5 $\frac{3}{4}$	7 $\frac{1}{2}$	7	8 $\frac{1}{2}$	5	4 $\frac{1}{2}$
Angel, Islington...	1 $\frac{1}{2}$	..	1 $\frac{1}{2}$	2 $\frac{3}{4}$	2 $\frac{3}{4}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	1 $\frac{1}{2}$	3 $\frac{1}{2}$	2 $\frac{1}{4}$
Bank	1 $\frac{1}{2}$	1 $\frac{1}{2}$	..	1 $\frac{1}{2}$	1 $\frac{1}{2}$	3 $\frac{1}{4}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	1 $\frac{1}{2}$	3 $\frac{1}{4}$	1 $\frac{1}{2}$
Camberwell Green	3 $\frac{1}{2}$	4 $\frac{1}{4}$	2 $\frac{1}{2}$	3 $\frac{1}{2}$	1 $\frac{1}{2}$	3 $\frac{1}{2}$	1	4 $\frac{3}{4}$	3 $\frac{1}{4}$	4 $\frac{1}{4}$	5 $\frac{1}{4}$
Charing Cross	1 $\frac{1}{2}$	2 $\frac{3}{4}$	1 $\frac{1}{2}$	..	1 $\frac{1}{2}$	1 $\frac{1}{4}$	2 $\frac{1}{4}$	2	2 $\frac{3}{4}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Clapham Common	4 $\frac{1}{4}$	5 $\frac{1}{4}$	4 $\frac{1}{4}$	3 $\frac{1}{2}$	2 $\frac{3}{4}$	3 $\frac{1}{2}$	1 $\frac{1}{4}$	5 $\frac{3}{4}$	4 $\frac{5}{8}$	4 $\frac{5}{8}$	5 $\frac{5}{8}$
Elephant & Castle	1 $\frac{1}{2}$	2 $\frac{1}{4}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	..	2 $\frac{3}{4}$	1	2 $\frac{3}{4}$	1 $\frac{1}{4}$	3 $\frac{1}{4}$	4 $\frac{1}{4}$
Greenwich	5 $\frac{1}{2}$	7 $\frac{1}{2}$	5 $\frac{1}{2}$	6 $\frac{1}{4}$	4 $\frac{1}{2}$	7 $\frac{1}{4}$	4 $\frac{3}{4}$	7 $\frac{1}{4}$	5 $\frac{1}{4}$	8 $\frac{1}{4}$	9 $\frac{1}{4}$
Hammersmith	6	6 $\frac{3}{8}$	6 $\frac{1}{2}$	4 $\frac{1}{2}$	5 $\frac{1}{4}$	3 $\frac{1}{4}$	5 $\frac{3}{4}$	5 $\frac{1}{2}$	3 $\frac{1}{4}$	7 $\frac{5}{8}$	3 $\frac{3}{8}$
Hampstead	4 $\frac{7}{8}$	4	5 $\frac{1}{4}$	4 $\frac{5}{8}$	5 $\frac{3}{4}$	4 $\frac{1}{2}$	6 $\frac{3}{4}$	3 $\frac{1}{4}$	5 $\frac{7}{8}$	3 $\frac{1}{4}$	5 $\frac{1}{8}$
Highgate	4 $\frac{7}{8}$	3 $\frac{1}{2}$	5 $\frac{1}{4}$	4 $\frac{5}{8}$	5 $\frac{7}{8}$	5 $\frac{5}{8}$	6 $\frac{7}{8}$	3 $\frac{1}{2}$	5 $\frac{1}{4}$	5 $\frac{7}{8}$	6 $\frac{7}{8}$
Hyde Park Corner	2 $\frac{3}{4}$	3 $\frac{1}{2}$	3 $\frac{1}{4}$	1 $\frac{1}{4}$	2 $\frac{1}{4}$	..	2 $\frac{1}{2}$	3	3 $\frac{1}{2}$	7	1 $\frac{1}{4}$
King's Cross.....	1 $\frac{1}{4}$	3	2 $\frac{1}{2}$	2	2 $\frac{3}{4}$	3	3 $\frac{1}{4}$	..	2 $\frac{5}{8}$	2 $\frac{1}{4}$	2 $\frac{5}{8}$
Kennington Gate..	2 $\frac{7}{8}$	3 $\frac{1}{4}$	2 $\frac{1}{2}$	2 $\frac{1}{4}$	1	2 $\frac{1}{2}$	..	3 $\frac{3}{4}$	2 $\frac{7}{8}$	3 $\frac{1}{4}$	4 $\frac{1}{2}$
Kew Bridge	9	9 $\frac{1}{4}$	9 $\frac{3}{8}$	7 $\frac{3}{4}$	9 $\frac{1}{4}$	6 $\frac{1}{4}$	9	8 $\frac{1}{2}$	9 $\frac{3}{4}$	6 $\frac{1}{4}$	5 $\frac{3}{4}$
Liverpool St. Sta..	3	1 $\frac{1}{4}$	3	2 $\frac{3}{8}$	1 $\frac{7}{8}$	3 $\frac{1}{2}$	2 $\frac{7}{8}$	2 $\frac{5}{8}$	..	3 $\frac{5}{8}$	4 $\frac{1}{2}$
Marble Arch.....	2 $\frac{3}{4}$	3	3 $\frac{5}{8}$	1 $\frac{7}{8}$	3 $\frac{1}{4}$	7	3 $\frac{1}{4}$	2 $\frac{3}{4}$	3 $\frac{5}{8}$	..	1
Paddington Station	3 $\frac{1}{4}$	3 $\frac{3}{8}$	4 $\frac{1}{2}$	2 $\frac{3}{4}$	4 $\frac{1}{4}$	1 $\frac{3}{4}$	4 $\frac{1}{2}$	2 $\frac{5}{8}$	4 $\frac{1}{2}$	1	..
Putney	7 $\frac{3}{8}$	7 $\frac{3}{4}$	7 $\frac{1}{2}$	5 $\frac{3}{4}$	6 $\frac{1}{2}$	4 $\frac{1}{2}$	5 $\frac{1}{4}$	7 $\frac{1}{2}$	8	5 $\frac{1}{2}$	5 $\frac{7}{8}$
Shoreditch Church	1 $\frac{1}{2}$	1 $\frac{1}{4}$	1 $\frac{1}{2}$	3	2 $\frac{1}{2}$	4 $\frac{3}{8}$	3 $\frac{1}{2}$	2	3	3 $\frac{3}{4}$	5 $\frac{1}{4}$
Stratford Fountain	4 $\frac{7}{8}$	5 $\frac{1}{2}$	4 $\frac{3}{8}$	6 $\frac{1}{4}$	6	7 $\frac{1}{2}$	7	6 $\frac{1}{4}$	4 $\frac{1}{4}$	7 $\frac{7}{8}$	8 $\frac{3}{4}$
Streatham	6 $\frac{5}{8}$	7 $\frac{3}{4}$	6 $\frac{1}{2}$	6 $\frac{1}{4}$	5	6 $\frac{5}{8}$	4	7 $\frac{3}{4}$	6 $\frac{7}{8}$	7	8
Sydenham (Cr. Pal.)	6 $\frac{3}{4}$	8 $\frac{1}{4}$	7	7 $\frac{1}{8}$	5 $\frac{1}{2}$	7 $\frac{1}{2}$	5	8 $\frac{1}{4}$	7 $\frac{3}{8}$	8 $\frac{1}{4}$	9 $\frac{1}{8}$
Tottenham.....	6 $\frac{1}{2}$	5 $\frac{1}{2}$	6 $\frac{1}{2}$	7 $\frac{3}{4}$	7 $\frac{1}{2}$	8 $\frac{3}{4}$	8 $\frac{1}{2}$	5 $\frac{3}{4}$	5 $\frac{3}{4}$	8	8 $\frac{1}{4}$
Victoria Station...	2 $\frac{7}{8}$	3 $\frac{5}{8}$	3 $\frac{1}{2}$	1 $\frac{3}{8}$	2 $\frac{1}{8}$	5	1 $\frac{3}{4}$	3 $\frac{3}{8}$	3 $\frac{5}{8}$	1 $\frac{1}{2}$	2 $\frac{1}{2}$
Waterloo Station..	1 $\frac{1}{2}$	2 $\frac{3}{8}$	1 $\frac{1}{2}$	1 $\frac{1}{8}$	3	2 $\frac{1}{2}$	1 $\frac{1}{2}$	2 $\frac{3}{8}$	2 $\frac{3}{8}$	3 $\frac{1}{4}$	2 $\frac{7}{8}$
Whitechapel Ch...	1 $\frac{1}{2}$	2 $\frac{1}{4}$	1 $\frac{1}{2}$	2 $\frac{1}{4}$	2 $\frac{1}{4}$	4 $\frac{1}{2}$	3 $\frac{1}{4}$	3	3	4	5
Wood Green.....	6 $\frac{1}{4}$	5 $\frac{1}{4}$	6 $\frac{3}{8}$	7 $\frac{5}{8}$	8	8 $\frac{3}{8}$	9	6	6 $\frac{1}{4}$	7 $\frac{1}{4}$	7 $\frac{3}{4}$



GENERAL DESCRIPTION
OF
ENGLAND.
(SOUTH-EAST COUNTIES.)

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Are Contained in the Northern Division.

LINCOLN.—Towards the centre the county is hilly, or rather, undulating,—for there is nothing high,—but the remainder is practically level, and for tourists is exceedingly monotonous. The southern part of the county is known as “the Fens,” and has been largely reclaimed from the sea by means of walls and dykes. The county is almost entirely agricultural, and there are few manufactures. There are, however, large grazing and dairy farms; and grain, cattle, horses, sheep, and geese are exported. For tourists the only place much visited is Lincoln, for its magnificent cathedral; but the seaside watering-places, as Skegness, and Cleethorpes, draw many visitors. The principal places to be seen in the county are: Lincoln Cathedral, Boston Stump, and Croyland Abbey, as well as the curious triangular bridge at the latter place.

The roads in the county are mostly flat, and while they are all good, there are scarcely any with a splendid surface. In the “fen” districts the roads are painfully monotonous; some are absolutely straight for miles.

Boston.—Connected with the sea by a canal. A fair-sized country town, with the Boston “Stump” as the spire to the church. This famous landmark is visible for a great distance.

Crowland, or Croyland.—Half way between Spalding and Peterborough; has a very old Abbey Church, and a unique “triangular” bridge, planned like the letter Y.

Gainsborough.—A small country town on the Trent, with a quaint old Manor House.

Grantham.—A fair-sized country town with some manufactures. A short distance off is Colsterworth, Sir Isaac Newton’s birthplace. All the roads out of Grantham are up-hill.

Grimsby.—On the Humber; a seaport with large docks, but a somewhat unattractive town. Two miles off is Cleethorpes, a favourite watering-place.

Lincoln.—The county town. A fine old town, built on the slope, and at the bottom of a steep hill. It has a magnificent cathedral near the summit of the hill, with the large bell called “Tom-of-Lincoln.” There are numerous antiquities, including a portion of the old Roman wall. The Castle and Palace ruins, Newport Arch, and Jew’s House, are worth visiting. Cyclists going north from Lincoln are recommended to follow the Yarborough road, as it is easier than the steep hill up past the cathedral. The descent to Lincoln is dangerous on the roads from the north, east, and south. The roads westwards are flat.

Louth.—A good-sized country town, connected with the sea by a canal. There are a fair number of manufactories.

Skegness.—A rising watering-place.

Spalding.—A small country town, and busy railway junction. There are quite a number of beautiful old Parish Churches within a radius of ten miles.

Stamford.—A small country town. The visitor will observe its numerous churches.

RUTLAND.—The smallest English county, is purely agricultural and very undulating, but richly wooded.

The roads in the county are very hilly.

Oakham.—A very small county town, has a ruined Castle. Burley Park is quite near. The Kennels of the Cottesmore Hunt are two miles off.

Uppingham.—A very small town, has a fine old Church and School.

LEICESTERSHIRE.—As a whole this county is very hilly, excepting the valley of the Soar and of the Wreak. The prettiest part of the county is, without doubt, Charnwood Forest, where there is some fine scenery. The rest of the county is very fertile, with large dairy, cattle, and sheep farms. There are numerous collieries in the western portion.

The roads in the county are all exceedingly hilly. The only two, in fact, which are anything approaching level, are those from Leicester to Derby, and Leicester to Coventry. The best road in the county is that to Melton-Mowbray, from Leicester. There are few fine antiquities in the county, except Belvoir Castle, near Melton, and the Wycliffe relics at Lutterworth, as well as a few old buildings in Leicester. The battle of Bosworth Field took place near Market Bosworth in 1485.

Ashby-de-la-Zouch.—A small country town, with collieries in the neighbourhood. It has the ruins of a Castle, a fine Church, and some Baths. The "lists" of Ashby are well known to readers of "Ivanhoe."

Bosworth.—Noted for the battle of Bosworth Field, the last of the Wars of the Roses, when Richard III. was killed in 1485.

Leicester.—A large and rising town, with cotton and worsted hosiery manufactories. There is a Town Hall, and a number of antiquities. The Abbey Park belonging to the town should be visited. The roads in the neighbourhood are very hilly, but those northwards are the best and easiest.

Loughborough.—A small country town of no particular importance. Charnwood Forest, the prettiest part of Leicestershire, is in the neighbourhood. The Kennels of the Quorn Hunt are two miles off.

Lutterworth.—A very small town, noted for its connection with Wycliffe. His pulpit and other relics are in the church.

Market Harborough.—A small country town, with a fine church and curious old town-house. Roads very hilly in the neighbourhood.

Melton-Mowbray.—A small country town in the centre of the richest part of Leicestershire. It has a fine church. It is a great centre for fox-hunting. The roads are good in the neighbourhood.

NORTHAMPTON.—This county is very hilly, but is richly wooded, and has large sheep and dairy farms. The extreme east is flat country, called Peterborough Fen. Shoe-making is the

principal industry in the county. For tourists the county is attractive, but nothing out of the way, the principal objects of interest being in Northampton, the church Crypt and triangular lodge near Rothwell, Rockingham Castle, and the site of the historical Fotheringay Castle. Peterborough Cathedral, with its fine front, lies at the extreme east corner of the county. The battle of Naseby, near Welford, was fought in 1645. The principal parks are: Castle Ashby, Delapré Abbey, Althorpe Park, near Northampton, and Burghley House, near Stamford.

The roads in the county are all very hilly, but the surface on the "London" roads is generally good.

Kettering.—A busy manufacturing town in the centre of the county. Close by is Rothwell Church Crypt and Triangle Lodge. Geddington Cross is three miles off. Good, but hilly roads.

Naseby.—A mile to the north is the scene of the battle where Cromwell defeated Charles I. in 1645.

Northampton.—On the River Nen, is the centre of the boot and shoe trade. The old Church of St. Sepulchre's is worth visiting, and Delapré Abbey, and Queen Eleanor's Cross are quite close to the town. Roads in the neighbourhood somewhat hilly. The Kettering road is the best.

Oundle.—Four miles off, to the north, is the site of the Castle of Fotheringay, where Mary Queen of Scots was executed in 1587. The Castle was demolished by order of James I.

Peterborough.—On the River Nen; has a fine cathedral and curious old market-house. The cathedral is not readily seen to advantage, as it is very much enclosed.

Weedon.—A very small country town, but with large barracks.

Wellingborough.—A fair-sized country town, but of no particular importance. There is a large Grammar School.

BEDFORD.—As a whole this county is hilly, excepting the valley of the Ouse, and the eastern part of the county near Biggleswade, which is flat. Bedford and Luton are the two principal manufacturing towns. All the rest of the county is agricultural. The prettiest part of the county is near Ampthill: the rest presents no particular features. There are few fine buildings in the county; the principal Parks are: Woburn Abbey, Luton Park, Southill Park, and Wrest Park. Elstow, with Bunyan's house, is quite close to Bedford.

The roads in the county are all very well kept, though they are somewhat hilly in parts. Near Bedford and Biggleswade they are quite flat.

Bedford.—On the Ouse; a busy country town. The Bunyan Statue, from which the measurements are taken, is somewhat to the north of the main part of the town. In the Gaol, Bunyan wrote the "Pilgrim's Progress." At Elstow, a mile and a half off, is the house where he was born in 1628. The Bunyan Relics are kept at the Congregational Chapel, Bedford. Fine roads in the neighbourhood.

Biggleswade.—A small country town on the Ivel.

Dunstable.—A small country town, with an old Priory Church.

Leighton Buzzard.—A small country town, with a very fine cross; Mentmore (Lord Rosebery) is in the neighbourhood. Woburn Abbey lies to the north.

Luton.—A busy, fair-sized country town, noted for straw hats.

HUNTINGDON.—This county is practically flat, or very slightly undulating, except on the east side where are "the Fens." The county presents few points of interest beyond the associations with Cromwell near Huntingdon. The roads in the county are now kept in very good order.

Huntingdon.—A small country town, with a fine church and old bridge. Cromwell's birthplace is quite close.

St. Ives.—A very small town, but with great cattle-markets. There is a fine old bridge, over the Ouse, with a tower.

St. Neots.—A small country town. Paper Mills in neighbourhood.

Stilton.—A small village in the north of the county, giving the name to a cheese, now mostly made in Leicestershire.

CAMBRIDGE.—The county is practically flat, and almost entirely composed of "fens" reclaimed from the sea. In many parts the roads are scarcely above the level of the sea, and in winter time are frequently flooded. The principal attractions in the county are Cambridge, with its magnificent Colleges, and Ely Cathedral, which is, perhaps, the finest in Britain, not for size or situation, but for appearance. Newmarket Race Course attracts a certain class of visitors. The numerous "drains" intersecting the county, some sixty feet in width, prevent the surrounding land from being flooded. The "Old" and "New" Bedford rivers, with their high embankments, drain the centre part of the county, and are great undertakings.

Cambridge.—On the River Cam,—a University town,—as old as the twelfth century; has numerous Colleges of varying antiquity. King's College Chapel and King's College are, perhaps, the most prominent. Splendid flat roads in the neighbourhood.

Ely.—A small country town on the River Ouse. The Cathedral is a splendid building, but somewhat enclosed. It is best seen from Stuntney, across the Ouse. In appearance the Cathedral is, perhaps, the finest in Britain.

Newmarket.—Partly in Suffolk; a small country town, with large race course. The Devil's Ditch, an old embankment, is about a mile from the town.

Wisbech.—A busy country town, situated in the flat country known as "the Fens." There is a large canal to the sea. The roads in the neighbourhood are the flattest, and perhaps the finest in the country.

NORFOLK.—From Lynn to Norwich the county is all undulating, but east of Lynn, and west of Norwich, the county is almost flat. It is mostly well wooded, and has numerous attractive seaside resorts. The prettiest part of the county is between Lynn and Hunstanton. West of Lynn, it is flat and uninteresting. The great charm of the county, however, is its “Broads” or shallow Lakes, of which there are a considerable number east of Norwich. These afford splendid boating, and are extensively resorted to, not only for pleasure, but for sport. The principal watering-places are Hunstanton and Cromer; but there are a large number of other places along the sea-coast, more or less quiet. The principal Parks are Sandringham Park (Prince of Wales), and Holkham Park. Norwich Cathedral, Caistor Castle, Castle Rising Castle, and Walsingham Priory, are the principal objects of interest in the county. There are hardly any manufactures, and the only towns of much importance are Norwich, Yarmouth, and Lynn; the other towns are all small.

The roads in the county are generally kept in splendid order, and though they are somewhat undulating, are very pleasant travelling, owing to the fine wooding of the country. The road from Lynn to Wisbech is, perhaps, the finest in England.

Cromer.—A favourite watering-place, situated in one of the prettier parts of Norfolk. Roads in the neighbourhood good, but somewhat hilly.

Hunstanton.—This is an entirely modern watering-place built round the station, and locally known as St. Edmunds. Hunstanton proper (usually known as Old Hunstanton)—quite a small village—is a mile and a quarter to the north. Hunstanton St. Edmunds has a Town Hall and a Pier.

Lynn, or King's Lynn.—The largest town in the west of Norfolk; has rather narrow streets. The south roads enter through the South Gate, the only gate of the town now remaining. Sandringham, the residence of the Prince of Wales, is six miles off.

North Walsham.—A small country town. The two watering-places of Happisborough and Mundesley, both rather quiet, are reached from this place.

Norwich.—The county town, on the River Wensum; has a fine cathedral, and an unusually large number of churches. It is a large and important town, the greatest between London and Hull. The Castle is situated on a rising ground in the centre of the town, and affords a splendid panorama. There is a large corn market. The roads in the neighbourhood are very well kept, but those south-east are rather poor.

Swaffham.—A small market town, with a fine church. Castle Acre Priory is four miles to the north.

Wells (next the sea).—A rather rambling seaside town. It is a little perplexing to find one's way through this place as there is no main street; but by following almost any of the streets lying north and south,—they are all equally narrow,—the road leading out from the other side of the town will be reached. Holkham

Park is two miles to the west. Nelson was born at Burnham Thorpe Rectory.

Yarmouth.—A famous seaport noted for the herring fishery. The herrings cured here are called "bloaters." There is a fine Town Hall, Esplanade, Aquarium, a splendid drive round the Nelson Column, and other attractions for visitors, as the fishing part is quite away from the residential part. In the neighbourhood are the favourite "Norfolk Broads," and Caistor Castle.

SUFFOLK.—The county is almost entirely undulating, except in the south-east where it is somewhat flat. The county is well cultivated and well planted, and has large dairy and sheep farms. The principal attractions are the watering-places on the east coast, of which there are a fair number more or less quiet, although Lowestoft draws a very large number of excursionists. Inland, Bury St. Edmund's Abbey is the principal attraction. There are several "Broads" between Lowestoft and Yarmouth which are well patronised by boating parties. The scenery in the county can hardly be said to be attractive, as there is a decided sameness all over. There is a very pretty sail from Ipswich to Harwich by steamer.

The roads in this county are rather poor, and none of them can be said to be first-class, as the stones seem to work up on to the surface, probably owing to sandy soil, so that there is hardly any road without stones: even the "London" road, supposed to be the best in the county, is very loose and sandy in places.

Aldeburgh.—A pleasant seaside watering-place, with a Promenade.

Bury St. Edmunds.—A busy country town, with the ruins of a beautiful abbey. The Abbey Gateway in Angel Hill is on the main road north and south. The market-place is just behind the Angel Hotel. Fairly good roads in the neighbourhood.

Dunwich.—Formerly a city, now a small village, is a quiet watering-place. Past encroachments of the sea have destroyed the place which was formerly the ancient capital of East Anglia, but there have been none for many years.

Felixtowe.—A rising watering-place. The road from Ipswich to Felixtowe is the worst in Suffolk.

Framlingham.—A small country town, with ruins of a fine castle; the Albert Memorial College is in the suburbs.

Ipswich.—A large and very busy town, built on the slope of a hill. It has a Town Hall, Museum, and Wolsey's College Gateway. These are the only objects of interest, but there is a very pleasant sail down the Orwell to Harwich. The roads in the neighbourhood are fairly good, excepting the road to Felixtowe.

Lowestoft.—The most easterly town in England, is now in practically two parts, the Old and the New, and is a mile and half in length. The older part of the town is to the north of the station: the newer part, with the Esplanade and principal Hotels, is around and south of the station. Oulton "Broad" is three miles off.

Newmarket.—See Cambridgeshire.

Orford.—A small watering-place, with ruins of a castle.

Southwold.—A quiet and pleasant watering-place, with a "light" railway to Halesworth.

Sudbury.—A small country town of no particular importance beyond the fact that it is Gainsborough's birthplace.

Woodbridge.—A small country town; fine boating in the neighbourhood.

ESSEX.—The greater part of this county is undulating, except those parts near the sea where it is flat and in many places marshy. The county is well wooded, but presents few attractions in the way of scenery. In the extreme south-west is the industrial part of London, where the population is very dense. The rest of the county is almost entirely agricultural. The chief places for tourists of a certain class are: Epping Forest, Southend, and Clacton, but the attractions that draw many people to these places keep a very large class away. Although the scenery is not particularly attractive, yet there are many pretty places, and fine views are to be had from the Langdon Hills. There is a very perfect Norman Castle to be seen at Colchester, and a pretty church at Prittlewell. There is plenty of boating to be had on many of the inlets from the sea, but there are often many difficulties on account of the Oyster Beds.

The roads in the county are fairly good, but none of them, excepting perhaps the Cambridge road, are what could be called first-class. They are rather apt to be sandy on the surface.

Chelmsford.—The county town, but not so large as Colchester. There is a fine Shire Hall and Museum.

Clacton.—A modern watering-place, much frequented by London trippers.

Colchester.—A large manufacturing town, with an almost perfect Norman Castle, about the most perfect specimen in England. The ruins of St. Botolph's Priory are pretty, and there are some remains of the Roman wall. There are Barracks here.

Dunmow.—Celebrated for the Dunmow fitch of bacon; a small country town, with an old Town House.

Epping Forest.—The remains of the Royal Forest, which anciently covered a large part of the county, is a favourite resort of Londoners.

Harwich.—A seaport at the mouth of the River Stour; a favourite watering-place along with its suburb of Dovercourt. There is a fine esplanade. Parkeston Quay, from which the Great Eastern Railway Steamers to Holland start, lies two miles up the river. There is a very pretty sail from Harwich to Ipswich, and there is a ferry to Felixtowe.

Maldon.—A small country town, with an old Town Hall.

Saffron Walden.—A small country town, with the ruins of a castle.

Southend.—A populous watering-place, with a pier one and a quarter miles long. The town is rapidly extending. The eastern part is the favourite end for trippers; the western is more select. Prittlewell Priory Church is quite close, and several miles to the east is Shoeburyness with its artillery ranges.

Tilbury.—An old fort guarding the Thames. Close by are the extensive Tilbury Docks.

Waltham Abbey.—A small country town. Close by are the Government Powder Mills and Small Arms Factories.

HERTFORDSHIRE (pronounced Hartfordshire).—Is undulating and very well wooded. The country is almost entirely agricultural, and there are few manufactures. Travelling is very pleasant, as it is so well wooded that there are many picturesque spots. These are, however, best seen to advantage in the country lanes. The principal objects of interest are the Abbey at St. Albans, Hatfield House, the residence of Lord Salisbury, and Rye House, near Hoddesdon, with the Great Bed of Ware. In the Wars of the Roses two battles were fought in this county near St. Albans, and one near Barnet. There are a great many country seats.

The roads are rather hilly, but the surface on the London roads, which are broad and finely engineered, is very good. The road from St. Albans to Hatfield is about the best in the county.

Baldock.—A small country town of no particular importance. There is an old Priory Church.

Barnet.—A suburb of London. There is an obelisk, half a mile to the north, commemorating the battle fought during the Wars of the Roses in 1471, when Warwick, the King Maker, was slain.

Bishop's Stortford.—A fairly busy country town. No particular objects of interest.

Hatfield.—A large village on the Great North Road. Adjoining it is Hatfield House, the residence of Lord Salisbury.

Hertford.—The county town, a fair-sized town on the River Lee, with the ruins of a castle, and a curious old well. There are several fine residences in the vicinity.

St. Albans.—An ancient Roman city, with a splendid Abbey, but outwardly rather spoiled by restoration. Quite close to it two battles were fought during the Wars of the Roses; the first in 1455, the second, 1461.

Ware.—A small country town of no particular importance.

Watford.—A large country town.

BUCKINGHAMSHIRE.—This county is hilly, except in the extreme west. In the south the Chiltern Hills form the hilliest part. The county is well wooded and rich in pasture; the fertile "Vale of Aylesbury" being in the very centre. There are a number of paper mills in the south, but few manufactures excepting these. For tourists the prettiest part of the county is on the banks of the Thames, near Cliveden. These are well wooded and

steep in places, and in the summer time, the river itself is crowded with boats. There are fine views of Windsor from the Thames. The Burnham Beeches, Stoke Poges (associated with the Poet Gray), Milton's Cottage at Chalfont St. Giles, Medmenham Abbey, and Eton College, are the principal attractions in the south. In the north there are few objects of interest.

The roads in the county are very finely kept, and though they are somewhat hilly the surface is usually in splendid condition. Many of the bye-roads are remarkably pretty.

Aylesbury.—The county town; has a large market-place.

Buckingham.—A small sleepy town, with the old gaol in the middle of the street. Near it is Stowe Park, the residence of the Duke of Buckingham.

Eton.—On the River Thames, across the Thames from Windsor, the leading Public School in England, founded by Henry VI.

High Wycombe.—A country town, with Abbey. Two miles north is Hughenden, formerly the residence of the Earl of Beaconsfield.

Olney.—Quite a small town, noted for its connection with Cowper.

OXFORDSHIRE.—The country north-west of Oxford is very hilly. To the south-east it is also hilly, but to the north-east it is quite flat. It is richly wooded, and contains Wychwood Forest in the west, and the Chiltern Hills in the south-east. There are few manufactures. For tourists this county is rather attractive, not only on account of the Rivers Isis and Thames, but on account of the great interest attaching to Oxford, Woodstock, and the scenery of Wychwood Forest. The Rivers Isis and Thames form the southern boundary of the county, and are navigable all the way from Henley to Lechlade. The prettiest parts are near Goring, and near Oxford. The splendid colleges and numerous fine buildings in the latter place are worthy of the visitor's attention, while Blenheim Park at Woodstock—the nation's gift to the Duke of Marlborough—should not be missed.

The roads in the county are fairly well kept, but some of the main roads are not particularly good for some inexplicable reason. Others again are in perfect order.

Banbury.—A large town in the north of the county, built on the slope of a hill. The main part of the town lies to the east of the Cross.

Bicester.—A small market town of no particular importance. Country quite flat.

Chipping Norton.—A small country town, situated on the high ground of Oxfordshire. The curious Rollright stones are three miles off.

Henley.—A small country town on the Thames, noted for its Regatta. Pretty country.

Oxford.—On the Isis or Thames, with a Cathedral and famous University. There are over twenty Colleges, and numerous

Libraries, Museums, and the Sheldonian "Theatre." The buildings are finely situated. The roads in the neighbourhood are mostly in fair order, but those northwards are somewhat bumpy.

Woodstock.—A very small town, noted for Blenheim Park and Palace, referred to above.

MIDDLESEX.—The second smallest county in England; is quite level near the Thames and in the Lea Valley. The rest is hilly. There are numerous farms, nurseries, and market gardens for the supply of London. London itself occupies nearly half of the county. Many of the country lanes are very pretty, but there is so much traffic on the main roads that they are very bumpy and not very pleasant travelling. There are not many antiquities of much note in the county, excepting in London itself. Hampton Court Palace and Harrow School are about the only objects of note outside of London. The River Thames, however, is the Londoners' great resort, and the Islands and numerous places of refreshment form the popular attractions of the Londoner. There are numerous "house boats" on the river belonging to private individuals, some of them almost floating palaces on a small scale.

London.—The capital of England and of the British Empire; is situated on both sides of the Thames, and is also in the counties of Essex, Kent, and Surrey. The city of London, however, or at least what is known as "the City," has an area of about two square miles; the Tower forming one extremity, and the Law Courts in the Strand the other. London proper, including the numerous suburbs, which really form the metropolis, is about twenty miles long and fifteen broad. It is divided, roughly, into about ten districts: these being the City, Westminster, Marylebone, Chelsea, Hackney, Finsbury, Tower Hamlets, Lambeth, Southwark, and Greenwich. There are also innumerable suburbs. For postal convenience the city is divided into districts, N., N.W., N.E., E., S.E., S.W., E.C., W., W.C., and letters addressed in that manner reach their destination quicker. It is governed by the London County Council. The Docks and Quays extend for a long distance down the river. Large shipping can come up the river as far as London Bridge. Beyond that the river is navigable as far as Lechlade, in Oxfordshire, for small steamers with low funnels, or boats with moveable masts. The manufacturing part of London is chiefly in the eastern and southern parts. Nearly all the houses are built of brick, but the large public buildings are almost entirely of stone. As the objects of interest in the City are very numerous, the reader is referred to any of the numerous guides to London.

So far as cyclists are concerned, strangers are advised to take the train into, or out of, London at or to some point ten miles out. The roads are very bumpy, the traffic heavy, and the rows and rows of brick houses not particularly interesting. As to cycling in the City, no one is advised to do it, for while the London drivers are undoubtedly the finest in the world, the main streets are so narrow, and the traffic so condensed, that a cyclist incurs a good

deal of unnecessary risk. The drivers have no sympathy with the cyclist, and the idea of cycling within three feet of an omnibus, with a horse's head somewhere close to your back, and a heavy dray on each side is not very pleasant, and is of no uncommon occurrence. It requires strong nerves and great presence of mind. Cycles are conveyed quickly on the underground railway, and the cyclist will require to be smart, as the trains do not pause for a late comer. The cycle should always be taken close to where the engine stops, and handed to the guard in the front van. If one does anything else, there is not the remotest chance of getting the train before it leaves.

BERKSHIRE.—This county is somewhat hilly and very fertile. There are hardly any flat parts, so there are many fine views from the roads. The county is almost entirely agricultural, and the only manufacturing town of any importance is Reading. There is very good scenery all over, but the prettiest part is near Windsor, and in the Vale of White Horse. Newbury is historically interesting, both for itself, and for the remains of the old Roman town of Silchester, seven miles off. The famous White Horse, seven miles from Wantage, is one of the objects of interest. The chief attraction, however, is Windsor Castle, a building surpassed by none in the country. Ascot Racecourse is seven miles from Windsor. There are also several military colleges in this county.

The roads in this county are very well kept, but the soil seems to work through the road metal, and often spoils the surface of what would otherwise be a very fine road. In wet weather, they are very heavy to travel upon.

Abingdon.—A small country town, with the remains of an Abbey, and an interesting county hall.

Faringdon.—A small country town.

Newbury.—A country town, with many interesting places in the neighbourhood. Two Battles were fought here in the Civil Wars in 1643, and 1644. The old Roman town of Silchester lies seven miles to the east. The London and Bath road does not pass through the main part of Newbury, which lies to the south on the banks of the Kennet. The Jubilee Clock is in Speenhamland, at the north end of the town.

Reading.—The capital of the county. A large town with few manufactures. The great biscuit factory and the large seed nursery are well known. There is a public park, Town Hall, Court House, and several other buildings, none of very great importance. The measurements in this work are taken from King Street as the centre of the town. Tourists to and from Maidenhead and Newbury do not require to pass near the market-place, but follow the London Road which skirts the main part of the town, and is in very good order. The roads in the neighbourhood are slightly hilly, surface only fairly good.

Wantage.—A small country town, the birthplace of King Alfred, whose monument is in the centre of the market-place. Seven miles to the west is the White Horse, a huge figure cut out in the side of a chalk hill.

Windsor.—On the River Thames; is built on the slope of a hill. The magnificent castle, which is the principal Royal residence, is undoubtedly the finest in the country. A considerable part of the castle is open to the public on certain days during the absence of Her Majesty. The castle contains many interesting treasures, and is, perhaps, one of the finest sights in England. To the south of the castle is Windsor Park and Forest. Eton and Eton College are on the other side of the Thames.

SURREY.—This county is undulating, and right in the centre—dividing the county—is a range of hills. Near London, and close by the Thames, the country is quite flat; the rest is all undulating. The county is almost entirely agricultural, excepting a small part in London, where the suburbs extend practically for ten miles out of the City. There are large orchards and market gardens, mostly for the supply of London. The scenery in this county is very fine; splendid views are obtained from the hills in the centre, and the country lanes are also very pretty. The principal points of interest are in the Thames valley. There are also some fine Parks such as Richmond Park, Norbury Park, &c. The beautiful Virginia Water in Windsor Park lies partly in this county. Epsom Racecourse lies on the heath two miles south of Epsom. Sandown Racecourse is close to Esher. The Volunteer Camp is held on Bisley Common, six miles north-west of Guildford.

The roads in this county are very well kept, and are almost all very well engineered. The road from London to Guildford, generally known as the Ripley road, is the favourite, and about the finest road out of London.

Croydon.—A large town, almost joined to London; has a fine Town Hall, and the ruins of a palace of the Archbishop of Canterbury. Cyclists are advised to go slowly through this town.

Farnham.—A country town close to Aldershot, with a fine Bishop's Castle.

Guildford.—The county town; built on the slope of a rather steep hill; has a number of interesting buildings, the principal of which is the ruined Castle. All the roads out of Guildford are up-hill. The surface, however, is very fine.

Haslemere.—A rising summer resort. Two miles north is Hind Head, a fine breezy spot much frequented.

Kingston.—A large suburb of London. Cyclists are advised to go slowly through this town. Three miles east, in Middlesex, is the famous Hampton Court Palace. The Coronation Stone of the Saxon Kings gives the name to this town.

London (See Middlesex).—The portion of London in this county is largely residential.

Reigate.—A small country town, with no particular objects of importance. The main street of the town is reached from London through a short tunnel. There is a splendid view from the hill above the town.

Richmond.—A suburb of London. Close by is Richmond Park, and to the north are Kew Gardens, the finest in Britain.

KENT.—This county is very hilly, but it is both fertile and richly wooded, from which it is often called the "Garden of England." The only flat part is the low-lying country bordering the Thames, and Romney Marsh in the south. All the rest is more or less hilly. There are few manufactures in the county, it being almost entirely agricultural. There are, however, the large military depots at Chatham and Woolwich, and the Camp at Shorncliffe, near Folkestone. In the extreme east is what was once the Isle of Thanet. The county is famous for its hops, and the numerous fields of hop poles will interest the stranger. For the tourist this is a very pleasant county, as there is a great deal of fine scenery—for the south of England—and a number of interesting objects. Along the coast-line are numerous watering-places of every variety and size, from Ramsgate and Margate to the little St. Margarets. Canterbury is exceedingly interesting, and the Chatham Dock Yards are well worth visiting. Inland there is pretty scenery near Tunbridge Wells, Sevenoaks, and Cranbrook. One of the prettiest scenes is the view of the lights of Dover from the castle at night.

The roads in the country are all very well kept, but they are mostly somewhat hilly, and not a few of the hills are dangerous. The main road from London to Dover, which one would imagine would be one of the best engineered roads in England, is about the hilliest in the county.

Canterbury.—This is a fine old town, with a great many objects of interest. The cathedral, which one would expect to be very fine, seeing it is the See of the Primate of England, is somewhat disappointing, and not to be compared to most of the others. Thomas-a-Beckett was slain in it in 1171. The walls of the City still exist in parts, and the West Gate is still intact. Roads in the neighbourhood very good.

Chatham, Rochester, and Stroud, form practically one town. Here are the great Government Dockyards and Military Schools. The place is strongly fortified. Rochester has the ruins of a fine castle, and a rather poor-looking cathedral. The main Dover road does not pass through the main part of Chatham, which has narrow paved streets, but keeps on the side of the hill above the town.

Deal.—A seaport and watering-place, and one of the "Cinque Ports." Deal Castle is now a residence. A little to the south is Walmer Castle, at one time the seat of the Duke of Wellington. Cæsar landed near Deal in 55 B.C. East of Deal are the famous Goodwin Sands, which at one time were part of Kent, but are now submerged.

Dover.—A seaport and watering-place, and one of the "Cinque Ports." The town is very strongly fortified. The principal route to France is from Dover to Calais, which is only twenty-one miles distant. The Castle on the summit of the cliff is very ancient. There is a very fine view of Dover from the Castle.

Folkestone.—A seaport and watering-place, and the starting

point of the Boulogne Steamers. A little to the west, and above Sandgate, is the great military camp of Shorncliffe.

Gravesend.—A seaport, the headquarters of the Royal Thames Yacht Club, and the port of departure of most of the sailing ships. Immediately opposite is Tilbury Fort. The principal object of interest in the neighbourhood is the Rosherville Hotel and Gardens.

Greenwich.—On the River Thames, forms part of London. It has a park, and a large Hospital for infirm seamen. There is also a Naval College, and the well-known Royal Observatory. Two miles to the east is Woolwich, where are the Government Arsenal and Dockyards.

Herne Bay.—A favourite watering-place.

Maidstone.—The county town, situated in the centre of the county, and in the midst of the hop district. There are no particular objects of interest. The County Gaol is situated here.

Margate.—A favourite watering-place.

Ramsgate.—A seaport and watering-place. The Town Hall is a curious building. The main part of the town lies close to the sea; the residential part is on the cliff.

Sevenoaks.—A small country town, built on the slope of a hill, and situated in about the prettiest part of Kent. Close by is Knowle Park, one of the finest parks in the county.

Sheerness.—At the mouth of the River Medway, which is very strongly fortified at this point.

Tonbridge.—A small country town, with an interesting old castle.

Tunbridge Wells.—At one time this place was a very favourite watering-place, but its attractions are not now so much appreciated. The district is very pretty.

SUSSEX.—This county is very hilly as a whole, but there are a number of plains. It is well wooded, and in many parts is very picturesque. There are two ranges of hills in the county, the South Downs, extending from the extreme west of the county, and terminating at Beachy Head. The North Downs commence near East Grinstead, and terminate near Hastings. The county is entirely agricultural, there being hardly any manufactures of importance. The scenery throughout the county is very good, but the prettiest parts are in the South Downs near Arundel, near Beachy Head, and at Hastings. The whole coast is lined with watering-places of more or less importance, and all lay themselves out to attract London visitors. There are numerous antiquities in the county, one of the most famous being Battle Abbey. It has also an exceptionally large number of ruins of fine Castles; those at Bodiam, Hastings, Hurstmonceux, Pevensey, Lewes, and Bramber, being the most extensive and interesting, also the finely situated Arundel Castle (Duke of Norfolk). The towns of Rye and Winchelsea are very quaint old places. Chichester has a fine Cathedral, and a rather interesting Cross. Two considerable

battles were fought in this county, one at Battle, when William of Normandy (W. the Conqueror) defeated Harold in 1066: the other at Lewes in 1264. There are numerous old forts and camps throughout the South Downs, the chief being Chanctonbury Ring, and Hollingbury Castle.

The roads in this county are very well kept as a general rule, but many of the main roads have much need of more attention than they get. Perhaps the best road in the county is the London and Brighton road.

Arundel.—A very small town, or large village, overlooked by the fine Arundel Castle (Duke of Norfolk), perched on a cliff. There is also a fine Roman Catholic Church.

Battle.—A small place. The entrance to Battle Abbey is in the main street. Here William of Normandy defeated Harold in 1066, and became King William I. There are a number of interesting buildings in the neighbourhood.

Bexhill.—This rapidly rising watering-place is extending, and there are now numerous streets between the railway and the sea, and quite away from the old village.

Bognor.—A small, but pleasant watering-place, with Pier and Promenade.

Brighton.—This town is well described as "London by the sea." It has a very wide Promenade and a fine Pier. The Hotels and Boarding-houses extend along the Promenade for several miles. Near the centre of the town is "the Pavilion," at one time a Royal residence. The town is practically surrounded by hills, and there are many interesting places in the locality. The Devil's Dyke is a favourite resort. The roads northward from Brighton are good, those east and west are rough.

Chichester.—The county town, and a Cathedral City. The ancient walls are still remaining, and the ancient Cross—rather ornamental—stands where the four roads meet. The Cathedral has a fine spire, and is unique in having its Bell Tower apart from the main building.

Cuckfield.—A small country town.

Eastbourne.—A favourite watering-place, finely laid out, and with a Parade and Pier. The original Eastbourne, now known as Old Eastbourne, lies a mile inland. Splendid walks are to be had over Beachy Head. The extensive ruined Castle of Pevensey is in the neighbourhood.

East Grinstead.—A small country town of no particular importance.

Hailsham.—A small country town, with a number of interesting places in the neighbourhood.

Hastings and St. Leonards.—These two distinct towns are for all practical purposes one place. They are built at the foot of a steep hill which shelters the town from east and north-east winds. There are a number of very interesting places in the neighbourhood, and many charming walks. In Hastings itself

are the ruins of a fine Castle, St. Clements Caves, an Esplanade, Pier, Parks, Public Gardens, and the Brassey Institute. The only road out of Hastings that is not up-hill is the one to Bexhill.

Horsham.—A small country town, situated close to St. Leonards Forest.

Lewes.—The county town of East Sussex. A very old town, built on the ridge of a hill, with the ruins of a fine castle. A battle took place here in 1264, when Henry III. was captured by the Barons. There is a Town Hall, a County Hall, as well as the Fitzroy Memorial Library. Rather pretty country.

Littlehampton.—A pleasant watering-place, at the mouth of the River Avon, which is crossed here by a Pontoon Ferry. Country flat.

Midhurst.—A very small country town.

Newhaven.—A favourite watering-place, and the starting point of the cross-Channel steamers to Dieppe. The place is well fortified.

Petworth.—A small country town.

Rye.—A quaint old town, at one time a seaport, but now several miles from the sea. The town has still its old gates, and many very old English buildings.

Shoreham.—A small seaport at the mouth of the River Adur, which is here crossed by a toll bridge. The mouth of the river runs parallel with the sea for several miles, and is separated from it by a shingle beach, similar to Chesil Bank at Portland. Here vessels and yachts are laid up for the winter.

Steyping.—A small country town. Near it are the ruins of Bramber Castle. Pretty country.

Winchelsea.—A very old town, similar to Rye, with its old gates and ancient buildings. Either of these two towns gives a fair idea of an old English town.

Worthing.—A fair-sized watering-place, with Esplanade and fine Pier.

HAMPSHIRE.—The county is mostly agricultural, and is hilly in nearly every part. There are extensive heaths in the north, but the centre is very fertile. In the south-west is the New Forest, at one time entirely a forest, but now little more than wooded country, with extensive open spaces. It occupies twelve square miles, and was formed by William I. Its oak and beech trees were much used for the navy. The only manufactures in the county are at Portsmouth and Southampton, and these are almost entirely in connection with shipping. At Eastleigh are the works of the South-Western Railway; round the station a small town has risen up, on an open heath.

The prettiest part of this county is the Isle of Wight, with its fine cliffs and ravines called "chines," and also the New Forest with its shady avenues. Winchester is interesting, and Bournemouth a favourite resort.

There are numerous antiquities in the county, the principal

being the fine cathedral at Winchester, the remains of the fine abbey of Beaulieu, and the Abbey Church at Christchurch. There are also the splendid ruins of Carisbrooke Castle in the Isle of Wight. In Portsmouth and Southampton there are numerous interesting relics.

Though the roads in this county are very hilly they are generally very well kept, but in the winter time they often get very loose, and some of those in the New Forest shew deep ruts. They are mostly mended with flint, and there are often long stretches of gravel when the roads are newly repaired. (*Note.*—These flints are very destructive to pneumatic tyres, as the flint chips penetrate the tyre very easily.)

Aldershot.—Close to the Surrey border; has a great military camp. The town itself is very small.

Andover.—A small country town of no particular importance. One of the prettiest villages in Hampshire—Wherwell—lies four miles to the south.

Basingstoke.—A fair-sized market town. The beautiful ruins of the Holy Ghost Chapel lie immediately north of the station.

Beaulieu.—A small village, with the remains of one of the most extensive Abbeys in the country. The village is very prettily situated near the edge of the New Forest.

Bournemouth.—This modern watering-place lies on the border of Dorset. It is rapidly extending, and with its suburbs of Branxome, Boscombe, and Winton, embraces a very large area. The town has rather a poor appearance from the sea, but is well laid out with numerous open spaces and gardens.

Christchurch.—A small country town, with a fine large Abbey Church and the ruins of a Castle.

Lymington.—A fair-sized country town at the mouth of the River Lymington, and close to the New Forest.

Petersfield.—A small country town, situated in the midst of fine country

Portsmouth.—The largest town in the county, and the headquarters of the navy. Portsmouth, proper, occupies a very small area. The town is made up of Portsea and Southsea, with Gosport across the harbour, connected by a floating bridge. The place is strongly fortified, and there are great dockyards and the arsenal.

Southsea, forming the south side of Portsmouth, is the more fashionable part of the town, and has a large parade ground between the houses and the esplanade. Along the esplanade are placed numerous relics, connected with the most famous ships of the navy. The island upon which Portsmouth is situated is quite flat. Gosport, across the harbour, is also strongly fortified, and contains the Haslar Hospital.

Southampton.—The cleanest seaport town in the country. The town is well laid out, and has numerous public parks. The docks are very extensive, and the town has the unique distinction of having four tides in the day. The old town walls are still

visible, and several of the gates are standing. There is a floating bridge over the Itchen to Woolston, and a ferry to Hythe. A large number of the steamers for India, China, Africa, and America start from this port.

Winchester.—The capital of the county, and the capital of England until the reign of Henry VII. The town is very ancient, and has a fine Cathedral, a large School, a fine Town Hall, and numerous other interesting objects. The Cathedral is the longest in England, but it is more massive than handsome. Two miles to the south lies St. Cross Hospital, where any wayfarer may still get a “pilgrims dole.”

Isle of Wight.—The Isle of Wight can be reached by steamer, either from Portsmouth, Stokes Bay, Southampton, or Lymington. There are piers at West Cowes, Ryde, Seaview, Sandown, Shanklin, Ventnor, Alum Bay, Totlands Bay, and Yarmouth. The largest town in the county is Newport. The roads are narrow and very hilly, and the surface is somewhat loose, but it has become very much better within the last few years. The roads are mostly mended with flint, and these are very destructive to pneumatic tyres. The towns on the south side of the island, Sandown, Shanklin, Ventnor, &c., have a mild winter climate. The other towns are more exposed to the north winds. The prettiest part of the county is between Sandown and Ventnor, and at Alum Bay, and the Needles on the west. Osborne House, the private residence of Queen Victoria, lies east of Cowes. Carisbrooke Castle, where Charles I. was imprisoned, lies a mile west of Newport.

Pronunciation of Names.

The following places are given with a view to assisting the stranger in giving the usual pronunciation of a name. The only odd one is St. Neots, which seems to be pronounced differently in the surrounding counties.

The following contractions of towns, &c., are frequently used :—
Winchester, Winton ; Salisbury, Sarum.

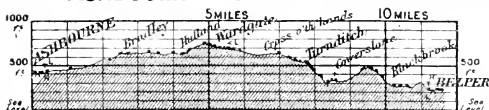
<i>Name.</i>	<i>Pronounced.</i>
Beaconsfield	Bekonsfield.
Beaulieu	Bewly.
Belvoir	Beaver.
Bensington	Benson.
Bicester	Bister.
Billericay	Billricay.
Blythborough	Blyboro.
Bognor	Bog-nor.
Coggeshall	Cogshall.
Garboldisham	Garbolsham.
Godalming	Godálming.
Goudhurst	Gowdhurst.
Hertford	Hartford.
Leicester	Lester.
Loughborough	Luffborough.
Odiham	Odiam.
Reading	Redding
Romsey	Rumsey.
St. Neots.. .. .	St. Notes (Bed.)
" " " " " " " "	St. Neets (Camb.)
" " " " " " " "	St. Neots.
Slaugham	Slaffham.
Slough	Slow.
Towcester	Toster.
Welwyn	Wellin.
Willshampstead	Willstead.
Wisbech	Wisbeach.
Wrotham	Rootham.
Wyndham	Wyndam.

Battlefields.

1066. Hastings (Battle); William of Normandy defeated Harold II., and was crowned William I.
1264. Lewes; Barons defeated Henry III.
- 1455-85. Wars of the Roses. St. Albans, 1455, 1461; Northampton, 1460; Barnet, near London, 1471; Bosworth, near Leicester, 1485.
1642. Edgehill, near Banbury; Charles I. against Parliament. Indecisive.
1643. Chalgrove Field, near Oxford; Royalists defeated the Parliament troops.
1643. Newbury; Royalists defeated.
1644. Newbury; Cromwell defeated Charles I.
1645. Naseby, near Lutterworth; Charles I. defeated by Cromwell.



ASHBOURNE TO BELPER. 11½m. 272

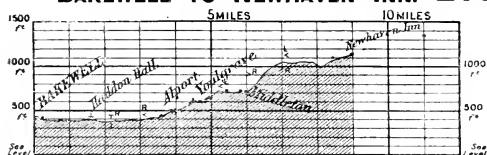


Description.—Class II. A very hilly road, with good surface at first, but poor near Belper.

Gradients.—At 4½m. 1 in 11; 8m. 1 in 11 (dangerous); 9¼m. 1 in 17; 10m. 1 in 14; 11½m. 1 in 10 (dangerous).

Principal Objects of Interest.—BELPER: Church.

BAKEWELL TO NEWHAVEN INN. 273



Description.—Class II. A fairly good road to Youlgrave; thereafter poor and steep.

Gradients.—At 5m. 1/15; 6¼m. 1/10 (dangerous); 8¼m. 1/15.

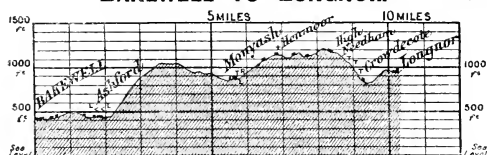
Measurements.—Bakewell, * Rutland Square.

4½ Youlgrave.*

9 4½ Newhaven Inn.*

Principal Objects of Interest.—A pretty road.

BAKEWELL TO LONGNOR. 274



Description.—Class III. The road has tolerably good surface, but the hills are almost precipitous.

Gradients.—At 2½m. 1 in 7-9; 4¼m. 1 in 14; 6m. 1 in 15; 8m. 1 in 13; 9m. 1 in 10; 9½m. 1 in 10. (All highly dangerous.)

Measurements.—Bakewell, * Rutland Square.

5½ Monyash.

10¼ 4½ Longnor.*

Principal Objects of Interest.—A charming road, though bleak after Monyash, until near Longnor.

Hotels or Inns at places marked *.

275

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; $4\frac{3}{4}$ m. 1 in 19; $7\frac{1}{2}$ m. 1 in 10 (dangerous); $8\frac{1}{2}$ m. 1 in 14; $9\frac{1}{4}$ m. 1 in 15; $10\frac{1}{2}$ 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 $\frac{1}{2}$ Dove Holes.*					
(6	2 $\frac{3}{4}$	Chapel-le-Frith.*)			
10	6 $\frac{3}{4}$	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 $\frac{3}{8}$	4 $\frac{3}{4}$	1 $\frac{5}{8}$	Glossop,* Town Hall.

Principal Objects of Interest.— $4\frac{1}{2}$ 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.

276

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; $6\frac{1}{2}$ m. 1 in 16; 7 m. 1 in 17; $8\frac{1}{2}$ m. 1 in 25; 10 m. 1 in 19; $13\frac{1}{2}$ m. 1 in 17. Descent to Stony Middleton 1 in 11 (dangerous).

Measurements.

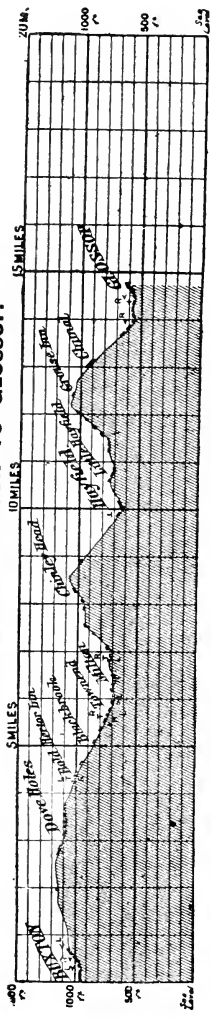
Buxton,* Spring Gardens.					
6 $\frac{3}{8}$ Miller's Dale,* Inn.					
9	2 $\frac{1}{4}$	Tideswell,* George Hotel.			
9 $\frac{5}{8}$	3 $\frac{1}{2}$	$\frac{1}{4}$	Anchor Inn.*		
14	7 $\frac{3}{8}$	5	4 $\frac{3}{8}$	Eyam.*	

Eyam to Stony Middleton,* $1\frac{1}{2}$ m.

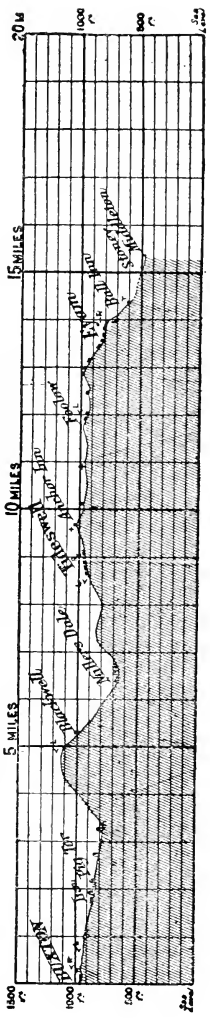
Principal Objects of Interest.— $\frac{3}{4}$ m., Duke's Drive. Tideswell: Church. Eyam: Church, Riley Graves, Eyam Dale, &c. Pretty scenery near Miller's Dale, and at Eyam.

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

ROUTE 275. BUXTON TO GLOSSOP.



ROUTE 276. BUXTON TO EYAM, & C.



277 ASHBOURNE TO BAKEWELL.

Description.—Class 11. 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.

278 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.
 $34\frac{1}{2}$ $28\frac{1}{2}$ $21\frac{1}{2}$ $15\frac{1}{2}$ $9\frac{1}{2}$ $2\frac{1}{2}$ 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.

279

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); 32½m. 1 in 13 (dangerous).

Milestones.—Continuation of those south of Derby.

Measurements.

Derby, * Market Place.

6½ Brailsford.*

13 6½ Ashbourne.*

22¼ 15¾ 9¼ Newhaven Inn.*

27¼ 20¾ 14¾ 5½ Duke of York Inn.*

33½ 26¾ 20¼ 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 (Thorp, and Dovedale).

280

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 280—Continued.)

Measurements.

Derby,* Market Place.

7½ Belper.*

10½ 2½ Ambergate Inn.*

12½ 4½ 2½ Whatstandwell Inn.*

15½ 8 5½ 3½ Cromford.*

16½ 9½ 6½ 4½ 1½ Matlock Bath.*

18½ 10½ 7½ 5½ 2½ 1½ Matlock Bridge.*

22½ 14½ 12½ 10 6½ 5½ 4½ Rowsley,* Station.

26½ 18½ 15½ 13½ 10½ 9½ 8 3½ Bakewell,* Rutland Sq.

27½ 20 17½ 15½ 12 10½ 9½ 5½ 1½ Ashford.* [Gardens.

38½ 30½ 27½ 25½ 22½ 21½ 20 15½ 12 10½ 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. 24½m., Haddon Hall. Bakewell: Church. 30m., Monsal Dale. 34m., Topley Pike. 37½m., 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 *.

281**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 24½m. 1/19; 25½m. 1/20; 26½ & 26½m. 1/14; 30m. 1/16; 31m. 1/15; 31½m. 1/12 (dan.); 36½m. 1/17; 38½m. 1/12

Measurements.

Derby,* Market Place.

22½ Rowsley,* Station.

27½ 4½ Baslow,* Bridge.

29½ 6½ 1½ Calver Sough.*

31½ 8½ 3½ 2 Grindleford Bridge.*

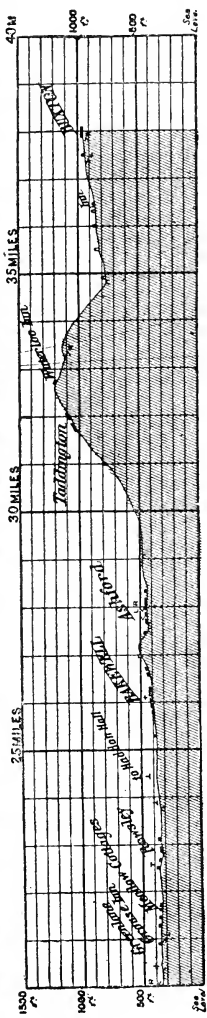
34½ 11½ 6½ 4½ 2½ Hathersage.*

38½ 16 11½ 9½ 7½ 4½ Ashopton,* Inn.

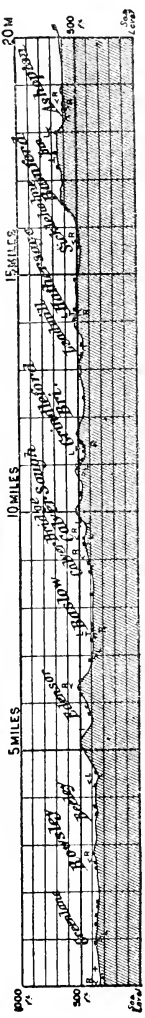
Principal Objects of Interest.—24½m., Chatsworth. 25½m., Edensor. A very pretty road.

Hotels or Inns at places marked *, and at Edensor, Bamford, and Yorkshire Bridge.

ROUTE 280. DERBY TO BUXTON. (By Matlock.)



ROUTE 281. DERBY TO ASHOPTON. (First 20 miles as above.)



282 DERBY TO WIRKSWORTH, &c.

Description.—Class II. The road is bumpy as far as Duffield, whence it is good to Wirksworth, but thereafter the surface is poor. After the dangerous descent to the Via Gellia at Rider Point the surface improves for a short distance, but is loose again after Grangemill.

Gradients.—At 13m. 1 in 12 (dangerous); 15m. 1 in 13 (dangerous); 15½m. 1 in 10 (dangerous).

Milestones.—Measured from Bridgegate, Derby.

Measurements.

Derby, * Market.				
4¼	Duffield.*			
13½	8¾	Wirksworth.*		
17¾	13	4¼	Grangemill.*	
23¼	18½	9¾	5½	Newhaven Inn.*

Principal Objects of Interest.—WIRKSWORTH: Church, and Moot Hall.

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

283 DERBY TO CHESTERFIELD.

Description.—Class I. A poor road as regards surface. On account of the heavy industrial traffic it is bumpy most of the way. The best road is Route 154.

Gradients.—At 10½m. 1 in 19; 12m. 1 in 17; 14m. 1 in 14.

Milestones.—Measured from Market Place, Derby.

Measurements.

Derby, * Market.				
10¼	Ripley.*			
13¾	3½	Alfreton, * Market.		
19	8¾	5¼	Clay Cross.*	
24½	13¾	10¾	5½	Chesterfield, * Church.

Principal Objects of Interest.—ALFRETON: Church, Hall. CHESTERFIELD: Church.

284 DERBY TO MANSFIELD.

Description.—Class II. A rough and very hilly road as far as Langley Mill; thereafter better surface.

Gradients.—At 5½m. 1/17; 6½m. 1/15; 8½m. 1/17; 9½m. 1/12 (dangerous); 11½m. 1/15; 13¾m. 1/20; 21½m. 1/16.

Milestones.—Measured from Mansfield Market.

Measurements.

Derby, * Market.				
9¼	Heanor.*			
16¾	7½	Annesley.		
22¾	13½	6¾	Mansfield, * Market.	

Principal Objects of Interest.—16¼m., Annesley Hall. 17¾m., Robin Hood's Cave. Mansfield: King's Mill, Sherwood Forest.

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

285

DERBY TO LEICESTER.

Description.—Class I. The road has very fine surface, and is practically level to Loughborough; thereafter it is slightly hilly and not quite so good. Paving in Loughborough and Leicester.

Gradients.—None above 1 in 25.

Milestones.—Measured from Market Place, Derby, as far as Kegworth; thereafter from Old Cross, Leicester.

Measurements.

Derby, * Market.

6½ Shardlow.*

10½ 4½ Kegworth.*

16½ 10½ 5½ Loughborough, * Market

21 14½ 10½ 4½ Mount Sorrel.*

27½ 21½ 17 11½ 6½ Leicester, * Clock Tower.

Principal Objects of Interest.—7¼m., River Trent. LOUGHBOROUGH: Garendon, Charnwood Forest, &c. Quorn: Kennels. Mount Sorrel: Quarries, Castle Hill. 22¾m., Rothley, Macaulay's Birthplace. LEICESTER: Abbey Park, Abbey, Jewry Wall, Museum, St. Nicholas Church, Town Hall.

Hotels or Inns at places marked *, and at Cavendish Bridge, Hathern, and Quorn.

286

DERBY TO ASHBY.

Description.—Class II. Of the two roads shown, that by Melbourne is the preferable. The surface by both is good, but the hills on the Smisby Road are very much steeper than by Melbourne.

Gradients.—At 8½m. 1 in 17; 9m. 1 in 12 (dangerous); 12¼m. 1 in 21. *By Smisby.*—At 6½m. 1 in 21; 7½m. 1 in 22-19; 8½m. 1 in 15; 10½m. 1 in 22; 11¼m. 1 in 13 (dangerous); 12½m. 1 in 18.

Milestones.—Measured from Market Place, Derby.

Measurements.

Derby, * Market.

8 Melbourne, * Market

14½ 6½ Ashby.*

By Smisby.

Derby, * Market.

9¼ Ticknall.*

14½ 4½ Ashby de la Zouch.*

Principal Objects of Interest.—ASHBY: Castle, Church, Baths.

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

287 CHESTERFIELD TO CHAPEL-LE-FRITH.

Description.—Class II. The road has good surface as far as Stoney Middleton; thereafter the surface begins to degenerate, and though not very rough, is somewhat loose.

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

Measurements.

Chesterfield,* Church.

9 Baslow,* Bridge.

11 2 Calver Sough.

$11\frac{5}{8}$ $2\frac{5}{8}$ $\frac{5}{8}$ Stoney Middleton.*

$16\frac{3}{8}$ $7\frac{3}{8}$ $5\frac{3}{8}$ $4\frac{3}{8}$ Anchor Inn.*

$21\frac{5}{8}$ $12\frac{5}{8}$ $10\frac{5}{8}$ 10 $5\frac{1}{4}$ Sparrowpit.

$24\frac{3}{4}$ $15\frac{3}{4}$ $13\frac{3}{4}$ $13\frac{1}{8}$ $8\frac{3}{8}$ $3\frac{1}{8}$ Chapel-le-Frith,* Cross.

Principal Objects of Interest.—Baslow: Chatsworth. 22m., Ebbing and Flowing Well. Chapel-le-Frith: Church.

288 CHESTERFIELD TO RETFORD.

Description.—Class III. & II. The road has poor surface at first, and is very hilly, but after Staveley the surface is good on to Retford.

Gradients.—At $\frac{3}{4}$ and $1\frac{1}{2}$ m. 1 in 17; 2m. 1 in 15; 3m. 1 in 14 (dangerous); $5\frac{3}{4}$ m. 1 in 17; 11m. 1 in 15.

Measurements.

Chesterfield,* Church.

$4\frac{3}{8}$ Staveley.*

$15\frac{3}{8}$ 11 Worksop,* Town Hall.

$23\frac{3}{4}$ $19\frac{3}{8}$ $8\frac{3}{8}$ Retford,* Market.

Principal Objects of Interest.—WORKSOP: Abbey Ch., Clumber Park, Welbeck Abbey, &c. RETFORD: Town Hall.

289 MANSFIELD TO WINSTER.

Description.—Class III. The road has fairly good surface at first, but is poor between Normanton and Cromford; thereafter good surface, but slightly rough approaching Winster. From Crich to Whatstandwell Inn is $1\frac{1}{2}$ m.

Gradients.—At 8m. 1 in 23; 11m. 1 in 22; $11\frac{3}{4}$ m. 1 in 12; $12\frac{1}{4}$ and $12\frac{1}{2}$ m. 1 in 13; $13\frac{3}{4}$ m. 1 in 11; 16m. 1 in 12 (all dangerous); $23\frac{1}{2}$ and $24\frac{1}{4}$ m. 1 in 14.

Measurements.

Mansfield,* Market.

$9\frac{1}{4}$ Alfreton,* Market.

14 $4\frac{3}{4}$ Crich.*

$18\frac{1}{2}$ $9\frac{1}{4}$ $4\frac{1}{2}$ Cromford.*

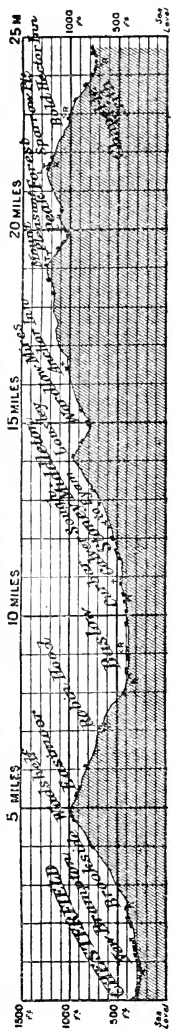
$22\frac{3}{4}$ $13\frac{1}{2}$ $8\frac{3}{4}$ $4\frac{1}{4}$ Grangemill.

$24\frac{3}{4}$ $15\frac{1}{2}$ $10\frac{3}{4}$ $6\frac{1}{4}$ 2 Winster.*

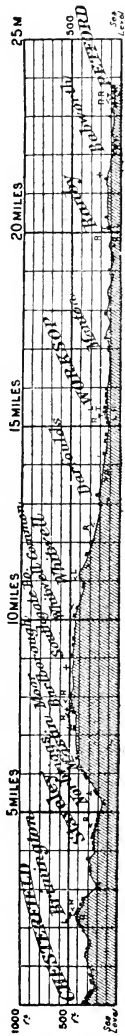
Principal Objects of Interest.— $1\frac{1}{2}$ m., King's Mill. Wingfield: Manor House. Cromford: Willersley Castle. Splendid view from Crich Stand.

Hotels or Inns at places marked *

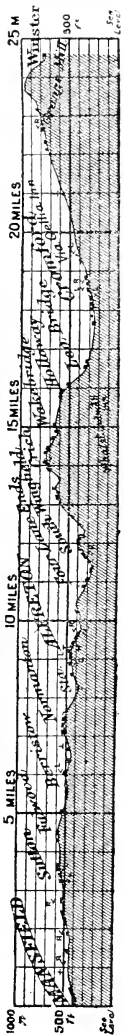
ROUTE 287. CHESTERFIELD TO CHAPEL-LE-FRITH.



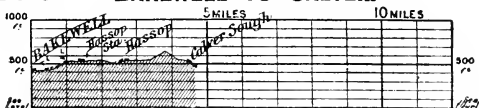
ROUTE 288. CHESTERFIELD TO RETFORD.



ROUTE 289. MANSFIELD TO WINSTER.



290 BAKEWELL TO CALVER.



Description.—Class II. Good surface throughout.

Gradients.—At 4m. and $4\frac{1}{2}$ m. 1 in 13.

Milestones.—Measured from Bakewell Bridge.

Measurements.—Bakewell to Calver $4\frac{1}{2}$ m.

Principal Objects of Interest.—Hassop: Hall.

291 CHESTERFIELD TO MATLOCK.



Description.—Class III. The road has good surface for the first three miles; thereafter it is somewhat rough, and the hills are precipitous.

Gradients.—At $3\frac{1}{4}$ m. 1 in 9 (dangerous); $6\frac{1}{2}$ m. 1 in 17-14; 7m. 1 in 7-10 (very dangerous); $8\frac{1}{2}$ m. 1 in 10-17 (dangerous); $9\frac{3}{4}$ m. 1 in 8 (very dangerous).

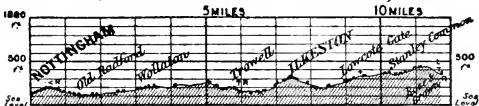
Milestones.—Measured from Sheffield.

Measurements.—Chesterfield,* Church.

	$5\frac{1}{2}$	Kelstedge.
	(6	$\frac{7}{8}$ Ashover.*)
	10	$3\frac{1}{2}$ Matlock Bridge.*
	$11\frac{1}{4}$	$4\frac{3}{4}$ $1\frac{1}{4}$ Matlock Bath.*

Principal Objects of Interest.—Ashover: remarkably pretty. Matlock: Petrifying Wells, Caverns, High Tor, &c.

292 NOTTINGHAM TO ILKESTON, &C.



Description.—Class III. The road has poor surface, as it passes through manufacturing districts. Route 284 is joined $5\frac{3}{4}$ m. short of Derby.

Gradients.—At $5\frac{1}{4}$ m. 1 in 18; 7m. 1 in 17; $11\frac{1}{2}$ m. 1 in 19.

Measurements.—Nottingham,* Market Place.

$7\frac{5}{8}$ Ilkeston,* Market.

$17\frac{1}{2}$ $10\frac{3}{8}$ Derby,* Market Place.

Route 292—Continued.

Principal Objects of Interest.—Wollaton: Church. Ilkeston: Springs.

Hotels or Inns at places marked*.

RETTFORD TO GAINSBOROUGH. 293



Description.—Class II. Good surface throughout but dangerous hill at Clarborough.

Gradients.—At 3m.1 in 12 (dangerous).

Milestones.—Measured from Gainsborough, Market Pl.

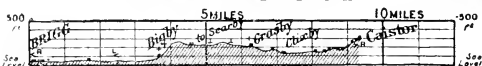
Measurements.—Retford,* Market.

4 $\frac{7}{8}$ North Wheatley.*

11 6 $\frac{1}{2}$ Gainsborough,* Market Pl.

Principal Objects of Interest.—Gainsborough: Church, Old Hall.

BRIGG TO CAISTOR. 294



Description.—Class III. Fairly good surface, but there is a precipitous hill at Bigby with a very awkward turn.

Gradients.—At 4m.1 in 9 (very dangerous); 9m.1 in 14.

Measurements.—Brigg,* Market.

3 $\frac{3}{4}$ Bigby.

9 $\frac{3}{8}$ 5 $\frac{5}{8}$ Caistor,* Market.

Principal Objects of Interest.—Caistor: Camp. Fine view from Bigby Hill.

BRIGG TO BARTON. 295



Description.—Class III. The old ferry road to Hull. The surface is fairly good, but there are two steep hills. No ferry to Hull now from Barton, only from New Holland.

Gradients.—At 4 $\frac{1}{2}$ m.1 in 10-15 (dangerous); 9 $\frac{1}{4}$ m.1 in 17.

Measurements.—Brigg,* Market.

10 $\frac{1}{8}$ Barton,* Market.

Principal Objects of Interest.—Elsham: Hall. Barton: St. Peter's Church.

Hotels or Inns at places marked*.

296 MANSFIELD TO MATLOCK.

Description.—Class III. The road has fairly good surface as far as Stretton; thereafter poor surface, and precipitous hills to Matlock.

Gradients.—At 4m. 1 in 17; 10½m. 1 in 12; 11m. 1 in 15; 11½m. 1 in 11; 12¼m. 1 in 9; 13m. 1 in 8; 13¼m. 1 in 8; 14½m. 1 in 12; 16m. 1 in 14 (all dangerous).

Measurements.

Mansfield, * Market.				
7	Tibshelf, P.O.			
10¾	3¾	Stretton.		
(13¼	6¼	3¾	Ashover. *)	
17	10	6¾	Matlock Bridge. *	
18½	11¼	7¾	1¼	Matlock Bath, * Station Hotel.

Principal Objects of Interest.—Matlock: Petrifying Well, Caverns, High Tor, &c.

Hotels or Inns at places marked *.

297 MANSFIELD TO WORKSOP.

Description.—Class II. Good surface throughout, and only one slight hill.

Gradients.—At 5½m. 1 in 17.

Milestones.—Measured from Mansfield Market, but the measurement is by the old road.

Measurements.

Mansfield, * Market.		
6¾	Cuckney. *	
13½	6¾	Worksop, * Town Hall.

Principal Objects of Interest.—9m., Welbeck Abbey. 12m., Worksop Manor. WORKSOP: Abbey Church.

Hotels or Inns at places marked *.

298 NOTTINGHAM TO ALFRETON.

Description.—Class II. The road has good surface throughout, but is pretty hilly. There is a rather dangerous descent to Pye Bridge.

Gradients.—At 6¾m. 1 in 15; 10½m. 1 in 19; 11m. 1 in 16; 11¼m. 1 in 23; 13¼m. 1 in 12 (dangerous); 13¾m. 1 in 20; 14¾m. 1 in 16.

Milestones.—Measured from Chapel Bar, Nottingham.

Measurements.

Nottingham, * Market Place.		
4¾	Nuthall.	
10¼	5¾	Bagthorpe Common.
16¾	11½	6½ Alfreton, * Market.

Principal Objects of Interest.—7¼m., Greasley Castle. ALFRETON: Church and Hall.

Hotels or Inns at places marked *.

299 NOTTINGHAM TO WIRKSWORTH.

Description.—Class III. The road has good surface at first, but is pretty hilly after Langley Mill. Near Ambergate the surface is very good, but after Whatstandwell it is rather poor.

Gradients.—At 7 $\frac{3}{4}$ m. 1 in 17; 11 $\frac{1}{2}$ m. 1 in 14; 15m. 1 in 11 (dangerous); 20 $\frac{1}{4}$ m. 1 in 14; 22m. 1 in 14; 23m. 1 in 10 (dangerous).

Milestones.—Measured from Chapel Bar, Nottingham.

Measurements.

Nottingham,* Market Place					
9 $\frac{1}{2}$	Langley Mill.*				
14	4 $\frac{1}{2}$	Ripley.*			
17 $\frac{3}{4}$	8 $\frac{1}{4}$	3 $\frac{3}{4}$	Ambergate.*		
19 $\frac{7}{8}$	10 $\frac{3}{8}$	5 $\frac{7}{8}$	2 $\frac{1}{8}$	Whatstandwell,* Inn.	
23 $\frac{1}{2}$	14	9 $\frac{1}{2}$	5 $\frac{3}{4}$	3 $\frac{3}{8}$	Wirksworth.*

Principal Objects of Interest.—WIRKSWORTH: Church, and Moot Hall.

Hotels or Inns at places marked*.

300 NOTTINGHAM TO CHESTERFIELD.

Description.—Class I. The road has good surface, but is slightly hilly as far as Mansfield; thereafter slightly loose, and with long stiff hills.

Gradients.—At 4 $\frac{1}{2}$ m., 12 $\frac{3}{4}$ m. and 19 $\frac{1}{2}$ m. 1 in 19; 20 $\frac{1}{2}$ m. 1 in 17; 21m. 1 in 15; 22 $\frac{1}{4}$ m. 1 in 18.

Milestones.—Measured from Market Place, Nottingham.

Measurements.

Nottingham,* Market Place.					
9 $\frac{3}{4}$	The Hut.				
14 $\frac{1}{4}$	4 $\frac{1}{2}$	Mansfield,* Market.			
19 $\frac{1}{4}$	9 $\frac{1}{2}$	5	Glapwell.		
26 $\frac{1}{2}$	16 $\frac{3}{4}$	12 $\frac{1}{4}$	7 $\frac{1}{4}$	Chesterfield,* Church.	

Principal Objects of Interest.—The road passes through the pretty Sherwood Forest. 9 $\frac{1}{2}$ m., Newstead Abbey. MANSFIELD: King's Mill. Pleasley: Hardwick Hall. CHESTERFIELD: Church.

Hotels or Inns at places marked*.

301 NOTTINGHAM TO SOUTHWELL, &c.

Description.—Class III. A hilly road to Carlton; thereafter undulating, and with numerous zig-zags and turns—very difficult to follow at night. Fine surface between Southwell and Newark.

Gradients.—At 1 $\frac{3}{4}$ m. 1 in 17; 2 $\frac{1}{2}$ m. 1 in 14; 13 $\frac{1}{2}$ m. 1 in 17.

Milestones.—Measured from Southwell, Market. [*over.*]

*Route 301—Continued.***Measurements.**

Nottingham, * Market Place.			
10 $\frac{3}{4}$	Thurgarton.*		
14 $\frac{1}{4}$	3 $\frac{1}{2}$	Southwell, * Market.	
21 $\frac{3}{4}$	11	7 $\frac{1}{2}$	Newark, * Castle.

Principal Objects of Interest.—Thurgarton: Priory. Southwell: Minster, Palace Ruins. NEWARK: Castle, Church, Beaumont Cross.

Hotels or Inns at places marked *.

302 NOTTINGHAM TO DERBY.

Description.—Class I. The road is very bumpy almost the whole way, and although there are short stretches of good surface, as a whole the road is rather poor.

Gradients.—None above 1 in 25.

Milestones.—Measured from Castlegate, Nottingham; and from London Street, Derby.

Measurements.

Nottingham, * Market Place.			
6 $\frac{3}{4}$	Sandiacre.*		
11	4 $\frac{1}{4}$	Borrowash.	
15 $\frac{1}{2}$	8 $\frac{3}{4}$	4 $\frac{1}{2}$	Derby, * Market.

Principal Objects of Interest.—Derby: Free Library, All Saints' Church.

Hotels or Inns at places marked *.

303 NOTTINGHAM TO LINCOLN.

Description.—Class I. The road has splendid surface, and is very slightly undulating to Newark; thereafter the road has very fair surface, and is almost flat.

Milestones.—Measured from Nottingham Market, by London Road as far as Saxondale; thereafter from Beaumont Cross, Newark. Beyond Newark, from Stonebow, Lincoln.

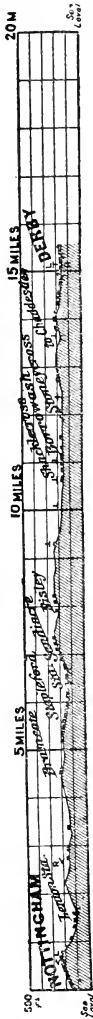
Measurements.

Nottingham, * Market Place.			
5 $\frac{7}{8}$	Radcliffe.		
(9 $\frac{3}{8}$	3 $\frac{3}{4}$	Bingham. *)	
12 $\frac{3}{8}$	7 $\frac{1}{2}$	3 $\frac{3}{4}$	Hildyard Arms Inn.*
19 $\frac{3}{4}$	14 $\frac{7}{8}$	11 $\frac{1}{8}$	7 $\frac{3}{8}$ Newark, * Castle.
27 $\frac{3}{4}$	22 $\frac{7}{8}$	19 $\frac{1}{8}$	15 $\frac{3}{8}$ 8 Halfway House Inn.*
35 $\frac{1}{2}$	30 $\frac{3}{8}$	26 $\frac{7}{8}$	23 $\frac{1}{8}$ 15 $\frac{3}{4}$ 7 $\frac{3}{4}$ Lincoln, * Stonebow.

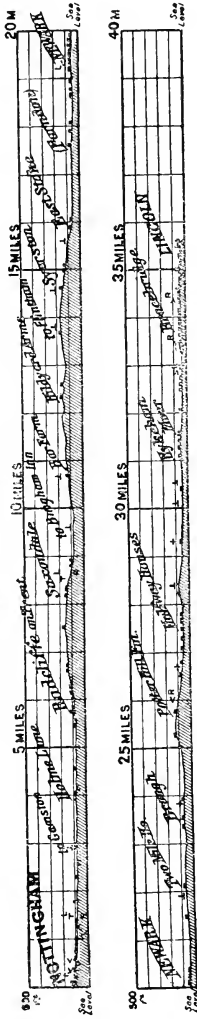
Principal Objects of Interest.—Bingham: Church. NEWARK: Castle, Church, Beaumont Cross. Southwell: Minster. LINCOLN: Cathedral, Stonebow, Jew's House, Newport, Roman Wall, Castle, Museum.

Hotels or Inns at places marked *.

ROUTE 302. NOTTINGHAM TO DERBY.



ROUTE 303. NOTTINGHAM TO LINCOLN.



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

304 NOTTINGHAM TO GRANTHAM.

Description.—Class II. The road has fine surface throughout, but there is a dangerous hill at Barrowby. The turns are also numerous, and care must be taken at several points to follow the proper road.

Gradients.—At 21 $\frac{3}{4}$ m. 1 in 12 (dangerous).

Milestones.—Measured from Market Place, Nottingham, by London Road.

Measurements.

Nottingham, *Market Place.				
5 $\frac{7}{8}$	Radcliffe.			
9 $\frac{5}{8}$	3 $\frac{3}{4}$	Bingham, * Market.		
16 $\frac{3}{4}$	11 $\frac{7}{8}$	7 $\frac{1}{2}$	Bottesford, * Market.	
24 $\frac{1}{2}$	19 $\frac{1}{4}$	14 $\frac{1}{2}$	7 $\frac{1}{2}$	Grantham, * Market.

Principal Objects of Interest.—Bingham: Ch. Bottesford: Ch., Belvoir Castle. GRANTHAM: Ch. Syston Park.

Hotels or Inns at places marked *.

305 NOTTINGHAM TO KETTERING.

Description.—Class I. The road has fine surface, but is very hilly to Melton, with a dangerous hill at Broughton; thence to Oakham the road is still of good surface, but more hilly. After Oakham the road is fairly good, but the hills are dangerously steep to Uppingham, whence the surface is better and the grades easier, excepting the dangerous Rockingham Hill. Care will be required on most of the hills on this route.

Gradients.—At 12m. 1 in 16; 14 $\frac{3}{4}$ m. 1 in 11 (very dangerous); 15 $\frac{3}{4}$ m. 1 in 17; 17 $\frac{1}{2}$ m. 1 in 23; 20 $\frac{3}{4}$ m. 1 in 20; 22 $\frac{1}{2}$ m. 1 in 16; 23 $\frac{3}{4}$ m. 1 in 14; 31 $\frac{1}{2}$ m. 1 in 17; 32 $\frac{1}{4}$ m. 1 in 13; 32 $\frac{3}{4}$ m. 1 in 10 (very dangerous); 33 $\frac{3}{4}$ m., 34m. and 38m. 1 in 13; 41m. 1 in 10 (very dangerous); 46 $\frac{3}{4}$ m. 1 in 19.

Milestones.—Measured from Market Place, Nottingham, by London Road as far as Oakham; thereafter from Kettering.

Measurements.

Nottingham, * Market Place.				
12 $\frac{1}{4}$	Upper Broughton.*			
18 $\frac{3}{4}$	6 $\frac{5}{8}$	Melton Mowbray, * Market.		
28 $\frac{7}{8}$	16 $\frac{3}{8}$	10	Oakham, * P.O.	
35 $\frac{1}{8}$	22 $\frac{7}{8}$	16 $\frac{1}{4}$	6 $\frac{1}{4}$	Uppingham.*
40 $\frac{1}{2}$	28 $\frac{1}{4}$	21 $\frac{5}{8}$	11 $\frac{5}{8}$	5 $\frac{5}{8}$ Rockingham.*
49 $\frac{1}{2}$	37 $\frac{1}{4}$	30 $\frac{3}{8}$	20 $\frac{3}{8}$	14 $\frac{3}{8}$ 9 Kettering, * Market Hill.

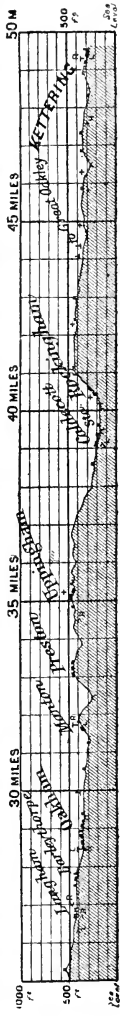
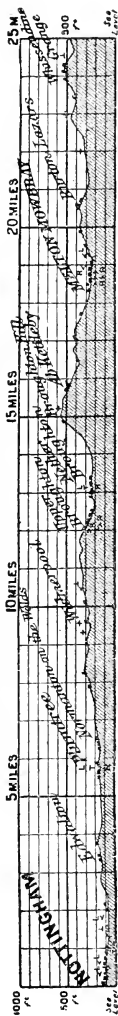
Principal Objects of Interest.—Kettleby: Ch. MELTON MOWBRAY: Church. Burton Lazars: Hospital. Barleythorpe: Cottesmore Kennels. OAKHAM: Castle, Burley Park. Manton: Church. Uppingham: Grammar School. Rockingham: Castle and Church. KETTERING: Church.

Hotels or Inns at places marked *, and at Plumtree, Preston, and Caldecott.

ROUTE 304. NOTTINGHAM TO GRANTHAM.



ROUTE 305. NOTTINGHAM TO KETTERING.



306 NOTTINGHAM TO LOUGHBOROUGH.

Description.—Class II. The road is rough for the first mile and a half, but thereafter has fine surface throughout, though there are several slight hills.

Gradients.—At 3m.1/19 ; 8m.1/17 ; 8½m.1/19 ; 9¾m.1/20.

Milestones.—Measured from Market Place, Nottingham, by London Road.

Measurements.

Nottingham, * Market Place.

6½ Bradmore.

10½ 4½ Rempstone.*

15 8½ 4¾ Loughborough, * Market Place.

Principal Objects of Interest.—Costock: Ch. LOUGHBOROUGH: All Saints' Church, Charnwood Forest.

307 NEWARK TO MANSFIELD.

Description.—Class II. The road though narrow and slightly tortuous at first has fine surface throughout. It is slightly undulating near Southwell, and there is a somewhat steep descent at Edingley. There is a more direct road to Mansfield by Hockerton, but the road given here is the easiest and best.

Gradients.—At 10m. 1 in 16 ; 18¾m. 1 in 17.

Milestones.—Measured from Market Place, Southwell.

Measurements.

Newark, * Castle.

7½ Southwell, * Market Place.

15½ 7½ Blidworth Station.

19½ 11½ 4 Mansfield, * Market Place.

Principal Objects of Interest.—SOUTHWELL: Minster, Palace Ruins. MANSFIELD: King's Mill. The road passes through the heart of Sherwood Forest.

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

308 NEWARK TO SLEAFORD.

Description.—Class II. The road has fairly good surface as far as Leadenham; thereafter it is somewhat poorer into Sleaford. There are several turns upon the dangerous hills at Leadenham.

Gradients.—At 1¼m.1 in 17 ; 10-11m.1 in 12 (dangerous).

Milestones.—Measured from Market Place, Newark.

Measurements.

Newark, * Castle.

5½ Beckingham.*

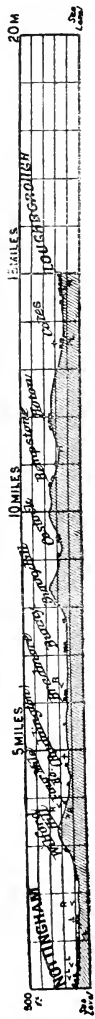
10¼ 4¾ Leadenham.*

19½ 14 9¼ Sleaford, * Market.

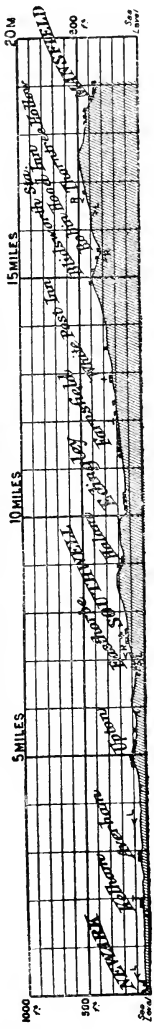
Principal Objects of Interest.—SLEAFORD: Castle Ruins. Fine view from above Leadenham.

Hotels or Inns at places marked *.

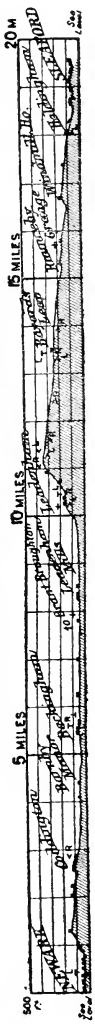
ROUTE 306. NOTTINGHAM TO LOUGHBOROUGH.



ROUTE 307. NEWARK TO MANSFIELD.



ROUTE 308. NEWARK TO SLEAFORD.



309 NEWARK TO WORKSOP.

Description.—Class II. The old "Great North Road." The road has fine surface, but is very undulating, though with no dangerous hill. This route to Doncaster is much more picturesque than the road by Retford.

Gradients.—3m. 1/18; 16¼m. 1/20; 19¼m. 1/18; 20½m. 1/13.

Milestones.—Measured from Beaumont Cross, Newark.

Measurements.

Newark,*	Castle.			
9	Kneesall.*			
13	4	Ollerton.*		
21½	12½	8½	Worksop,*	Town Hall.

Principal Objects of Interest.—Ollerton: Rufford Abbey, Thoresby Park, Birklands. WORKSOP: Abbey Church, Welbeck Abbey, &c. This is a very pretty road.

310 BAWTRY TO LOUTH.

Description.—Class III. Fairly good surface between Bawtry and Market Rasen, except a short section near Bishopbridge; thereafter to Louth the road is very hilly, but the surface is tolerably good.

Gradients.—At 5½m. 1 in 15-18; 20m. 1 in 16; 36¼m. 1 in 12 (dangerous); 44m. 1 in 15 (dangerous).

Milestones.—Measured from Market Place, Gainsborough, as far as Market Rasen; thereafter from Market Pl., Louth.

Measurements.

Bawtry.*					
12¼	Gainsborough,*	Market Place.			
22¼	10	Caenby Corner.*			
32½	19½	9½	Market Rasen,*	Market Place.	
46¾	34½	24½	14½	Louth,*	St. James' Church.

Principal Objects of Interest.—GAINSBOROUGH: Church, Old Hall. LOUTH: St. James' Church, Louth Park.

Hotels or Inns at places marked *, and at Glentham, and Ludford.

311 LINCOLN TO RETFORD.

Description.—Class II. The road has good surface throughout, but is very apt to be soft after rain.

Gradients.—At 17½m. 1 in 10 (dangerous).

Milestones.—Measured from Stonebow, Lincoln.

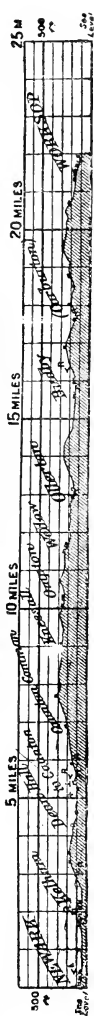
Measurements.

Lincoln,*	Stonebow.				
6	Saxilby.*				
11½	5½	Dunham.*			
18½	12½	6¼	Markham Moor.*		
22½	16½	11	4¼	Retford,*	Market.

Principal Objects of Interest.—Flat, uninteresting country to Dunham. RETFORD: Town Hall.

Hotels or Inns at places marked *.

ROUTE 309. NEWARK TO WORKSOP.



ROUTE 310. BAWTRY TO LOUTH.



ROUTE 311. LINCOLN TO RETFORD.



312 LINCOLN TO GAINSBOROUGH.

Description.—Class II. The road has fine surface, but may be soft after wet weather.

Milestones.—Measured from Stonebow, Lincoln.

Measurements.

Lincoln, * Stonebow.

11 $\frac{3}{4}$ Torksey.*

19 $\frac{3}{8}$ 7 $\frac{5}{8}$ Gainsborough, * Market Place.

Principal Objects of Interest.—Torksey: Cas. Knaith: Church. GAINSBOROUGH: Church, Old Hall.

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

313 LINCOLN TO HULL.

Description.—Class III. The road is somewhat undulating, but has fair surface throughout. Ferry to Hull, (2 $\frac{3}{8}$ m.). The more direct road out of Lincoln, between the Cathedral and Castle, is exceedingly steep, and not recommended to a stranger.

Gradients.—At $\frac{3}{4}$ m. 1 in 21; 28 $\frac{1}{2}$ m. 1 in 21.

Milestones.—Measured from St. Nicholas Ch., Lincoln.

Measurements.

Lincoln, * Stonebow.

11 $\frac{3}{4}$ Caenby Corner.*

18 $\frac{1}{2}$ 6 $\frac{3}{4}$ Redbourne.*

24 12 $\frac{1}{4}$ 5 $\frac{1}{2}$ Brigg.*

34 22 $\frac{1}{4}$ 15 $\frac{1}{2}$ 10 Wooton.*

39 $\frac{7}{8}$ 28 $\frac{1}{2}$ 21 $\frac{3}{8}$ 15 $\frac{7}{8}$ 5 $\frac{7}{8}$ New Holland, * Station.

43 $\frac{3}{8}$ 31 $\frac{3}{8}$ 24 $\frac{1}{8}$ 19 $\frac{1}{8}$ 9 $\frac{1}{8}$ 3 $\frac{1}{4}$ Hull, * Wilberforce Monument.

Principal Objects of Interest.—Uninteresting road. Thornton Curtis: Thornton Abbey to W. HULL: Wilberforce Monumt., Holy Trinity Church, Museum, Town Hall.

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

314 LINCOLN TO GRIMSBY.

Description.—Class III. The surface is good throughout, except on several of the hills, where it is rough.

Gradients.—At $\frac{1}{2}$ m. 1 in 13 (dangerous turnings); 25 $\frac{1}{2}$ m. 1 in 15; 26 $\frac{1}{2}$ m. 1 in 11 (dangerous); 27 $\frac{1}{4}$ m. 1 in 18; 28m. 1 in 17; 30 $\frac{1}{4}$ m. 1 in 15; 31 $\frac{3}{4}$ m. 1 in 20.

Milestones.—Measured from Eastgate, Lincoln, and from Bull Ring, Grimsby.

Measurements.

Lincoln, * Stonebow.

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

16 $\frac{7}{8}$ 10 $\frac{3}{8}$ Market Rasen.*

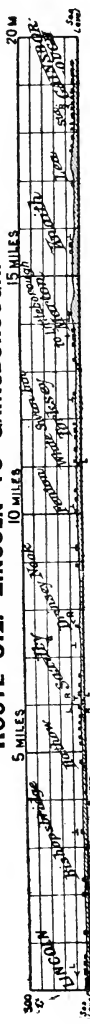
25 $\frac{3}{8}$ 18 $\frac{7}{8}$ 8 $\frac{1}{2}$ Caistor.*

32 $\frac{5}{8}$ 26 $\frac{1}{8}$ 15 $\frac{3}{4}$ 7 $\frac{1}{4}$ Laceby.*

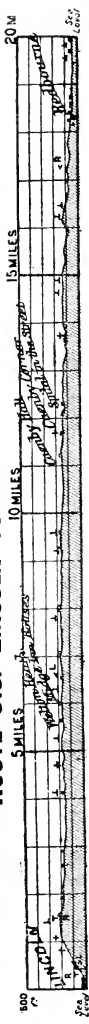
37 30 $\frac{1}{2}$ 20 $\frac{1}{8}$ 11 $\frac{5}{8}$ 4 $\frac{3}{8}$ Grimsby, * Bull Ring.

(39 32 $\frac{1}{8}$ 22 $\frac{1}{8}$ 13 $\frac{5}{8}$ 6 $\frac{3}{8}$ 3 $\frac{1}{4}$ Cleethropes.*) [*over.*]

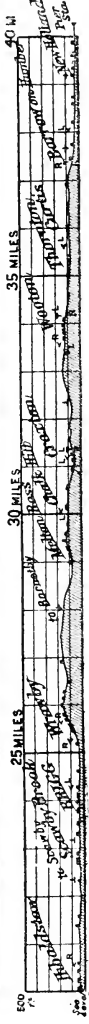
ROUTE 312. LINCOLN TO GAINSBOROUGH.



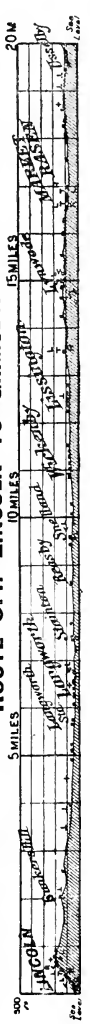
ROUTE 313. LINCOLN TO HULL. (Last 3m. as Route 325.)



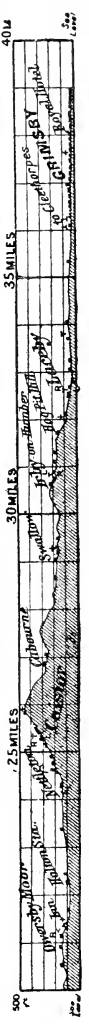
ROUTE 314. LINCOLN TO GRIMSBY.



ROUTE 314. LINCOLN TO GRIMSBY.



ROUTE 314. LINCOLN TO GRIMSBY.

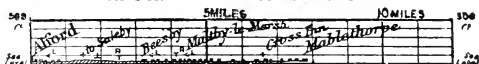


Route 314—Continued.

Principal Objects of Interest.—Grimsby: St. James' Church, Docks.

Hotels or Inns at places marked*.

315 ALFORD TO MABLETHORPE.



Description.—Class III. The road is level and the surface generally in good condition, but it is very liable to be soft and loose.

Measurements.—Alford.*

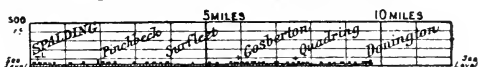
4½ Maltby.*

7½ 3¼ Mablethorpe.*

Principal Objects of Interest.—Mablethorpe: fine sands.

Hotels or Inns at places marked*.

316 SPALDING TO DONINGTON.



Description.—Class III. Level road, generally in good condition, but very low lying. At times the surface is very loose.

Measurements.—Spalding,* Market.

6 Gosberton.*

9¼ 3¼ Donington.*

Principal Objects of Interest.—Flat, uninteresting country. Pinchbeck: Church.

317 BOURN TO BILLINGBOROUGH, &C.



Description.—Class II. Good surface throughout, but very apt to be soft.

Milestones.—Measured from Market Place, Boston.

Measurements.—Bourn,* Market.

9½ Billingborough.*

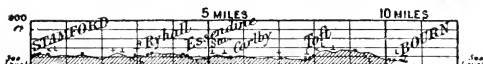
15½ 5½ Donington.*

Principal Objects of Interest.—Flat, uninteresting country.

Hotels or Inns at places marked*.

STAMFORD TO BOURN.

318



Description.—Class III. The road is somewhat undulating, but the surface is good.

Gradients.—Mostly about 1 in 17. At 8m. 1 in 15.

Milestones.—Continuation of those from London.

Measurements.—Stamford, * Red Lion Square.

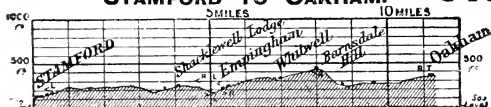
4½ Essendine.*

10¾ 6½ Bourn, * Market.

Principal Objects of Interest.—Essendine: Old Church.

STAMFORD TO OAKHAM.

319



Description.—Class III. The road has good surface, but is somewhat hilly. Barnsdale Hill is very dangerous, as it is not only steep but there are several bends.

Gradients.—Mostly about 1 in 20. Barnsdale Hill, 1 in 11 (dangerous).

Milestones.—Measured from Market, Oakham.

Measurements.—Stamford, * Red Lion Square.

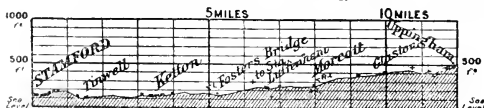
5¾ Empingham, Inn.*

11¼ 5½ Oakham, * P.O.

Principal Objects of Interest.—Empingham: Church. 8m., Burley Park. Oakham: Castle.

STAMFORD TO UPPINGHAM.

320



Description.—Class II. The road is slightly hilly, but has fine surface. There is a steep hill before Uppingham.

Gradients.—At 1½m. 1 in 20; 11½m. 1 in 14 (dangerous).

Measurements.—Stamford, * Red Lion Square.

3¾ Ketton.

8 4¼ Morcott.*

11½ 8½ 3½ Uppingham.*

Principal Objects of Interest.—Pretty country. Ketton: Church. Uppingham: School.

Hotels or Inns at places marked *.

321 LINCOLN TO SALTFLEET.

Description.—Class II. The surface is good for the first four miles, but after that until beyond Bullington it is slightly loose. After East Barkwith the road becomes somewhat hilly, but with fairly good surface, except on the hills. From Louth to Saltfleet is good at first, but generally pretty soft after Saltfleetby.

Gradients.—At $\frac{1}{2}$ m. 1 in 13 (dangerous turnings); 19 $\frac{3}{4}$ m. 1 in 17; 20m. 1 in 12 (dangerous); 20 $\frac{1}{2}$ m. 1 in 17; 20 $\frac{3}{4}$ m. 1 in 15; 23 $\frac{1}{2}$ m. 1 in 20; 25 $\frac{1}{4}$ m. 1 in 17.

Milestones.—Measured from Eastgate, Lincoln, as far as Louth; thereafter from Louth, Market.

Measurements.

Lincoln,* Stonebow.

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

11 $\frac{1}{4}$ 4 $\frac{3}{4}$ Wragby,* Market.

14 $\frac{1}{2}$ 8 3 $\frac{1}{4}$ East Barkwith.*

26 $\frac{3}{8}$ 19 $\frac{7}{8}$ 15 $\frac{1}{8}$ 11 $\frac{7}{8}$ Louth,* St. James' Church.

34 $\frac{5}{8}$ 28 $\frac{3}{8}$ 23 $\frac{3}{8}$ 20 $\frac{1}{8}$ 8 $\frac{1}{4}$ Saltfleetby,* Inn.

38 31 $\frac{1}{2}$ 26 $\frac{3}{4}$ 23 $\frac{1}{2}$ 11 $\frac{5}{8}$ 3 $\frac{3}{8}$ Saltfleet.*

Principal Objects of Interest.—LOUTH: St. James' Church, Louth Park. Uninteresting road after Louth.

Hotels or Inns at places marked*.

322 LINCOLN TO SKEGNESS.

Description.—Class II. & III. The surface is good for the first four miles, but after that until beyond Bullington it is slightly loose. After Wragby the road is slightly hilly, but has good surface as far as Horncastle, when the surface rather degenerates, but improves again approaching Spilsby. Thence to Burgh the road is somewhat soft and loose, but is good near Skegness.

Gradients.—At 24m. 1 in 17; 25m. 1 in 18; 30 $\frac{1}{2}$ m. 1 in 17.

Milestones.—Measured from Eastgate, Lincoln.

Measurements.

Lincoln,* Stonebow.

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

21 $\frac{1}{2}$ 10 $\frac{1}{4}$ Horncastle,* Market.

31 $\frac{5}{8}$ 20 $\frac{3}{8}$ 10 $\frac{1}{8}$ Spilsby.*

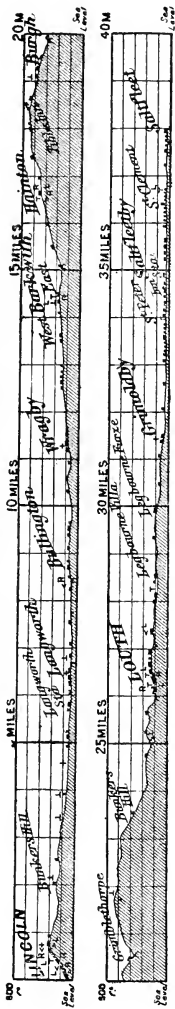
39 $\frac{1}{4}$ 28 17 $\frac{3}{4}$ 7 $\frac{5}{8}$ Burgh-le-Marsh *

44 32 $\frac{3}{4}$ 22 $\frac{1}{2}$ 12 $\frac{3}{8}$ 4 $\frac{3}{4}$ Skegness.*

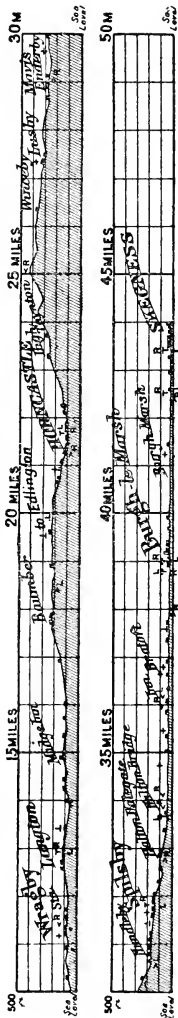
Principal Objects of Interest.—The road is somewhat monotonous, especially approaching Skegness.

Hotels or Inns at places marked*.

ROUTE 321. LINCOLN TO SALTFLY.



ROUTE 322. LINCOLN TO SKEGNESS. (First 10 miles as Route 321.)



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

323 LINCOLN TO PETERBOROUGH.

Description.—Class I. After the steep hill out of Lincoln the road is very slightly undulating to Sleaford, but has good surface. From Sleaford to Bourn the hills are slightly longer, and the surface is perhaps slightly better. From Bourn to Peterborough the road is in magnificent condition and absolutely level.

Gradients.—At 1½m. 1 in 12 (dangerous).

Milestones.—Measured from Lincoln; then from Market Place, Sleaford; thereafter continuation of the milestones from London.

Measurements.

Lincoln,* Stonebow.

17¾ Sleaford,* Market.

26½ 8¾ Folkingham,* Market.

35 17½ 8½ Bourn,* Market.

42¾ 25 16¼ 7¾ Deeping,* Market.

50¾ 33¾ 24¾ 15¾ 8¾ Peterborough,* Town House.

Principal Objects of Interest.—6¾m., Dunston Pillar. SLEAFORD: Castle Ruins. PETERBOROUGH: Cathedral, Market House. Uninteresting road between Bourn and Peterborough.

Hotels or Inns at places marked *.

324 LINCOLN TO GRANTHAM.

Description.—Class III. The road, though undulating, has very good surface, but there are numerous turns between Navenby and Grantham.

Gradients.—At 1¾m. 1 in 12 (dangerous); 9¾m. 1 in 13.

Measurements.

Lincoln,* Stonebow.

8½ Navenby.

13½ 4½ Leadenham.*

24¾ 16½ 11½ Grantham,* Market Place.

Principal Objects of Interest.—Navenby: Somerton Castle, and Temple Bruar. Barkston: Syston Park. GRANTHAM: Church, Belvoir Park.

Hotels or Inns at places marked *.

325 GRIMSBY TO HULL.

Description.—Class III. The road has fairly good surface, but is apt to be loose. Ferry to Hull at New Holland (2¾m.).

Measurements.

Grimsby,* Bull Ring.

4¾ Laceby.

13¾ 9½ Ulceby.

21½ 17 7¼ New Holland,* Station.

24¾ 20 10½ 3¼ Hull,* Wilberforce Monument.

Hotels or Inns at places marked *.

326 GRIMSBY TO WAINFLEET.

Description.—Class II. The road has fine surface between Grimsby and Louth; thereafter it is very hilly to Ulceby Cross, and the surface is only tolerably good. After Ulceby the road is poor, and is generally loose between Burgh and Wainfleet.

Gradients.—At 18 $\frac{1}{4}$ m. 1 in 17; 18 $\frac{1}{2}$ m. 1 in 18; 20 $\frac{1}{4}$ m. 1 in 16; 21 $\frac{1}{2}$ m. 1 in 15 (dangerous); 24 $\frac{1}{2}$ m. 1 in 22.

Milestones.—Measured from Louth. After Louth, from Market Place, Boston.

Measurements.

Grimsby,*	Bull Ring.				
15 $\frac{5}{8}$	Louth,*	St. James' Church.			
21	5 $\frac{3}{8}$	Burwell.*			
27 $\frac{3}{8}$	11 $\frac{3}{4}$	6 $\frac{3}{8}$	Ulceby Cross.	(Route 331.)	
34 $\frac{1}{2}$	18 $\frac{7}{8}$	13 $\frac{1}{2}$	7 $\frac{1}{8}$	Burgh-le-Marsh.*	
38 $\frac{5}{8}$	23	17 $\frac{5}{8}$	11 $\frac{1}{4}$	4 $\frac{5}{8}$	Wainfleet.*

Principal Objects of Interests.—LOUTH: St. James' Church, Louth Park. WAINFLEET: Church.

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

327 LOUTH TO ALFORD, &c.

Description.—Class III. This road has fairly good surface, and is practically level. This route joined with Route 331 avoids the stiff hills between Louth and Ulceby on the road from Boston to Louth. The road from Withern to Mablethorpe is fairly good.

Milestones.—Measured from Louth, Market.

Measurements.

Louth,*	St. James' Church.			
8 $\frac{5}{8}$	Withern.			
13 $\frac{1}{2}$	4 $\frac{7}{8}$	Alford.*		[Route 315.]
11 $\frac{3}{4}$	3 $\frac{1}{2}$	Maltby-le-Marsh.	For Mablethorpe: see	

Principal Objects of Interest.—Flat uninteresting road, running along the foot of the Lincolnshire Wolds.

Hotels or Inns at places marked *.

328 SPILSBY TO TATTERSHALL.

Description.—Class III. The road has good surface as far as Revesby. After that it is generally loose.

Gradients.—At 1 $\frac{3}{4}$ m. 1 in 23; 2 $\frac{3}{4}$ m. 1 in 18.

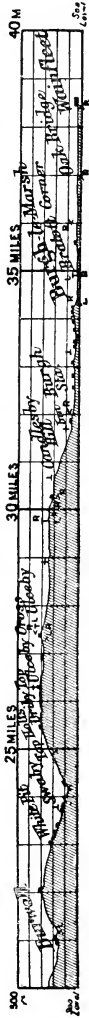
Measurements.

Spilsby.*		
7 $\frac{5}{8}$	Revesby.*	
14 $\frac{3}{8}$	6 $\frac{5}{8}$	Tattershall.*

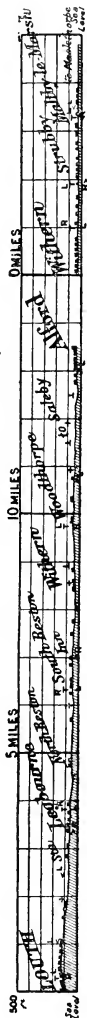
Principal Objects of Interest.—REVESBY: Revesby Hall. TATTERSHALL: Church, Castle Ruins.

Hotels or Inns at places marked *.

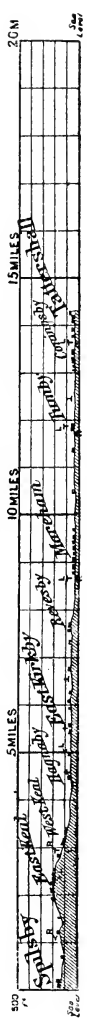
ROUTE 326. GRIMSBY TO WAINFLEET.



ROUTE 327. LOUTH TO ALFORD, &C.



ROUTE 328. SPILSBY TO TATTERSHALL.



329 BOSTON TO SLEAFORD.

Description.—Class II. The road is quite level and in excellent condition, but is very apt to be soft after rain.

Milestones.—Measured from Market Place, Boston.

Measurements.

Boston, * Market Place.

6 $\frac{3}{8}$ Swineshead * (North End).

13 $\frac{1}{8}$ 6 $\frac{3}{8}$ Heckington.*

18 $\frac{1}{8}$ 11 $\frac{3}{8}$ 5 Sleaford.*

Principal Objects of Interest.—Swineshead: Abbey.
SLEAFORD: Castle Ruins. Uninteresting road.

Hotels or Inns at places marked *.

330 BOSTON TO HORNCastle.

Description.—Class III. The road has fairly good surface as far as Revesby. After that the surface is rather better. A better, though longer road, is to go by Langrick Ferry.

Measurements.

Boston, * Market Place.

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

11 2 $\frac{1}{4}$ Revesby.

18 $\frac{1}{4}$ 9 $\frac{1}{2}$ 7 $\frac{1}{4}$ Horncastle, * Bull Ring.

Principal Objects of Interest.—17m., Scrivelsby Church.
Revesby: Hall.

Hotels or Inns at places marked *.

331 BOSTON TO ALFORD, &c.

Description.—Class II. The road has fine surface throughout, but is somewhat hilly between Spilsby and Alford. Approaching Mablethorpe, the surface is not quite so good. This route, combined with No. 326, is the usual road to Louth, but a rather better route is to take No. 327 from Alford.

Gradients.—At 14m. 1 in 18; 15m. 1 in 23; 17 $\frac{3}{4}$ m. 1 in 15; 19 $\frac{1}{4}$ m. 1 in 13; 19 $\frac{3}{4}$ m. 1 in 12; 23 $\frac{3}{4}$ m. 1 in 14.

Milestones.—Measured from Market Place, Boston.

Measurements.

Boston, * Market Place.

8 $\frac{3}{8}$ Stickney.*

16 $\frac{5}{8}$ 7 $\frac{3}{8}$ Spilsby.*

22 $\frac{1}{8}$ 13 $\frac{1}{4}$ 5 $\frac{1}{2}$ Ulceby Cross. (Route 326.)

25 $\frac{1}{4}$ 16 $\frac{3}{8}$ 8 $\frac{5}{8}$ 3 $\frac{1}{8}$ Alford, * Market.

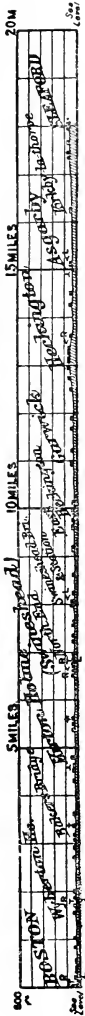
31 $\frac{3}{8}$ 22 $\frac{1}{8}$ 15 $\frac{1}{8}$ 9 $\frac{3}{8}$ 6 $\frac{1}{2}$ Sutton-on-Sea.*

34 $\frac{3}{8}$ 25 $\frac{1}{2}$ 17 $\frac{3}{4}$ 12 $\frac{1}{4}$ 9 $\frac{3}{8}$ 2 $\frac{5}{8}$ Mablethorpe.*

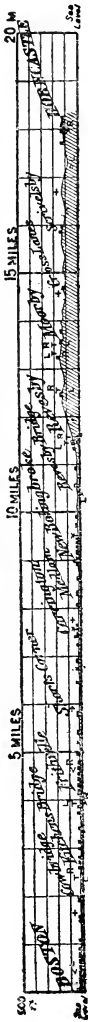
Principal Objects of Interest.—Very monotonous road till near Spilsby, and also between Alford and Mablethorpe.

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

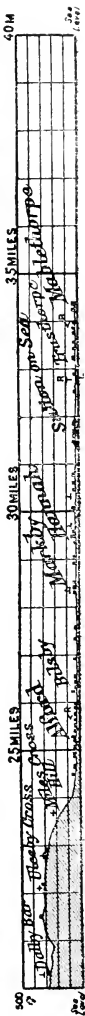
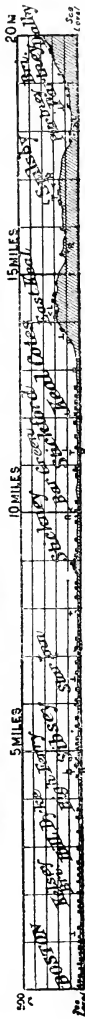
ROUTE 329. BOSTON TO SLEAFORD.



ROUTE 330. BOSTON TO HORNCASTLE.



ROUTE 331. BOSTON TO ALFORD AND MABLETHORPE.



332 BOSTON TO SKEGNESS.

Description.—Class III. Although absolutely level, the surface of the road is only tolerably good, while the numerous turns will require to be carefully noted.

Measurements.

Boston,* Market Place.

9 Wrangle.

17 $\frac{3}{8}$ 8 $\frac{3}{8}$ Wainfleet,* Market.

22 $\frac{3}{8}$ 13 $\frac{3}{8}$ 5 $\frac{1}{4}$ Skegness.*

Principal Objects of Interest.—Very monotonous road.
Wainfleet: Church. Skegness: fine Beach.

333 GRANTHAM TO LOUTH.

Description.—Class II. The road has very good surface as far as Sleaford; thereafter it is apt to be loose, but is generally in good condition to Horncastle. From Horncastle to Louth the road is very hilly, and the surface is only tolerably good.

Gradients.—At 8 $\frac{3}{4}$ m. 1 in 15; 42 $\frac{3}{4}$ m. 1 in 13; 44 $\frac{1}{2}$ m. 1 in 9 (dangerous); 46 $\frac{1}{2}$ m. 1 in 13; 47 $\frac{3}{4}$ m. 1 in 14; 49 $\frac{3}{4}$ m. 1 in 19.

Milestones.—Near Louth, measured from Louth, Market.

Measurements.

Grantham,* Market Place.

8 $\frac{1}{8}$ Ancaster.*

14 $\frac{1}{8}$ 6 Sleaford.*

23 $\frac{3}{4}$ 15 $\frac{5}{8}$ 9 $\frac{5}{8}$ Billingham.

28 19 $\frac{7}{8}$ 13 $\frac{7}{8}$ 4 $\frac{1}{4}$ Tattershall.*

37 28 $\frac{7}{8}$ 22 $\frac{7}{8}$ 13 $\frac{1}{4}$ 9 Horncastle,* Bull Ring.

50 $\frac{1}{4}$ 42 $\frac{1}{8}$ 36 $\frac{1}{8}$ 26 $\frac{1}{2}$ 22 $\frac{1}{4}$ 13 $\frac{1}{4}$ Louth,* St. James' Church.

Principal Objects of Interest.—Barkston: Syston Park.
SLEAFORD: Castle Ruins. Tattershall: Church, and Castle Ruin. LOUTH: St. James' Church, Louth Park.

Hotels or Inns at places marked*.

334 GRANTHAM TO HUNTINGDON.

Description.—Class I. The road has magnificent surface throughout, but is very hilly for ten miles out of Grantham. For London follow Route 528 from Norman Cross.

Gradients.—At 1m. 1/15 (dangerous); 21 $\frac{1}{2}$ and 41 $\frac{3}{4}$ m. 1/25.

Milestones.—Rather irregular. At first, measured from Market Place, Grantham; after Stamford, from London.

Measurements.

Grantham,* Market Place.

7 $\frac{7}{8}$ Colsterworth.

13 5 $\frac{1}{8}$ Stretton.*

20 $\frac{7}{8}$ 13 7 $\frac{7}{8}$ Stamford,* Red Lion Square.

26 $\frac{3}{4}$ 18 $\frac{7}{8}$ 13 $\frac{3}{4}$ 5 $\frac{7}{8}$ Wansford.

34 $\frac{3}{4}$ 26 $\frac{7}{8}$ 21 $\frac{3}{4}$ 13 $\frac{7}{8}$ 8 Norman Cross.*

48 40 $\frac{1}{8}$ 35 27 $\frac{1}{8}$ 21 $\frac{1}{4}$ 13 $\frac{1}{4}$ Huntingdon,* Church. [*over.*]

Principal Objects of Interest.—Colsterworth: Isaac Newton's Birthplace. Stamford: Churches, Burghley House. Huntingdon: Church, Bridge, Hinchingsbrooke House, Cromwell's Birthplace.

Hotels or Inns where marked *, and at Alconbury Hill.

335 GRANTHAM TO BOSTON.

Description.—Class III. & II. The best road to Boston is by Sleaford, Routes 333 and 329. This road has good surface, but there is a very steep hill out of Grantham.

Gradients.—At $1\frac{1}{2}$ m. 1 in 13 (dangerous).

Milestones.—Measured from St. Peter's Hill, Grantham. After Donington, from Market Place, Boston.

Measurements.

Grantham, * Market Place.

$12\frac{3}{8}$ Threackingham.*

20 $7\frac{5}{8}$ Donington.*

$30\frac{5}{8}$ $18\frac{1}{4}$ $10\frac{5}{8}$ Boston, * Market Place.

Principal Objects of Interest.—BOSTON: Church and "Stump," Castle Ruins.

336 GRANTHAM TO SPALDING, &C.

Description.—Class III. & II. The road has good surface, but is somewhat undulating to Bourn. Therafter rather better surface, improving after Spalding.

Gradients.—At $1\frac{1}{2}$ m. 1 in 13 (dangerous).

Milestones.—Measured from St. Peter's Hill, Grantham. After Corby, from Bourn Market.

Measurements.

Grantham, * Market Place.

$10\frac{5}{8}$ Corby.

$18\frac{1}{2}$ $7\frac{7}{8}$ Bourn, * Market.

$30\frac{1}{8}$ $19\frac{1}{2}$ $11\frac{5}{8}$ Spalding, * Market.

$38\frac{1}{8}$ $27\frac{1}{2}$ $19\frac{5}{8}$ 8 Holbeach, * Church.

Principal Objects of Interest.— $14\frac{1}{2}$ m., Grimsthorpe Castle. SPALDING: Church. HOLBEACH: Church.

Hotels or Inns at places marked *.

337 STAMFORD TO CROWLAND.

Description.—Class III. The road has fairly good surface as far as Deeping Market. After that generally very poor.

Measurements.

Stamford, * Red Lion Square.

$7\frac{3}{8}$ Deeping Market.*

$15\frac{1}{4}$ $7\frac{5}{8}$ Crowland.*

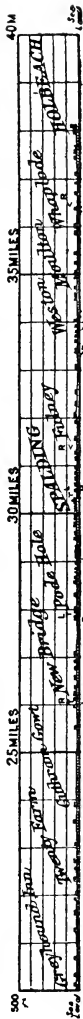
Principal Objects of Interest.—Crowland: Abbey and Triangular Bridge.

Hotels or Inns at places marked *.

ROUTE 335. GRANTHAM TO BOSTON.



ROUTE 336. GRANTHAM TO SPALDING, & C.



ROUTE 337. STAMFORD TO CROWLAND.



338 PETERBOROUGH TO THRAPSTON.

Description.—Class II. The road has excellent surface throughout, and, though slightly undulating, the hills are all short.

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

Milestones.—Measured from St. Peter's Church, Oundle.

Measurements.

Peterborough, * Market House.

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

$12\frac{3}{4}$ $3\frac{1}{8}$ Oundle,* Market.

$20\frac{1}{2}$ $10\frac{7}{8}$ $7\frac{3}{4}$ Thrapston.*

Principal Objects of Interest.—Warmington: Fotheringay Castle (site) and Church. Barnwell: Castle.

Hotels or Inns at places marked *.

339 PETERBOROUGH TO BOSTON.

Description.—Class II. This is a splendid smooth road, perfectly flat, and with the surface almost always in good condition.

Milestones.—Continuation of those from London. After Deeping, measured from Boston Bridge.

Measurements.

Peterborough, * Market House.

$8\frac{1}{2}$ Deeping St. James.

(... Deeping, * Market.)

$13\frac{5}{8}$ $6\frac{1}{2}$ Littleworth Station.*

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

$25\frac{1}{4}$ $17\frac{3}{4}$ $11\frac{5}{8}$ 6 Gosberton.*

29 $21\frac{1}{2}$ $15\frac{3}{8}$ $9\frac{3}{4}$ $3\frac{3}{4}$ Sutterton.

$35\frac{1}{4}$ $11\frac{3}{4}$ $21\frac{5}{8}$ 16 10 $6\frac{1}{2}$ Boston,* Market.

Principal Objects of Interest.—SPALDING: Church, Town Hall, and Market House. BOSTON: Church and "Stump," Castle Remains. Flat and very uninteresting country.

Hotels or Inns at places marked *.

340 PETERBOROUGH TO SPALDING.

(By Crowland.)

Description.—Class III. The better road is Route 339. This road is only fairly good, and often is rather rough. Its only attraction is Croyland Abbey and the Triangular Bridge.

Measurements.

Peterborough, * Market House.

$3\frac{3}{4}$ Eye.

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

$14\frac{1}{2}$ $10\frac{3}{4}$ 6 Cowbit.

$18\frac{1}{8}$ $14\frac{3}{8}$ $9\frac{5}{8}$ $3\frac{5}{8}$ Spalding,* Market Place.

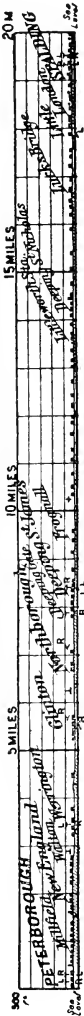
Principal Objects of Interest.—Crowland: Abbey and Triangular Bridge. Spalding: as Route 339.

Hotels or Inns at places marked *.

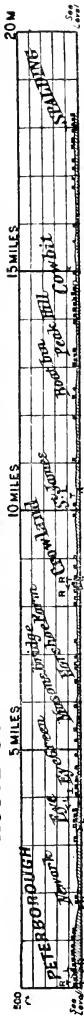
ROUTE 338. PETERBOROUGH TO THRAPSTON.



ROUTE 339. PETERBOROUGH TO BOSTON.



ROUTE 340. PETERBOROUGH TO SPALDING. (By Crowland.)



341 PETERBOROUGH TO LYNN.

Description.—Class I. This road is absolutely level, and has fine surface as far as Thorney. After that it is apt to be a little rough, but after Guyhirne the surface is magnificent, right into Lynn.

Milestones.—Continuation of those from London as far as Wisbech. Thereafter from Southgate, Lynn.

Measurements.

Peterborough,* Market House.

7¼ Thorney.

14½ 7¼ Guyhirne.*

21½ 14¼ 7 Wisbech,* Bridge.

27¾ 20¾ 13¾ 6¾ St. John's, Highway.

35 27¾ 20½ 13½ 7½ Lynn,* P.O.

Principal Objects of Interest.—Flat, uninteresting country. Thorney: Church. WISBECH: Town Hall, St. Peter's Church, Museum, Clarkston's Statue. Tilney: Church. LYNN: Southgate, Red Mount, Town Wall, Town Hall, Greyfriars Steeple.

Hotels or Inns at places marked †.

342 PETERBOROUGH TO MARCH.

Description.—Class III. The road has fairly good surface, but is somewhat intricate after Whittlesey, and there is a Toll Gate (1d.) at Horsey Toll. A rather better road is to follow Route 341 to Guyhirne, cross the Bridge, and follow Route 396 to March.

Measurements.

Peterborough,* Market House

6¾ Whittlesey,* Market.

17¾ 11½ March,* Market.

Principal Objects of Interest.—WHITTLESEY: Church. MARCH: Church.

Hotels or Inns at places marked*.

343 LOUGHBOROUGH TO ASHBY.

Description.—Class II. The road has good surface for the first four miles. After that it is very apt to be loose, but improves again near Ashby.

Gradients.—At 3¼m. 1 in 25; 5m. 1 in 20; 5½m. 1 in 17; 6½m. 1 in 19; 7½m. 1 in 13; 8m. 1 in 19; 9¾m. 1 in 20.

Milestones.—Measured from Market Place, Loughborough.

Measurements.

Loughborough,* Market Place.

9½ Cole Orton.*

12¼ 3½ Ashby de la Zouch.*

[over.

Route 343—Continued.

Principal Objects of Interest.—2m., Garendon. 6½m., Grace Dieu Priory. **ASHBY:** Castle, Church, Baths. The road passes through Charnwood Forest, the prettiest part of Leicestershire.

Hotels or Inns at places marked *.

344 LEICESTER TO ASHBY.

Description.—Class II. The road has good surface throughout, but is somewhat hilly, most of the hills, indeed, being rather severe.

Gradients.—At 2¼m. 1 in 17; 3m. 1 in 22; 4½m. 1 in 17; 6m. 1 in 15; 7½m. 1 in 15; 10m. 1 in 19; 12¾m. 1 in 15; 14½m. 1 in 16; 15¼m. 1 in 16.

Milestones.—Measured from All Saints Church, Leicester.

Measurements.

Leicester, * Clock Tower.

4¾ Groby.

7½ 2¾ Markfield.*

10½ 5¾ 3 Bardon Hill Station.*

13¾ 9 6½ 3½ Ravenstone.*

17½ 12¾ 10 7 3½ Ashby de la Zouch.*

Principal Objects of Interest.—Groby: Hall. **ASHBY:** Castle, Church, Baths. The road passes close to Charnwood Forest, and is rather pretty.

Hotels or Inns at places marked *.

345 LEICESTER TO GRANTHAM.

Description.—Class I. The road has splendid surface as far as Melton, but thereafter, although the surface is good, the hills are long and steep. From Leicester to Melton is counted about the best road in Leicestershire.

Gradients.—At 11½m. 1 in 19; 16¼m. 1 in 16; 23 and 23½m. 1 in 13 (dangerous); 24m. 1 in 15; 26m. 1 in 15.

Milestones.—Measured from Old Cross, Leicester.

Measurements.

Leicester, * Clock Tower.

5½ Syston.*

12¼ 7½ Kirkby Bellars.*

15 9¾ 2¾ Melton Mowbray, * Market.

20¼ 15½ 8 5¼ Waltham.*

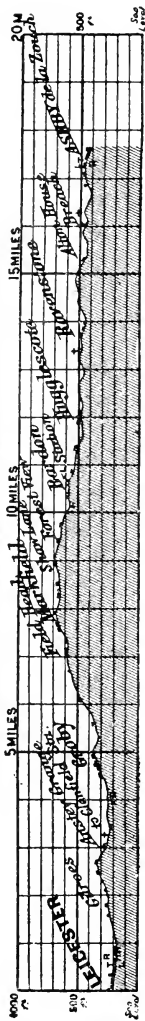
23¾ 18¾ 11½ 8½ 3½ Croxton Kerrial.*

31 25½ 18¾ 16 10¾ 7½ Grantham, * Market Place.

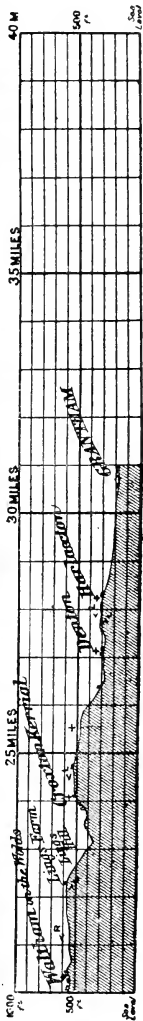
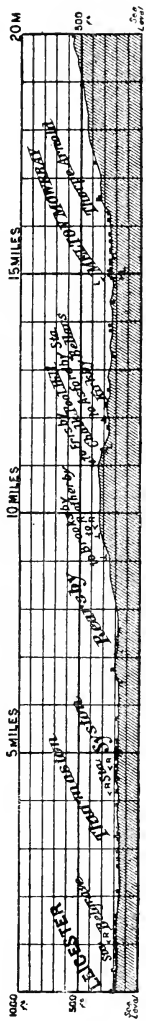
Principal Objects of Interest.—**MELTON MOWBRAY:** Church. **Croxton:** Belvoir Castle. **GRANTHAM:** Church. The road passes through the richest part of Leicestershire.

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

ROUTE 344. LEICESTER TO ASHBY DE LA ZOUCH.



ROUTE 345. LEICESTER TO GRANTHAM.



346 LEICESTER TO NORTHAMPTON.

Description.—Class I. The road has very good surface, but is fairly hilly as far as Market Harborough. After that the gradients become more severe, although the surface is fine, so that this latter section is somewhat trying. The road to Northampton by Welford is rather more direct, but the surface is hardly as good, and the gradients are more numerous and severe.

Gradients.—At $4\frac{1}{2}$ m. 1 in 21; $6\frac{3}{4}$ m. 1 in 22; 9m. 1 in 25; $16\frac{1}{2}$ m. 1 in 12; 17m. 1 in 19; $22\frac{1}{4}$ m. 1 in 16; 23m. 1 in 15; $24\frac{1}{2}$ m. 1 in 24; $24\frac{3}{4}$ m. 1 in 22; $26\frac{1}{4}$ m. 1 in 17; $26\frac{1}{2}$ m. 1 in 20; 28m. 1 in 20; $23\frac{1}{2}$ m. 1 in 23.

Milestones.—Measured from Old Cross, Leicester. After Market Harborough, continuation of those from London.

Measurements.

Leicester, * Clock Tower.

$6\frac{3}{8}$	Great Glen.*			
$14\frac{1}{2}$	$8\frac{1}{2}$	Harborough, * Market.		
$21\frac{1}{2}$	$15\frac{1}{4}$	$6\frac{3}{4}$	Maidwell.	
$25\frac{1}{2}$	$19\frac{1}{8}$	$10\frac{3}{4}$	4	Brixworth.*
32	$25\frac{3}{8}$	$17\frac{1}{4}$	$10\frac{1}{2}$	$6\frac{1}{2}$ Northampton, * All Saints' Church.

Principal Objects of Interest.—Great Glen: Pretty Glen, Wistow Church and Hall. MARKET HARBOROUGH: Church, Town House. Kelmarsh: Hall, Battlefield of Naseby a little west. Lamport: Hall. Brixworth: Church. NORTHAMPTON: St. Sepulchre's Church, Town Hall, All Saints' Church, Delapré Abbey, Eleanor's Cross, Castle Ashby

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

347 LEICESTER TO WELFORD.

Description.—Class II. The road has good surface at first, but after Wigston the surface is only tolerably good. As a through route to Northampton, Route 346 is rather better as regards surface.

Gradients.—At $3\frac{1}{2}$ m. 1 in 22; $6\frac{1}{2}$ m. 1 in 18; $8\frac{3}{4}$ and 10m. 1 in 17; $13\frac{3}{4}$ m. 1 in 17; $16\frac{1}{2}$ m. 1 in 25.

Milestones.—Measured from Clock Tower, Leicester.

Measurements.

Leicester, * Clock Tower.

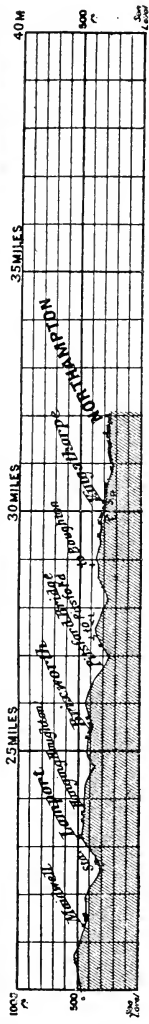
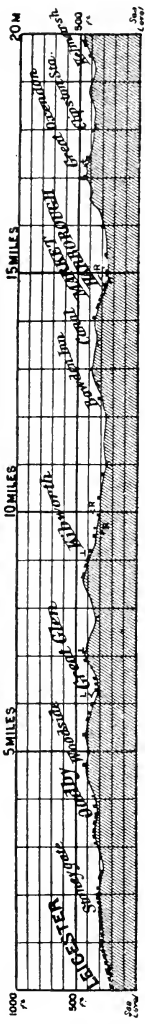
4	Wigston.			
$(8\frac{1}{4})$	$4\frac{1}{4}$	Arnesby.*		
$13\frac{3}{8}$	$9\frac{7}{8}$	$5\frac{3}{8}$	Husband's Bosworth.*	
$16\frac{1}{2}$	$12\frac{1}{2}$	$8\frac{1}{4}$	$2\frac{5}{8}$	Welford.*
$31\frac{3}{8}$	$27\frac{3}{8}$	$23\frac{1}{2}$	$17\frac{1}{2}$	$14\frac{1}{4}$ Northampton, * All Saints' Church.

[Route 359.

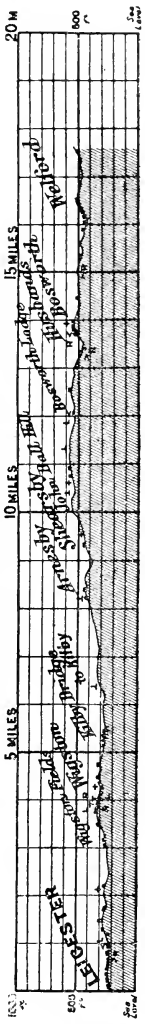
Principal Objects of Interest.—Shearsby: Sulphur Spring. Welford: Battlefield of Naseby to east.

Hotels or Inns at places marked *.

ROUTE 346. LEICESTER TO NORTHAMPTON.



ROUTE 347. LEICESTER TO WELFORD.



348 LEICESTER TO PETERBOROUGH.

Description.—Class II. For the first ten miles the surface is good. After that the road becomes poorer and somewhat hilly to beyond Uppingham, after which it is undulating right into Peterborough. Great care will require to be taken descending to the ford at 16½m.

Gradients.—At 3¼m. 1/23; 3¾ and 6¼m. 1/21; 12¾m. 1/13; 14¼m. 1/19; 16½m. 1/11 (very dangerous); 19½m. 1/14 (dangerous); 26½m. 1/15 (dangerous); 27½m. 1/20; 37m. 1/14.

Milestones.—Measured from Clock Tower, Leicester.

Measurements.

Leicester, * Clock Tower.

8¼ Billesdon.*

19½ 10¾ Uppingham.*

27¾ 18¾ 8¼ Duddington.

33¼ 24½ 14½ 5¾ Wansford.*

41¼ 32½ 22½ 13¾ 8 Peterborough, * Market House.

Principal Objects of Interest.—Billesdon: Pretty Village. Uppingham: Grammar School. Caistor: Church, Roman Station. PETERBOROUGH: Cathedral, Market House.

Hotels or Inns at places marked *, and at E. Norton and Morcott.

349 LEICESTER TO RUGBY, &C.

Description.—Class II. The road has good surface, but is slightly undulating all the way.

Gradients.—At 13¼m. 1 in 17; 19m. 1 in 20; 20½m. 1 in 17.

Milestones.—Measured from Clock Tower, Leicester.

Measurements.

Leicester, * Clock Tower.

4¾ Blaby.

13¾ 8¾ Lutterworth.*

21 16¼ 7¾ Rugby, * Market.

23¾ 19¾ 10½ 2¾ Dunchurch.*

Principal Objects of Interest.—Lutterworth: Church and Wyckliffe Relics. RUGBY: School.

Hotels or Inns at places marked *.

350 LEICESTER TO COVENTRY.

Description.—Class III. The road is very slightly undulating, but has good surface all the way.

Milestones.—Measured from Clock Tower, Leicester.

Measurements.

Leicester, * Clock Tower.

5½ Narborough.*

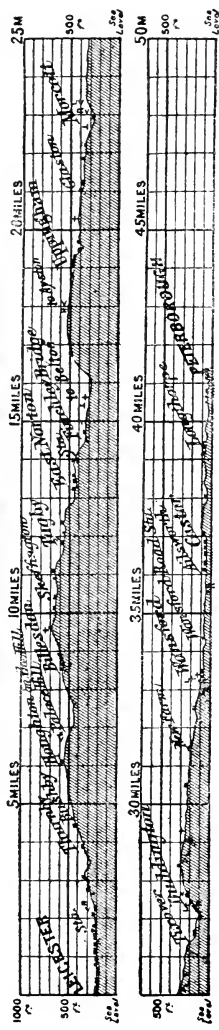
15¾ 9¾ Wolvey.

24½ 18¾ 8¾ Coventry.*

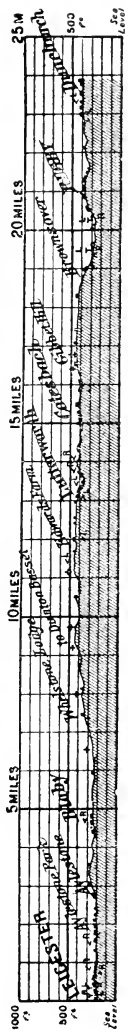
Principal Objects of Interest.—Narborough: Church. Walsgrave: Combe Abbey. COVENTRY: Churches, Old Gate Way.

Hotels or Inns at places marked *, and Ansty.

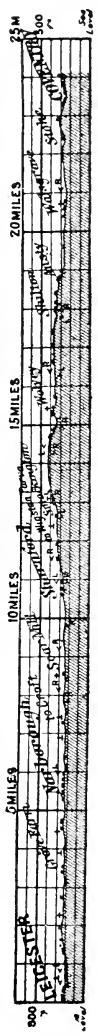
ROUTE 348. LEICESTER TO PETERBOROUGH.



ROUTE 349. LEICESTER TO RUGBY AND DUNCHURCH.



ROUTE 350. LEICESTER TO COVENTRY.



351 LEICESTER TO MELBOURNE.

Description.—Class II. The road has good surface as far as Markfield. Thereafter it is somewhat loose until near Whitwick, when the surface improves.

Gradients.—At $2\frac{1}{2}$ m. 1 in 17; 3m. 1 in 22; $4\frac{1}{2}$ m. 1 in 17; 6m. 1 in 15; 11m. 1 in 25; $11\frac{3}{4}$ m. 1 in 18; $12\frac{1}{2}$ m. 1 in 16; $13\frac{1}{2}$ m. 1 in 17; $14\frac{1}{2}$ m. 1 in 14; 15m. 1 in 15; $19\frac{1}{2}$ m. 1 in 12 (dangerous).

Milestones.—Measured from All Saints' Ch., Leicester.

Measurements.

Leicester,* Clock Tower.

12 Whitwick.*

$20\frac{1}{2}$ $8\frac{1}{2}$ Melbourne.* (Route 286.)

Principal Objects of Interest.—Groby: Hall. $9\frac{1}{2}$ m., Copt Oak, Ulverscroft Priory. Whitwick: Church, Mount St. Bernard Abbey. Pretty road through Charnwood Forest.

Hotels or Inns at places marked *, and Forest Rock Hotel.

352 HARBOROUGH TO OUNDLE.

Description.—Class II. The road has good surface for the first eight miles; after that only tolerably good.

Gradients.—At $4\frac{1}{2}$ and $4\frac{3}{4}$ m. 1 in 15; $7\frac{3}{4}$ m. 1 in 25; 14m. 1 in 21; 18m. 1 in 19; $18\frac{1}{2}$ m. 1 in 17.

Milestones.—Measured from Market Place, Harborough.

Measurements.

Harborough,* Market Place

$5\frac{1}{2}$ Stoke Albany.*

($10\frac{1}{4}$ $5\frac{1}{2}$ Rockingham.*)

$13\frac{5}{8}$ $8\frac{1}{2}$ Great Weldon.*

$21\frac{5}{8}$ $16\frac{1}{2}$ 8 Oundle.*

Principal Objects of Interest.—Rockingham: Castle and Church. Oundle: Church, Fotheringay Castle (site)

Hotels or Inns at places marked *.

353 NORTHAMPTON TO BEDFORD.

Description.—Class II. The road has very good surface, but is slightly undulating.

Gradients.—At 4m. 1 in 20; $5\frac{3}{4}$ m. 1 in 18.

Milestones.—Measured from All Saints' Church, Northampton.

Measurements.

Northampton,* All Saints' Church

$7\frac{7}{8}$ Yardley Hastings.*

$13\frac{7}{8}$ 6 Turvey.*

$21\frac{1}{4}$ $13\frac{3}{8}$ $7\frac{3}{8}$ Bedford,* Bunyan Statue.

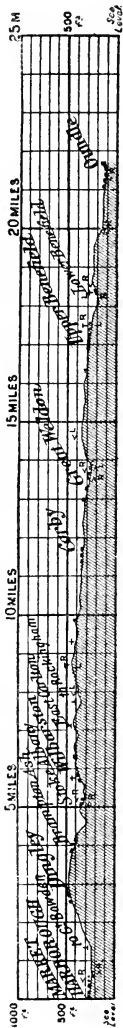
Principal Objects of Interest.—Denton: Castle Ashby. Yardley Hastings: Church. Turvey: Church. BEDFORD: Elstow Church and Bunyan's Birthplace, Bunyan Relics.

Hotels or Inns at places marked *.

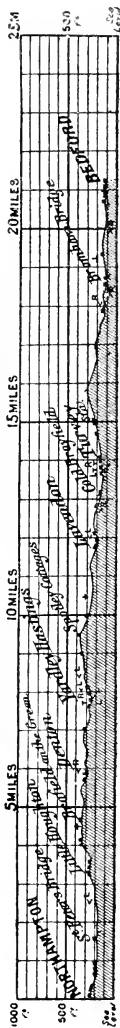
ROUTE 351. LEICESTER TO MELBOURNE.



ROUTE 352. MARKET HARBOURGH TO OUNDLE.



ROUTE 353. NORTHAMPTON TO BEDFORD.



354 NORTHAMPTON TO DUNSTABLE, &c.

Description.—Class I. The road is splendidly engineered, and has fine surface the whole way. Excepting the stiff hill out of Northampton, all the other gradients are remarkably slight. This route is the regular London road. Very good surface between Dunstable and Luton.

Gradients.—At $1\frac{1}{2}$ m. 1 in 17; 4m. 1 in 25; 22 and $22\frac{1}{2}$ m. 1 in 25; $25\frac{1}{2}$ m. 1 in 20; 36m. 1 in 21.

Milestones.—Measured from Metropolitan Market, London.

Measurements.

Northampton, * All Saints' Church.

$10\frac{1}{2}$ Stoke Goldington.

$14\frac{3}{4}$ 4 $\frac{1}{2}$ Newport Pagnell.*

$21\frac{1}{2}$ 11 6 $\frac{3}{4}$ Woburn, * Market.

$28\frac{1}{8}$ $17\frac{3}{8}$ $13\frac{3}{8}$ 6 $\frac{3}{8}$ Hockliffe*

$32\frac{1}{4}$ $21\frac{3}{4}$ $17\frac{1}{2}$ $10\frac{3}{4}$ 4 $\frac{1}{8}$ Dunstable, * Town Hall.

$37\frac{1}{4}$ $26\frac{3}{4}$ $22\frac{1}{2}$ $15\frac{3}{4}$ 9 $\frac{1}{8}$ 5 Luton, * Corn Exchange.

Principal Objects of Interest.— $\frac{1}{2}$ m., Delapré Abbey. $1\frac{1}{2}$ m., Eleanor's Cross. Woburn: Park and Abbey. Dunstable: Priory, Church, Totternhoe Quarries. Luton: Church and Park.

Hotels or Inns at places marked *, and at Woburn Sands.

355 NORTHAMPTON TO STONY STRATFORD.

Description.—Class II. The old London road. The road has fairly good surface, but the hills are somewhat stiff.

Gradients.—At $1\frac{1}{2}$ m. 1 in 17; $2\frac{1}{2}$ m. 1 in 23; $4\frac{1}{2}$ m. 1 in 22; $6\frac{3}{4}$ m. 1 in 17; $8\frac{1}{4}$ m. 1 in 17; $8\frac{1}{2}$ m. 1 in 21; $8\frac{3}{4}$ m. 1 in 14; 9m. 1 in 16; $10\frac{1}{4}$ m. 1 in 19.

Milestones.—Measured from All Saints' Church, Northampton.

Measurements.

Northampton, * All Saints' Church.

5 $\frac{1}{8}$ Roade.

$10\frac{3}{8}$ 4 $\frac{3}{4}$ Yardley Gobion.

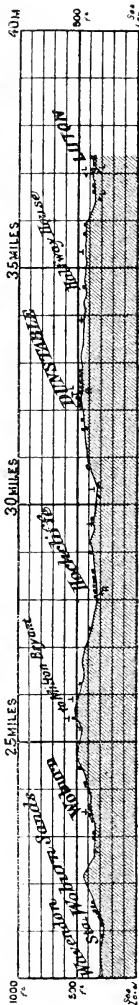
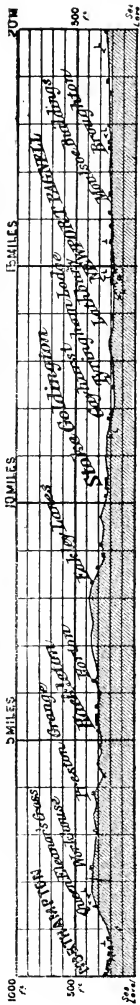
13 7 $\frac{3}{8}$ 2 $\frac{5}{8}$ Old Stratford.*

$13\frac{3}{4}$ 8 $\frac{1}{2}$ 3 $\frac{3}{8}$ $\frac{3}{4}$ Stony Stratford.*

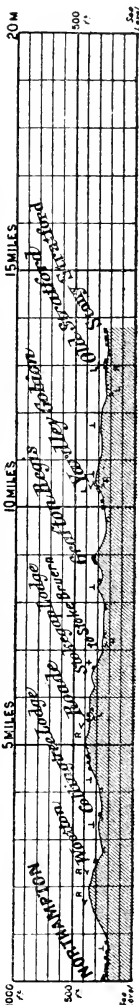
Principal Objects of Interest.— $1\frac{1}{2}$ m., Eleanor's Cross.

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

ROUTE 354. NORTHAMPTON TO DUNSTABLE AND LUTON.



ROUTE 355. NORTHAMPTON TO STONY STRATFORD.



356 NORTHAMPTON TO BUCKINGHAM.

Description.—Class III. The road is undulating, but has good surface. There is another road by Old Stratford, Routes 355 and 375 (20½m.). This route, however, is much easier.

Gradients.—At 1½m. 1 in 18; 2¼m. 1 in 18; 4½m. 1 in 20; 5¼m. 1 in 18; 10¾m. 1 in 25; 17½m. 1 in 20; 17¾m. 1 in 27.

Milestones.—Measured from Towcester, thereafter from High Street, Buckingham.

Measurements.

Northampton,* All Saints' Church.

4⅞ Blisworth.*

8⅞ 3⅞ Towcester.*

12½ 7⅞ 3⅞ Whittlebury.

19½ 14⅞ 10¾ 7 Buckingham.*

Principal Objects of Interest.—2m., Danes' Camp. Towcester: Easton Neston. Lillingstone Dayrell: Church. BUCKINGHAM: Old Gaol, Stow Park.

Hotels or Inns at places marked *.

357 NORTHAMPTON TO WARWICK.

Description.—Class II. The road has good surface as far as Weedon, where the London Road is joined. From this point the road is very good into Daventry, after which the surface is scarcely so good to Southam. From Southam to Leamington the road is somewhat undulating, but the surface is good. Those going to Warwick take the left-hand road on entering Leamington, but those going to the northern part of Leamington keep to the right.

Gradients.—At 8m. 1 in 17; 8¼m. 1 in 17; 15½m. 1 in 20-16; 17¾m. 1 in 18; 22¾m. 1 in 16; 23¾m. 1 in 18; 25¾m. 1 in 14; 27¼m. 1 in 18; 28½m. 1 in 20.

Milestones.—Measured from the "Castle," Northampton, as far as Weedon. Beyond Daventry, measured from Warwick Bridge.

Measurements.

Northampton,* All Saints' Church.

8½ Weedon.*

12⅞ 4½ Daventry.*

22½ 14¾ 10½ Southam,* Market Hill.

29½ 21¾ 17½ 7 Leamington,* P.O.

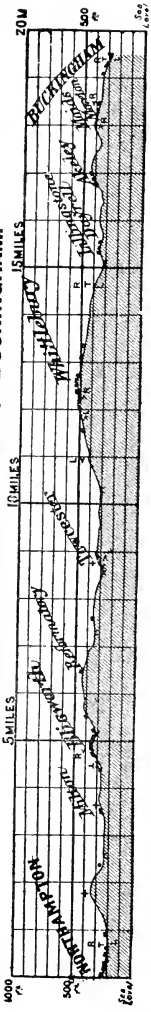
30½ 22½ 17¾ 7¾ Leamington,* Parade

32½ 24½ 19¾ 9¾ 2½ Warwick.*

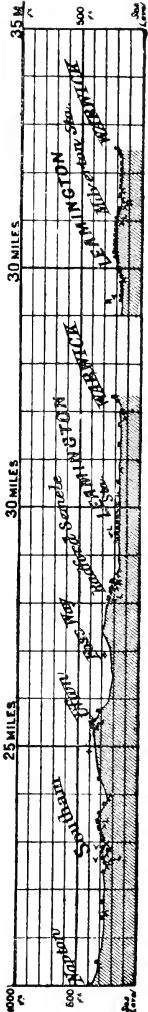
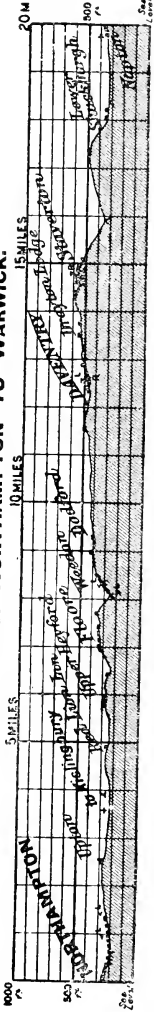
Principal Objects of Interest.—Weedon: Barracks. 18m., Shuckburgh Park. Southam: Church. LEAMINGTON: Spa. WARWICK: Castle.

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

ROUTE 356. NORTHAMPTON TO BUCKINGHAM.



ROUTE 357. NORTHAMPTON TO WARWICK.



358 NORTHAMPTON TO RUGBY.

Description.—Class II. The road has good surface throughout, although several of the hills are somewhat stiff.

Gradients.—At $4\frac{1}{2}$ m. 1 in 16; $5\frac{1}{2}$ m. 1 in 16; $7\frac{1}{2}$ m. 1 in 17; $7\frac{3}{4}$ m. 1 in 15; 12m. 1 in 24; $13\frac{1}{4}$ m. 1 in 17; $17\frac{1}{2}$ m. 1 in 19.

Milestones.—Measured from Northampton.

Measurements.

Northampton,* All Saints' Church.

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

$11\frac{3}{8}$ $7\frac{1}{4}$ West Haddon.*

$20\frac{1}{8}$ 16 $8\frac{3}{4}$ Rugby,* Market.

($21\frac{3}{8}$ $17\frac{1}{4}$ 10 Dunchurch.*)

Principal Objects of Interest.—6m., Althorpe Park.
RUGBY: Grammar School.

Hotels or Inns at places marked*.

359 NORTHAMPTON TO LUTTERWORTH.

Description.—Class II. This road is somewhat undulating, and the surface is rather poor. As a through route to Leicester, Route 346 has better surface.

Gradients.—At $7\frac{1}{2}$ m. 1 in 16; 14m. 1 in 19.

Milestones.—Continuation of those from London.

Measurements.

Northampton,* All Saints' Church.

$11\frac{1}{4}$ Thornby.

$14\frac{7}{8}$ $3\frac{3}{8}$ Welford.*

$23\frac{1}{4}$ 12 $8\frac{3}{8}$ Lutterworth.*

Principal Objects of Interest.— $12\frac{1}{2}$ m., Naseby and Battlefield to east. Lutterworth: Church and Wycliffe Relics.

Hotels or Inns at places marked*, and at North Kilworth.

360 NORTHAMPTON TO THRAPSTON.

Description.—Class II. The road is rather hilly as far as Wellingborough, but the surface is good. Thereafter the road is easier, and the surface much the same.

Gradients.—At $3\frac{1}{4}$ m., 4m., $4\frac{1}{2}$ m., 5m., and $5\frac{3}{4}$ m., 1 in 21; $6\frac{1}{4}$ m. 1 in 16; $12\frac{1}{4}$ m. 1 in 25; 20m. 1 in 19.

Milestones.—Measured from Market Place, Northampton. After Wellingborough, from Thrapston, Market Place.

Measurements.

Northampton,* All Saints' Church.

$5\frac{1}{4}$ Ecton.

$10\frac{1}{4}$ 5 Wellingborough,* Market Place.

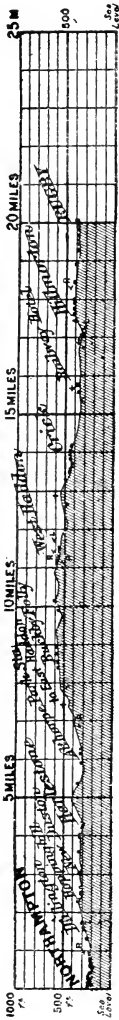
$13\frac{3}{4}$ $8\frac{1}{2}$ $3\frac{1}{2}$ Finedon, Obelisk.

$20\frac{3}{4}$ $15\frac{1}{2}$ $10\frac{1}{2}$ 7 Thrapston,* Market Place.

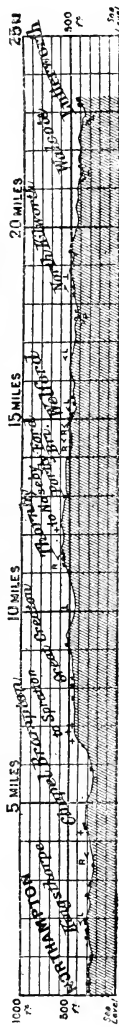
Principal Objects of Interest.—WELLINGBOROUGH: Church.

Hotels or Inns at places marked*.

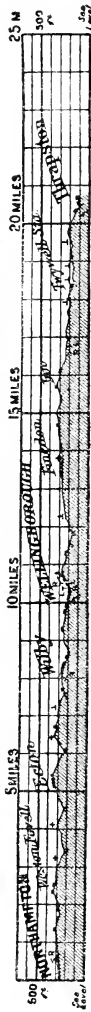
ROUTE 358. NORTHAMPTON TO RUGBY.



ROUTE 359. NORTHAMPTON TO LUTTERWORTH.

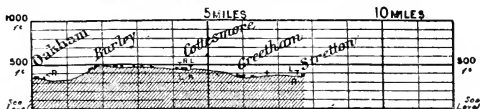


ROUTE 360. NORTHAMPTON TO THRAPSTON.



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

361 OAKHAM TO GRANTHAM.



(From Stretton to Grantham see Route 334.)

Description.—Class II. The road is undulating, but has good surface.

Gradients.—At $1\frac{1}{4}$ m. 1 in 15 (short).

Measurements.—Oakham, * P.O.

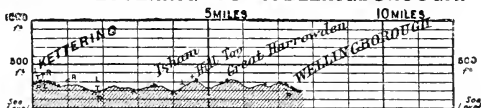
$4\frac{1}{8}$ Cottesmore.*

$7\frac{3}{4}$ $3\frac{5}{8}$ Stretton.*

$20\frac{3}{4}$ $16\frac{3}{8}$ 13 Grantham.* Route 334.

Principal Objects of Interest.—Burley: Park. Stretton: Exton Park.

362 KETTERING TO WELLINGBOROUGH.



Description.—Class III. This road has good surface, but it is continuously up and down stiff hills. The best road is Route 370, thence Route 360, to Finedon, $9\frac{3}{8}$ m.

Gradients.—At $1\frac{1}{2}$ & 2m. 1 in 17; $3\frac{1}{4}$ m. 1 in 23; $4\frac{1}{4}$ m. 1 in 16; $4\frac{1}{4}$ m. 1 in 14; 6m. 1 in 19; $6\frac{1}{4}$ m. 1 in 20.

Milestones.—Measured from Oxford St., Wellingborough.

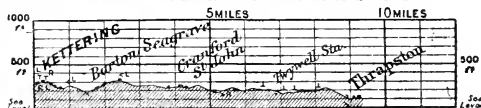
Measurements.—Kettering, * Market Hill.

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

$7\frac{5}{8}$ $4\frac{1}{8}$ Wellingborough, * Hind Hotel

Principal Objects of Interest.—Wellingboro': Church.

363 KETTERING TO THRAPSTON.



Description.—Class III. The road has good surface, but is undulating.

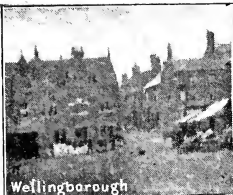
Gradients.—At 2m. 1 in 17; $8\frac{1}{2}$ m. 1 in 19.

Milestones.—Measured from Thrapston, Market.

Measurements.—Kettering, * Market Hill.

$4\frac{3}{8}$ Cranford St. John.

$9\frac{1}{4}$ $4\frac{1}{8}$ Thrapston, * Market.



Wellingborough



Peterborough



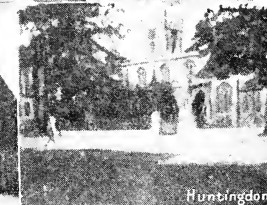
All Saints Church
Northampton



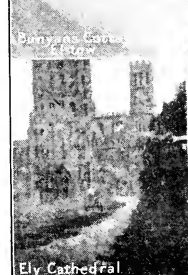
Town Hall
Northampton



Bunyan's Gates
Ely



Huntingdon



Ely Cathedral



St Ives Bridge



Route 363—Continued.

Principal Objects of Interest.—Thrapston: Islip Ch.
Hotels or Inns at places marked*.

Oundle to Wansford. 364



Description.—Class III. Good surface as far as Elton; thereafter rather poor.

Measurements.—Oundle,* Market.
5½ Elton.*
9 3¼ Wansford.*

Principal Objects of Interest.—Tansor: Church.
Warmington: Fotheringhay Castle (Site), and Church.
Wansford: Castor Church and Roman Station.

Hotels or Inns at places marked*.

Bedford to Biggleswade. 365



Description.—Class II. The road is very good at first, but beyond Willington it is not so good until after Girtford Bridge, whence fine into Biggleswade.

Milestones.—Measured from Bedford, Bridge.
Measurements.—Bedford,* Bunyan Statue.
7¾ Girtford, Bridge.
11¼ 3¾ Biggleswade,* Market.

Principal Objects of Interest.—Rather uninteresting country.

Hotels or Inns at places marked*.

Bedford to Olney. 366



Description.—Class II. The road has fine surface as far as Turvey; thereafter fairly good to Olney.

Milestones.—Continuation of those from London.
Measurements.—Bedford,* Bunyan Statue.
7¾ Turvey.*
11½ 4¼ Olney,* Market Place.

Principal Objects of Interest.—Turvey: Church.
Olney: Cowper's House.

Hotels or Inns at places marked*.

367 NORTHAMPTON TO STAMFORD.

Description.—Class II. The road has splendid surface all the way to Kettering, and is the favourite road from Northampton. After that, fine surface the whole way to Stamford.

Gradients.—At 3m. 1 in 22; 12 $\frac{3}{4}$ m. 1 in 14; 13 $\frac{1}{4}$ m. 1 in 17; 13 $\frac{3}{4}$ m. 1 in 16; 14m. 1 in 16; 18 $\frac{1}{2}$ m. 1 in 25; 21m. 1 in 22; 26 $\frac{3}{4}$ m. 1 in 20; 35 $\frac{1}{4}$ m. 1 in 16.

Milestones.—Measured from Kettering. Thereafter from Stamford, Bridge.

Measurements.

Northampton,* All Saints' Church.

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

14 $\frac{1}{2}$ 2 $\frac{1}{2}$ Kettering,* Market Hill.

17 $\frac{3}{4}$ 6 $\frac{3}{4}$ 3 $\frac{5}{8}$ Geddington.

22 $\frac{3}{8}$ 11 $\frac{3}{8}$ 8 $\frac{5}{8}$ 5 Great Weldon.*

31 $\frac{1}{4}$ 20 $\frac{1}{4}$ 17 $\frac{1}{2}$ 13 $\frac{1}{2}$ 8 $\frac{7}{8}$ Duddington.

36 $\frac{3}{4}$ 25 $\frac{1}{4}$ 22 $\frac{1}{2}$ 18 $\frac{1}{2}$ 13 $\frac{1}{2}$ 5 Stamford,*Red Lion Square.

Principal Objects of Interest.—KETTERING: Church. 17m., Broughton House. Geddington: Cross. 29 $\frac{1}{4}$ m., Fineshade Abbey. STAMFORD: Churches, Burghley House.

Hotels or Inns at places marked*.

368 WELLINGBOROUGH TO KIMBOLTON.

Description.—Class II. The road has good surface throughout, but is somewhat undulating at first

Gradients.—At 2 $\frac{3}{4}$ m. 1 in 20; 3m. 1 in 18.

Measurements.

Wellingborough,* Market Place.

5 $\frac{1}{2}$ Higham Ferrers,* Town Hall.

7 $\frac{1}{2}$ 2 $\frac{3}{8}$ Chelveston.

15 9 $\frac{7}{8}$ 7 $\frac{1}{2}$ Kimbolton,* Church.

Principal Objects of Interest.—Higham Ferrers: Church. Kimbolton: Castle.

Hotels or Inns at places marked*.

369 WELLINGBRO' TO NEWPORT PAGNELL.

Description.—Class I. The London Road. The road is somewhat undulating at first, but has fairly good surface. Approaching Olney, the surface improves, and is very good to Newport Pagnell.

Gradients.—At 3m. 1 in 13; 3 $\frac{1}{2}$ m. 1 in 14; 3 $\frac{3}{4}$ m. 1 in 19; 4 $\frac{1}{2}$ m. 1 in 20; 9 $\frac{1}{4}$ m. 1 in 20; 10 $\frac{1}{2}$ m. 1 in 24.

Milestones.—Measured from Oxford St., Wellingborough.

Measurements.

Wellingborough,* Market Place.

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

16 $\frac{3}{8}$ 5 $\frac{1}{8}$ Newport Pagnell.*

Principal Objects of Interest.—Olney: Cowper's House.

Hotels or Inns at places marked*

370 BEDFORD TO HARBOROUGH.

Description.—Class I. The road has splendid surface for the first nine miles. Thereafter the surface is scarcely so good to Irthlingborough, whence it is fine to Kettering. This last section is rather hilly. From Kettering to Harborough the surface is fine, but the hills are very stiff.

Gradients.—At $3\frac{1}{2}$ m. 1/17; $3\frac{3}{4}$ m. 1/15; $8\frac{1}{2}$ m. 1/24; $15\frac{1}{4}$ m. 1/25; 20m. 1/17; 25m. 1/16; $27\frac{3}{4}$ m. 1/16; $28\frac{1}{2}$ m. 1/18; $29\frac{1}{4}$ m. 1/13; $29\frac{1}{2}$ m. 1/16; $33\frac{1}{2}$ m. 1/18; $34\frac{1}{2}$ m. 1/17-23.

Milestones.—Continuation of those from London.

Measurements.

Bedford,* Bunyan Statue.

6 Bletsoe.*

$14\frac{3}{8}$ $8\frac{3}{8}$ Higham Ferrers.*

$24\frac{3}{8}$ $18\frac{3}{8}$ 10 Kettering,* Market Hill.

$28\frac{3}{8}$ $22\frac{3}{8}$ 14 4 Rothwell.*

$35\frac{1}{2}$ $29\frac{1}{2}$ $21\frac{1}{8}$ $11\frac{1}{8}$ $7\frac{1}{8}$ Harborough,* Market.

Principal Objects of Interest.—The road passes through pretty country. Bletsoe: Park. Higham Ferrers: Church College Cross. Irthlingboro': Church. KETTERING: Church, Geddington Cross. Rothwell: Church Crypt, Triangle Lodge. HARBOROUGH: Church, Market House.

Hotels or Inns at places marked *, and at Irthlingboro'.

371 BEDFORD TO KIMBOLTON.

Description.—Class III. The road has good surface, but is very hilly; several of the hills are dangerous.

Gradients.—At $2\frac{1}{4}$ m. 1 in 12 (dangerous); $3\frac{1}{2}$ m. 1 in 12 (dangerous); $5\frac{1}{4}$ m. 1 in 20; $9\frac{1}{2}$ m. 1 in 17; $11\frac{1}{2}$ m. 1 in 13.

Milestones.—Continuation of those from London.

Measurements.

Bedford,* Bunyan Statue.

$6\frac{1}{2}$ Plough Inn.*

$13\frac{1}{2}$ 7 Kimbolton,* Church.

Principal Objects of Interest.—Kimbolton: Castle.

372 BEDFORD TO HITCHIN.

Description.—Class I. The London Road. The road has very fine surface throughout, and there is only one stiff hill.

Gradients.—At $5\frac{1}{2}$ m. 1 in 12-17; $10\frac{1}{2}$ m. 1 in 22.

Milestones.—Continuation of those from London.

Measurements.

Bedford,* Bunyan Statue.

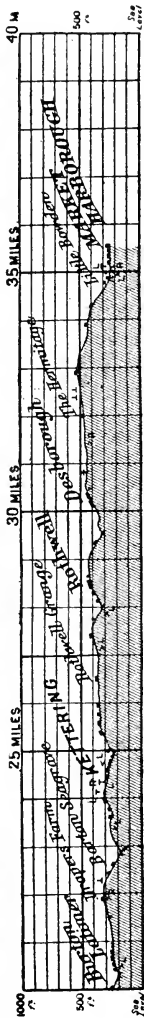
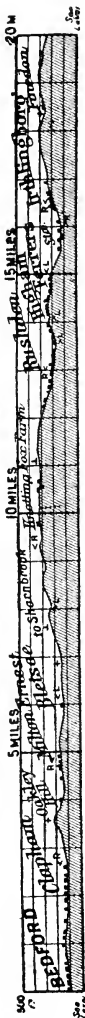
$9\frac{3}{4}$ Shefford.*

$16\frac{1}{4}$ 7 Hitchin,* Market Place.

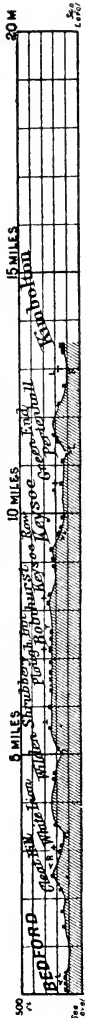
Principal Objects of Interest.—Shefford: Chicksand Abbey.

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

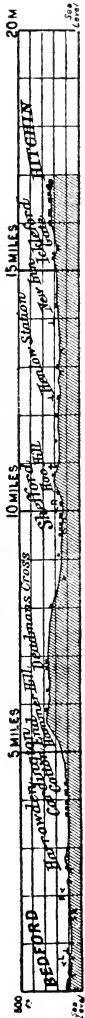
ROUTE 370. BEDFORD TO MARKET HARBOROUGH.



ROUTE 371. BEDFORD TO KIMBOLTON.



ROUTE 372. BEDFORD TO HITCHIN.



373 BEDFORD TO ST. ALBANS.

Description.—Class I. For the first six miles the road is level, and the surface all that could be desired. Thereafter the road is slightly hilly to Silsoe, after which it is much easier, and with fine surface to Luton. There is a rather steep hill out of Luton, after which the road has splendid surface all the way to St. Albans. Care should be taken descending to Luton in the reverse direction.

Gradients.—At $6\frac{1}{4}$ m. 1 in 14; 8m. 1 in 13; $9\frac{1}{4}$ m. 1 in 17; $14\frac{1}{2}$ m. 1 in 25; 20m. 1 in 18-15; $21\frac{1}{4}$ m. 1 in 20; $25\frac{3}{4}$ m. 1 in 24; 29m. 1 in 22.

Milestones.—Measured from Corn Exchange, Luton, in both directions.

Measurements.

Bedford,* Bunyan Statue.

$8\frac{7}{8}$ Clophill.*

$13\frac{1}{4}$ $4\frac{3}{8}$ Barton.*

$19\frac{3}{8}$ $10\frac{1}{4}$ $6\frac{3}{8}$ Luton,* Corn Exchange.

$25\frac{1}{4}$ $16\frac{3}{8}$ 12 $5\frac{5}{8}$ Harpenden.*

30 $21\frac{1}{8}$ $16\frac{1}{4}$ $10\frac{3}{8}$ $4\frac{1}{4}$ St. Albans,* High Street.

Principal Objects of Interest.— $1\frac{1}{2}$ m., Bunyan's House. Elstow: Church. Clophill: Castle Hill. Silsoe: Wrest Park. LUTON: Church. $21\frac{1}{2}$ m., Luton Park. $28\frac{3}{4}$ m., Battlefield, 1461. ST. ALBANS: Abbey and Gatehouse, St. Michael's Church, Clock Tower, Verulam, Earth Works.

Hotels or Inns at places marked *, and at "Willstead."

374 BEDFORD TO DUNSTABLE.

Description.—Class II. & III. The road has fine surface for the first six miles. Thereafter it is fairly good, but somewhat hilly. Beyond Ampthill the road is somewhat intricate, and should not be chosen at night.

Gradients.—At $7\frac{1}{4}$ m. 1 in 13; $7\frac{1}{2}$ m. 1 in 15; $8\frac{1}{2}$ m. 1 in 23; $13\frac{1}{2}$ m. 1 in 21; $16\frac{1}{2}$ m. 1 in 16; $17\frac{1}{2}$ m. 1 in 18.

Milestones.—Measured from Bedford, Bridge.

Measurements.

Bedford,* Bunyan Statue.

8 Ampthill.*

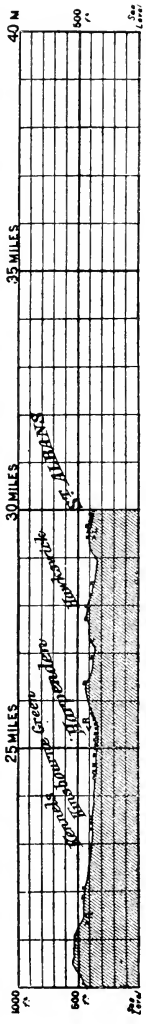
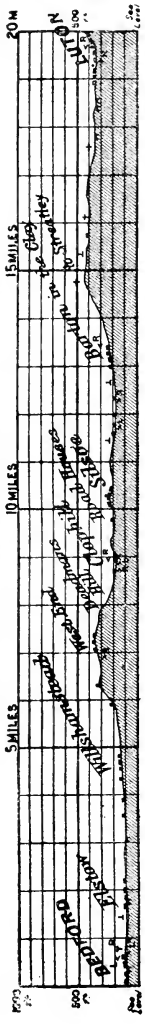
$14\frac{3}{8}$ $6\frac{3}{8}$ Toddington, Square.

$19\frac{1}{2}$ $11\frac{1}{2}$ $4\frac{7}{8}$ Dunstable,* Town Hall.

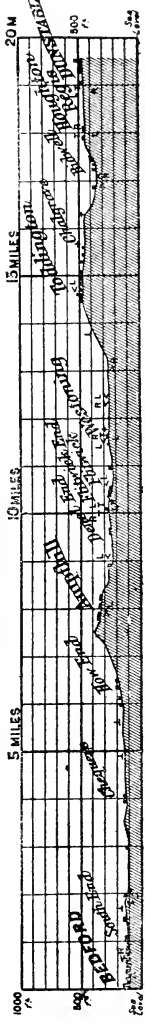
Principal Objects of Interest.—Ampthill: Park. DUNSTABLE: Church, Totternhoe Quarries, Maiden Bower. Fine view from near Ampthill.

Hotels or Inns at places marked *.

ROUTE 373. BEDFORD TO ST. ALBANS.



ROUTE 374. BEDFORD TO DUNSTABLE.



375 BEDFORD TO BUCKINGHAM.

Description.—Class II. The road has good surface throughout, the first few miles from Bedford being in very good condition. It is a little rough near Wolverton.

Gradients.—At 11½m. 1 in 16.

Milestones.—Irregular at first. After Strafford, measured from Buckingham.

Measurements

Bedford, * Bunyan Statue.

7 Astwood.

12¾ 5¾ Newport Pagnell.*

17 10 4¼ Wolverton.*

19 12 6¼ 2 Stony Stratford.*

19¾ 12¾ 7 2¾ ¾ Old Stratford.*

27¾ 20¾ 14¾ 10¾ 8¾ 7¾ Buckingham, * Market Sq.

Principal Objects of Interest.—Bittenham: Church. BUCKINGHAM: Old Gaol, Stowe Park.

Hotels or Inns at places marked *.

376 BIGGLESWADE TO ST. IVES.

Description.—Class II. The road has good surface as far as Potton. After that it is only passably good, but improves a little near St. Ives.

Milestones.—Measured from Market Place, Biggleswade. After Potton, continuation of those from London.

Measurements.

Biggleswade, * Market Place.

4½ Potton, * Market.

12½ 8 Eltisley, * Green.

14¾ 10½ 2½ Kisby's Hut. (Route 379.)

20 15½ 7½ 5¼ St. Ives, * Crown Inn.

Principal Objects of Interest.—St. Ives: Bridge, Cromwell's House.

Hotels or Inns at places marked *.

377 HUNTINGDON TO THRAPSTON.

Description.—Class II. The road has fine surface throughout, and the gradients are very slight.

Gradients.—At 16½m. 1 in 21.

Milestones.—Measured from Market Place, Huntingdon.

Measurements.

Huntingdon, * Church.

7¾ Spaldwick.

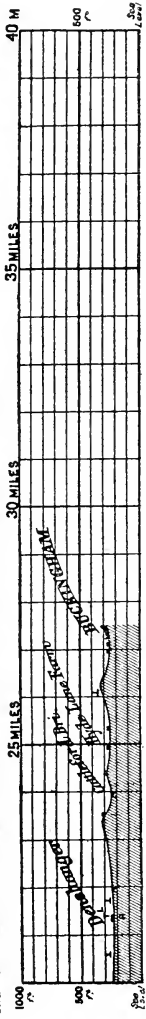
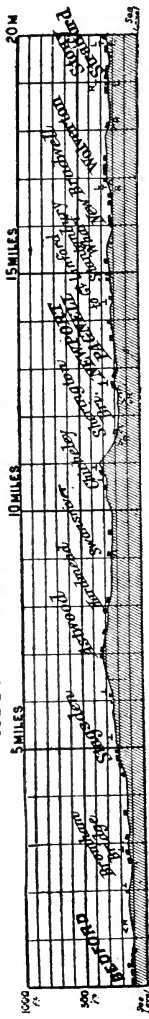
10¾ 3 Fox. (Route 381.)

16½ 9¼ 6¼ Thrapston, * Market Place.

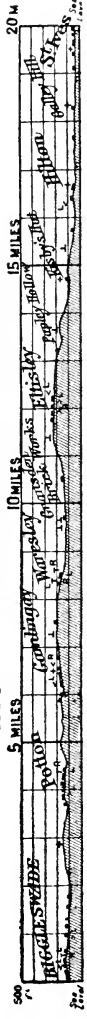
Principal Objects of Interest.—¾m., Hinchinbrooke House. Thrapston: Islip Church.

Hotels or Inns at places marked *.

ROUTE 375. BEDFORD TO BUCKINGHAM.



ROUTE 376. BIGGLESWADE TO ST. IVES.



ROUTE 377. HUNTINGDON TO THRAPSTON.

378 HUNTINGDON TO ELY.

Description.—Class II. Good surface to Earith, then a little rough to Haddenham, after which fine surface to Ely. Note the two very sharp turns in Hartford.

Measurements.

Huntingdon,* Market Place.				
(6	St. Ives.*)			
10 $\frac{3}{4}$	5 $\frac{3}{4}$	Earith.*		
15 $\frac{7}{8}$	10 $\frac{7}{8}$	5 $\frac{1}{8}$	Haddenham.	
23 $\frac{3}{8}$	18 $\frac{5}{8}$	12 $\frac{7}{8}$	7 $\frac{3}{4}$	Ely,* Lamb Hotel.

Principal Objects of Interest.—5m., Cromwell's House. St. Ives: Bridge. ELY: Cathedral.

379 HUNTINGDON TO ROYSTON.

Description.—Class II. The road is somewhat undulating, but the surface is good,—very good near Royston.

Gradients.—At 14 $\frac{1}{2}$ m. 1 in 16.

Milestones.—At first from Huntingdon; after Caxton, from Royston.

Measurements.

Huntingdon,* Market Place.				
6	Kisby's Hut.*	(Route 376.)		
9 $\frac{1}{2}$	3 $\frac{1}{2}$	Caxton.*		
15 $\frac{3}{4}$	9 $\frac{3}{4}$	6 $\frac{1}{4}$	Arrington Bridge.	
20 $\frac{7}{8}$	14 $\frac{3}{8}$	11 $\frac{3}{8}$	5 $\frac{1}{8}$	Royston,* Post Office

Principal Objects of Interest.—Arrington: Wimpole Pk.

380 HUNTINGDON TO BIGGLESWADE.

Description.—Class III. A hilly road to St. Neots; thereafter level and good surface. The best road is by Buckden.

Gradients.—At 6 $\frac{1}{2}$ m. 1 in 16; 7m. 1 in 25.

By Buckden, **Measurements.**

Huntingdon,* Market Place.				
9 $\frac{5}{8}$	9	St. Neots,* Market Place.		
20	20	11 $\frac{1}{8}$	Biggleswade,* Market Place.	

Principal Objects of Interest.—St. Neots: Church.

381 ST. NEOTS TO OUNDLE.

Description.—Class II. Fairly good surface as far as Kimbolton. After that, only tolerably good to Oundle.

Gradients.—At 9 $\frac{1}{4}$ m. 1 in 14; 11 $\frac{3}{4}$ m. 1 in 18; 14m. 1 in 22.

Measurements

St. Neots,* Market.				
7 $\frac{3}{4}$	Kimbolton.*			
12 $\frac{1}{2}$	4 $\frac{1}{4}$	Fox Inn.* (Route 377.)		
23	15 $\frac{1}{4}$	10 $\frac{1}{2}$	Oundle.*	

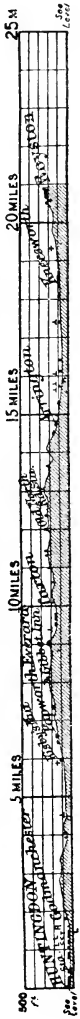
Principal Objects of Interest.—Kimbolton: Castle. Barnwell: Castle. Oundle: Church.

Hotels or Inns at places marked*.

ROUTE 378. HUNTINGDON TO ELY.



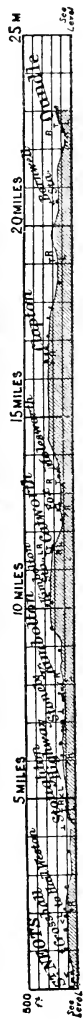
ROUTE 379. HUNTINGDON TO ROYSTON.



ROUTE 380. HUNTINGDON TO BIGGLESWADE.



ROUTE 381. ST. NEOTS TO OUNDLE.



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

382 ST. IVES TO WHITTLESEY.

Description.—Class II. The road has fairly good surface as far as Ramsey; after that it is fairly good, but apt to be loose.

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

Milestones.—Measured from London.

Measurements.

St. Ives.*

6 Warboys.*

10 4 Ramsey.*

18 $\frac{1}{2}$ 12 $\frac{1}{2}$ 8 $\frac{1}{2}$ Whittlesey,* Market.

Principal Objects of Interest.— $\frac{3}{4}$ m., Cromwell's House, Ramsey Church. Whittlesey: St. Mary's Church.

383 CAMBRIDGE TO HITCHIN, &C.

Description.—Class I. & III. A magnificent level road to Royston; thereafter very undulating, but with good surface. This is the London road as far as Royston.

Gradients.—At 18 $\frac{1}{4}$ m. 1 in 17; 25m. 1 in 23.

Milestones.—Measured from Market Place, Cambridge. After Harston, from Royston Market.

Measurements.

Cambridge,* Market Place.

5 $\frac{1}{2}$ Harston.

10 $\frac{1}{4}$ 4 $\frac{3}{4}$ Melbourne.*

13 $\frac{1}{2}$ 8 3 $\frac{1}{4}$ Royston,* Post Office.

21 $\frac{3}{4}$ 16 $\frac{1}{4}$ 11 $\frac{1}{2}$ 8 $\frac{1}{4}$ Baldock.*

26 21 $\frac{3}{8}$ 16 $\frac{3}{8}$ 13 $\frac{3}{8}$ 5 $\frac{1}{8}$ Hitchin,* Market Place.

35 $\frac{1}{4}$ 29 $\frac{1}{4}$ 25 21 $\frac{1}{4}$ 13 $\frac{1}{2}$ 8 $\frac{3}{8}$ Luton,* Corn Exchange.

Principal Objects of Interest.—Uninteresting country.

384 CAMBRIDGE TO BEDFORD.

Description.—Class II. The road has fine surface throughout, the first part being almost flat, the latter slightly undulating.

Gradients.—At 2 $\frac{1}{4}$ m. 1 in 17; 22 $\frac{3}{4}$ m. 1 in 24; 25 $\frac{1}{4}$ m. 1 in 22.

Milestones.—Measured from St. Neots Market in both directions.

Measurements.

Cambridge,* Market Place.

11 $\frac{5}{8}$ Eltisley,* Green.

17 $\frac{3}{8}$ 5 $\frac{1}{4}$ St. Neots,* Market Place.

18 $\frac{3}{8}$ 7 1 $\frac{1}{4}$ Eaton Socon.*

23 $\frac{3}{4}$ 12 $\frac{1}{2}$ 6 $\frac{3}{8}$ 5 $\frac{1}{8}$ Great Barford.*

29 17 $\frac{3}{8}$ 11 $\frac{5}{8}$ 10 $\frac{3}{8}$ 5 $\frac{1}{4}$ Bedford,* Bunyan Statue.

Principal Objects of Interest.—4m., Madingley Hall. St. Neots: Church. 25 $\frac{1}{4}$ m., Danish Camp. BEDFORD: Bunyan Relics, Elstow Church, and Bunyan's House.

Hotels or Inns at places marked*.

385 CAMBRIDGE TO BIGGLESWADE.

Description.—Class II. The road has fine surface throughout. Care will be required descending Orwell Hill.

Gradients.—At 7¼m. 1 in 19; 7½m. 1 in 16.

Milestones.—Measured from Cambridge Market Place; after Arrington, from London *via* Potton.

Measurements.

Cambridge,* Market Place.			
4¾	Lords Bridge Station.*		
10½	5¾	Arrington Bridge.	
20¾	16	10½	Biggleswade,* Market Place.
18½	13¾	8	Potton.*

Principal Objects of Interest.—Arrington: Wimpole Park. Uninteresting road.

Hotels or Inns at places marked*.

386 CAMBRIDGE TO HUNTINGDON.

Description.—Class II. This is a fine level road, with hardly a perceptible rise except that at Cambridge. The surface is generally in perfect condition.

Milestones.—Measured from Huntingdon, Market Place.

Measurements.

Cambridge,* Market Place.			
10½	Fenstanton.		
(12½	2	St. Ives.*)	
15½	4¾	5¾	Godmanchester.*
16½	5¾	6¾	1 Huntingdon,* Market Place.

Principal Objects of Interest.—2¼m., Girton College. HUNTINGDON: Church and Bridge, Hinchinbrooke House.

Hotels or Inns at places marked*.

387 CAMBRIDGE TO BURY ST. EDMUNDS.

Description.—Class II. The road has splendid surface as far as Newmarket; after that it is poor for a considerable distance, but improves again approaching Bury.

Gradients.—At 3¼m. 1 in 22.

Milestones.—Measured from Round Church, Cambridge; after Newmarket, from London.

Measurements.

Cambridge,* Market Place.			
6¾	Bottisham.		
13¾	6¾	Newmarket,* Clock Tower.	
17¾	11	4¾	Kentford.*
27¼	20½	13¾	9½ Bury,* Angel Hill.

Principal Objects of Interest.—Bottisham: Church, Anglesey Abbey Remains. 11¼m., Devil's Dyke. 12m., Race Course. NEWMARKET: St. Mary's Church. BURY ST. EDMUNDS: Abbey, Abbey Gate.

Hotels or Inns at places marked*.

388 CAMBRIDGE TO LYNN.

Description.—Class I. The road has magnificent surface right through Ely to Lynn. There are a few slight rises near Downham Market, but they are hardly perceptible.

Milestones.—Measured from Round Church, Cambridge, and from Lamb Hotel, Ely. Beyond Downham, from Southgate, Lynn.

Measurements.

Cambridge, * Market Place.					
11	Stretham.*				
16 $\frac{1}{8}$	6 $\frac{1}{8}$	Ely, * Lamb Hotel.			
21 $\frac{1}{8}$	11 $\frac{1}{8}$	5	Littleport.*		
33 $\frac{3}{8}$	23 $\frac{3}{8}$	17 $\frac{1}{2}$	12 $\frac{1}{2}$	Downham, * Market.	
45 $\frac{1}{8}$	35 $\frac{1}{8}$	29	24	11 $\frac{1}{2}$	Lynn, * P.O.

Principal Objects of Interest.—7 $\frac{1}{2}$ m., Denny Abbey Remains. ELY: Cathedral. LYNN: Town Wall, Town Hall, Red Mount, Southgate, Greyfriars Steeple.

Hotels or Inns at places marked *.

389 CAMBRIDGE TO COLCHESTER.

Description.—Class II. The road has very good surface as far as Linton; after that rather poor to Haverhill, whence good, but very hilly, to Colchester.

Gradients.—At 4m. 1/16; 4 $\frac{1}{2}$ m. 1/18; 12 $\frac{1}{2}$ m. 1/21; 16m. 1/17; 23 $\frac{1}{2}$ m. 1/22; 35 $\frac{1}{2}$ m. 1/15; 36 $\frac{1}{2}$ m. 1/17; 42 $\frac{1}{2}$ m. 1/15.

Milestones.—Measured from Market Place, Cambridge, to Haverhill; thereafter from Colchester.

Measurements.

Cambridge, * Market Place.					
10 $\frac{1}{4}$	Linton.*				
19	8 $\frac{1}{4}$	Haverhill, * Corn Exchange.			
(30 $\frac{1}{4}$	19	10 $\frac{3}{4}$	Castle Hedingham.*)		
34 $\frac{1}{8}$	23 $\frac{3}{8}$	15 $\frac{3}{8}$	4 $\frac{1}{2}$	Halstead, * St. Andrew's Church.	
47 $\frac{1}{2}$	36 $\frac{1}{4}$	28 $\frac{1}{2}$	18 $\frac{1}{8}$	13 $\frac{3}{8}$	Colchester, * Town Hall.

Principal Objects of Interest.—4 $\frac{1}{2}$ m., Wandlebury, Camp. 27 $\frac{1}{2}$ m., Yeldham, Oak. Castle Hedingham: Castle. COLCHESTER: Castle, Walls, St. Botolph's Priory, Town Hall, Abbey Gate.

Hotels or Inns at places marked *

390 CAMBRIDGE TO PUCKERIDGE.

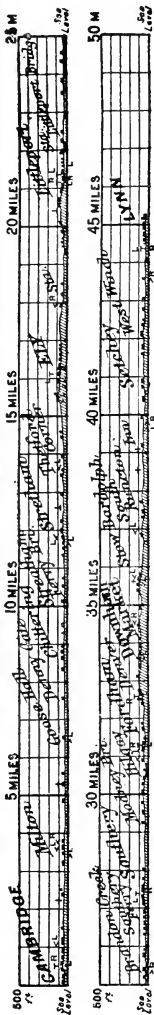
Description.—Class II. A splendid road to Foulmire, then poor and with steep hills. Not recommended as a through route to London,—better go by Royston.

Measurements.

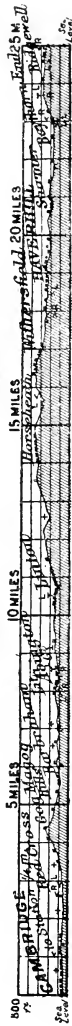
Cambridge, * Market Place.					
9	Foulmire.				
16 $\frac{1}{8}$	7 $\frac{1}{8}$	Barkway.*			
24	15	7 $\frac{1}{8}$	Puckeridge.*		

[over.]

ROUTE 388. CAMBRIDGE TO KINGS LYNN.



ROUTE 389. CAMBRIDGE TO COLCHESTER.



ROUTE 390. CAMBRIDGE TO PUCKERIDGE.



Route 390—Continued.

Gradients.—At 13½m. 1/19; 14m. 1/21; 14½m. 1/19; 15¼m. 1/15

Milestones.—Measured from Cambridge Market Place.

Hotels or Inns at places marked *.

391 NEWMARKET TO CHESTERFORD.

Description.—Class I. The London Road. Good surface for the first three miles; thereafter the road is poor and apt to be sandy until near Bourn Bridge, when the surface is much better. The best road to London is through Cambridge.

Milestones.—Measured from London.

Measurements.

Newmarket, * Jubilee Clock.

6 Six Mile Bottom, * Station.

12 6 Bourn Bridge.

16½ 10½ 4½ Chesterford. *

Principal Objects of Interest.—1m., Devil's Dyke. 8½m., Fleam Dyke. Uninteresting country.

Hotels or Inns at places marked *.

392 NEWMARKET TO SWAFFHAM.

Description.—Class II. This road is generally in very bad condition, the surface being very loose as far as Brandon. Thereafter good surface to Swaffham.

Milestones.—Continuation of those from London to Barton; thereafter from Brandon.

Measurements.

Newmarket, * Jubilee Clock.

8½ Barton Mills. *

8¾ ... Mildenhall. *

17½ 9 9½ Brandon. *

26½ 18½ 18¾ 9½ Hilborough. *

32½ 24 24½ 15 5½ Swaffham, * Market.

Principal Objects of Interest.—Mildenhall: Cross. Brandon: Fen Dyke, Weeting Hall. SWAFFHAM: Church.

Hotels or Inns at places marked *.

393 NEWMARKET TO ELY.

Description.—Class II. The road has fairly good surface, but is apt to be loose beyond Soham.

Milestones.—Measured from Lamb Hotel, Ely.

Measurements.

Newmarket, * Jubilee Clock.

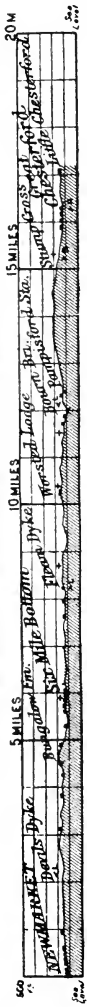
7½ Soham, * P.O.

13¾ 5½ Ely, * Lamb Hotel.

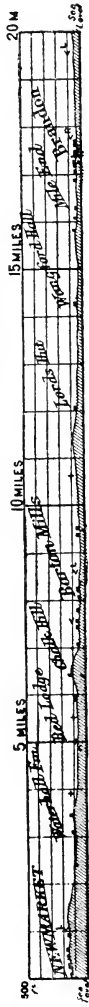
Principal Objects of Interest.—Soham: Church. ELY: Cathedral. Ely Cathedral is well seen from Stuntney.

Hotels or Inns at places marked *.

ROUTE 391. NEWMARKET TO CHESTERFORD.



ROUTE 392. NEWMARKET TO SWAFFHAM.



ROUTE 393. NEWMARKET TO ELY.



394 WISBECH TO ELY.

Description.—Class II. The surface is very good as far as Upwell, but the light railway that frequently crosses the road is very awkwardly situated. After Upwell the surface is fairly good, but is somewhat poor between Welney and Littleport.

Milestones.—Measured from Town Hall, Wisbech, to Welney; thereafter from Cambridge.

Measurements.

Wisbech,* Bridge.				
6½	Upwell, Town Hall.			
13½	6½	Welney.*		
19½	12¾	6½	Littleport.*	
24½	17¾	11½	5	Ely,* Lamb Hotel.

Principal Objects of Interest.—Flat, uninteresting country. Outwell: Church. ELY: Cathedral.

Hotels or Inns at places marked*.

395 WISBECH TO DOWNHAM, &C.

Description.—Class II. The road has good surface as far as Downham; thereafter fair. The rails of the light railway, which frequently cross the road as far as Outwell, will require to be watched.

Milestones.—Measured from Wisbech Bridge.

Measurements.

Wisbech,* Bridge.				
5¾	Outwell.*			
9	3¼	Nordelph.		
13	7¼	4	Downham Market.*	
20½	14¾	11½	7½	Stoke Ferry.*

Principal Objects of Interest.—Outwell: Church. Uninteresting country to Downham.

396 WISBECH TO ST. IVES.

Description.—Class II. The road is perfectly level, and the surface is in very fine condition to Somersham; thereafter slightly undulating to St. Ives.

Milestones.—Measured from Wisbech Town Hall.

Measurements.

Wisbech,* Bridge.				
6	Guyhirne Station.*			
10½	4½	March,* Market.		
18¾	12¾	8¼	Chatteris.*	
25½	19½	15½	6½	Somersham.*
31½	25½	20¾	12½	5¾ St. Ives.*

Principal Objects of Interest.—Flat, uninteresting country. March: Church. St. Ives: Bridge, Cromwell's House.

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

397 WISBECH TO BOSTON, &c.

Description.—Class II. The road has fine surface, and is perfectly level as far as Holbeach, after which it degenerates considerably, and is somewhat loose and sandy about Fosdyke Bridge. After Sutterton, the road is very good into Boston. The branch to Swineshead is fairly good.

Milestones.—Measured from Wisbech Town Hall to Long Sutton; thereafter irregular. After Sutterton, measured from Boston. On the Swineshead branch they are measured from Sleaford.

Measurements.

Wisbech,* Bridge.

9½ Long Sutton,* Market.

14½ 5 Holbeach,* Church.

19¾ 10½ 5½ Fosdyke Bridge.*

23½ 14 9 3¾ Sutterton.*

29¾ 20½ 15½ 9½ 6½ Boston,* Market.

28 18¾ 13¾ 8½ 4¾ Swineshead,* Church

40½ 31 26 20¾ 17 12½ Sleaford.*

Principal Objects of Interest.—The country is flat and uninteresting, but the churches, in many of the villages, are attractive buildings. BOSTON: Church and Stump, Castle Remains. Swineshead: Abbey.

Hotels or Inns at places marked*.

398 LYNN TO THETFORD.

Description.—Class II. The road has very good surface, but is slightly undulating as far as Stoke Ferry. Thereafter the surface is not nearly so good, but is generally in fairly good condition to Thetford. Although the surface of the road is fairly good throughout, it is scarcely so good as on the roads west from Lynn.

Milestones.—Measured from Southgate, Lynn, as far as Stoke Ferry; thereafter from Thetford.

Measurements.

Lynn,* G.P.O.

10½ Stradsett.*

14½ 4½ Stoke Ferry.*

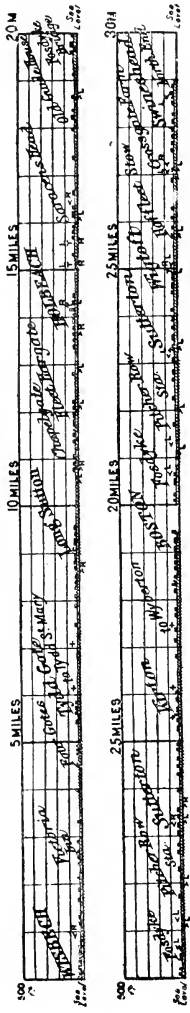
22½ 11½ 7½ Mundford.

29½ 19½ 15¾ 7¾ Thetford.*

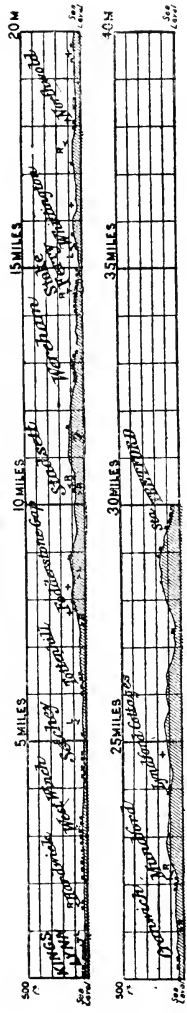
Principal Objects of Interest.—Stoke Ferry: Oxburgh Hall. 24m., Lyndford House. THETFORD: Castle Hill, Priory Remains.

Hotels or Inns at places marked*.

ROUTE 397. WISBECH TO BOSTON OR SWINESHEAD.



ROUTE 398. LYNN TO THETFORD.



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

399 LYNN TO HOLBEACH.

Description.—Class I. The road is quite flat, and has splendid surface throughout.

Milestones.—Measured from Southgate, Lynn. Irregular after Sutton Bridge.

Measurements.

Lynn,* G.P.O.

6 Terrington St. Clement.

10 $\frac{5}{8}$ 4 $\frac{5}{8}$ Sutton Bridge,* Hotel.

14 8 3 $\frac{3}{8}$ Long Sutton,* Market.

19 13 8 $\frac{3}{8}$ 5 Holbeach,* Church.

Principal Objects of Interest.—Terrington: Church. Long Sutton: Church. Holbeach: Church.

400 LYNN TO HUNSTANTON.

Description.—Class II. A hilly road, but with very good surface. Several of the hills near Hunstanton are steep.

Gradients.—At 11 $\frac{3}{4}$ and 12 $\frac{3}{4}$ m. 1 in 22; 15m. 1 in 16; 16 $\frac{1}{4}$ m. 1 in 16.

Milestones.—Measured from Littleport, Lynn.

Measurements.

Lynn,* G.P.O.

4 $\frac{3}{4}$ Castle Rising.

9 4 $\frac{1}{4}$ Dersingham.*

11 $\frac{3}{8}$ 6 $\frac{5}{8}$ 2 $\frac{3}{8}$ Snettisham.*

16 $\frac{1}{4}$ 11 $\frac{1}{2}$ 7 $\frac{1}{4}$ 4 $\frac{7}{8}$ Hunstanton,* Station.

Principal Objects of Interest.—A remarkably pretty road. Castle Rising: Castle. 8m., Sandringham Park. Snettisham: Church. Hunstanton: a favourite watering place.

401 LYNN TO AYLHAM.

Description.—Class II. Although only a secondary road, the surface is good throughout, and in some parts very fine.

Gradients.—At 10 $\frac{1}{4}$ m. 1 in 19; 31 $\frac{1}{2}$ m. 1 in 17.

Milestones.—Measured from Littleport, Lynn; after Gayton, from Norwich.

Measurements.

Lynn,* G.P.O.

7 $\frac{1}{4}$ Gayton.

17 $\frac{1}{4}$ 10 Litcham.*

24 $\frac{1}{4}$ 17 7 North Elmham.

28 $\frac{1}{8}$ 20 $\frac{7}{8}$ 10 $\frac{7}{8}$ 3 $\frac{7}{8}$ Bawdeswell.*

32 24 $\frac{3}{4}$ 14 $\frac{3}{4}$ 7 $\frac{3}{4}$ 3 $\frac{7}{8}$ Reepham,* Market.

34 $\frac{3}{4}$ 27 $\frac{1}{2}$ 17 $\frac{1}{2}$ 10 $\frac{1}{2}$ 6 $\frac{5}{8}$ 2 $\frac{3}{4}$ Cawston.*

39 $\frac{1}{8}$ 31 $\frac{7}{8}$ 21 $\frac{7}{8}$ 14 $\frac{7}{8}$ 11 7 $\frac{1}{8}$ 4 $\frac{3}{8}$ Aylsham,* Market.

Principal Objects of Interest.—Pretty country but no outstanding features. Cawston: Church. Aylsham: Blicking Hall.

Hotels or Inns at places marked*.

402 LYNN TO BURNHAM.

Description.—Class III. This road has now good surface throughout, having been newly re-made.

Gradients.—At 3 $\frac{3}{4}$ m. 1 in 23; 10m. 1 in 14; 20 $\frac{1}{2}$ m. 1 in 16.

Milestones.—Measured from Littleport, Lynn.

Measurements.

Lynn, * G.P.O.

8 $\frac{7}{8}$ Fritcham.

16 $\frac{1}{2}$ 7 $\frac{1}{8}$ Docking.*

21 $\frac{7}{8}$ 13 5 $\frac{3}{8}$ Burnham,* Market.

27 $\frac{7}{8}$ 19 11 $\frac{3}{8}$ 6 Wells.*

Principal Objects of Interest.—26m., Holkham Hall.

403 LYNN TO FAKENHAM.

Description.—Class III. The road has good surface. Route 404 is rather better.

Measurements.

Lynn,* G.P.O.

7 $\frac{1}{4}$ Hillington.

15 7 $\frac{1}{2}$ East Rudham.

21 $\frac{3}{4}$ 14 $\frac{1}{4}$ 6 $\frac{3}{4}$ Fakenham,* Market.

Principal Objects of Interest.—Fakenham: Church.

404 LYNN TO FAKENHAM.

Description.—Class II. This road has excellent surface, and is rather better than the previous route.

Milestones.—Measured from Littleport, Lynn.

Measurements.

Lynn,* G.P.O.

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

12 $\frac{1}{4}$ 5 $\frac{1}{8}$ Massingham.*

22 $\frac{5}{8}$ 15 $\frac{1}{4}$ 10 $\frac{1}{8}$ Fakenham,* Market.

Principal Objects of Interest.—19m., Raynham: Hall. Fakenham: Church.

405 SWAFFHAM TO WELLS.

Description.—Class III. The road has good surface, but is somewhat undulating.

Gradients.—At 18 $\frac{1}{4}$ and 18 $\frac{1}{2}$ m. 1 in 15 (slightly dangerous).

Milestones.—Measured from Fakenham Market.

Measurements.

Swaffham,* Market.

9 $\frac{1}{8}$ Weasenham St. Peters.

15 $\frac{1}{2}$ 6 $\frac{3}{8}$ Fakenham,* Market.

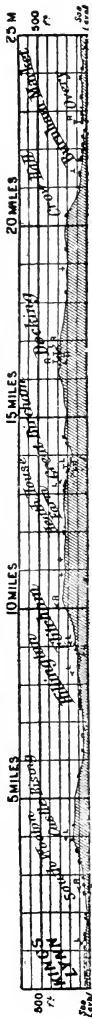
20 $\frac{3}{4}$ 11 $\frac{3}{8}$ 5 $\frac{1}{4}$ Walsingham.*

25 $\frac{1}{2}$ 16 $\frac{3}{8}$ 10 4 $\frac{1}{4}$ Wells.*

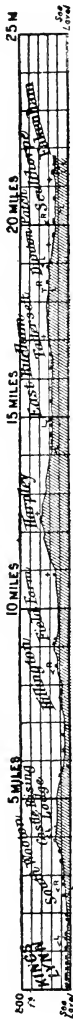
Principal Objects of Interest.—Newton: Castle Acre Priory. 12m., Raynham Hall. Fakenham: Church. Walsingham: Priory. Wells: Holkham Hall and Obelisk.

Hotels or Inns at places marked*.

ROUTE 402. KINGS LYNN TO BURNHAM MARKET AND WELLS.



ROUTE 403. KINGS LYNN TO FAKENHAM.



ROUTE 404. KINGS LYNN TO FAKENHAM. (By Massingham.)



ROUTE 405. SWAFFHAM TO WELLS.



406 SWAFFHAM TO DOWNHAM MARKET.

Description.—Class III. The road is good for two miles, but thereafter is loose to Fincham, whence good to Downham.

Measurements.

Swaffham,* Market.

8 $\frac{3}{8}$ Fincham.*

14 $\frac{1}{8}$ 5 $\frac{3}{8}$ Downham,* Market.

Principal Objects of Interest.—3 $\frac{3}{8}$ m., Cowell Stone. 4 $\frac{1}{8}$ m., Devil's Dyke.

407 HUNSTANTON TO WELLS.

Description.—Class II. The road has very good surface throughout. If going to Burnham Market, do not turn at the sign post at 9 $\frac{1}{4}$ m.,—a rough road,—but at 11m.

Gradients.—At $\frac{1}{4}$ m. 1 in 17.

Measurements.

Hunstanton,* Station.

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

(11 $\frac{7}{8}$ 4 $\frac{3}{4}$ Burnham Market.*)

12 4 $\frac{7}{8}$ Overy.

16 $\frac{7}{8}$ 9 $\frac{3}{4}$ 6 4 $\frac{7}{8}$ Wells.*

Principal Objects of Interest.—15m., Holkham Park and Obelisk.

408 HUNSTANTON TO FAKENHAM.

Description.—Class III. The road is hilly as far as Docking, thereafter easier. Good surface throughout.

Gradients.—At $\frac{1}{4}$ m. 1 in 19 ; 1 $\frac{1}{4}$ m. 1 in 16 ; 5 $\frac{1}{2}$ m. 1 in 24.

Measurements.

Hunstanton,* Station.

8 $\frac{1}{8}$ Docking.*

13 $\frac{1}{4}$ 5 $\frac{1}{8}$ Syderstone.

19 $\frac{3}{8}$ 11 $\frac{1}{4}$ 6 $\frac{1}{8}$ Fakenham,* Market.

Principal Objects of Interest.—Sculthorpe: Church. Fakenham: Church.

409 DEREHAM TO HOLT.

Description.—Class III. The road has good surface throughout, but there is a ford at 2 $\frac{1}{2}$ m.

Gradients.—At 17m. 1 in 13 ; 17 $\frac{1}{2}$ m. 1 in 19.

Milestones.—Measured from Dereham Market; afterwards from Holt.

Measurements.

Dereham,* Market.

4 $\frac{1}{2}$ North Elmham. (Route 401.)

8 $\frac{1}{8}$ 3 $\frac{5}{8}$ Guist.

18 $\frac{1}{4}$ 13 $\frac{3}{4}$ 10 $\frac{1}{8}$ Holt.*

Principal Objects of Interest.—13m., Melton Constable. Bellevue Tower.

Hotels or Inns at places marked*.

410 DEREHAM TO THETFORD.

Description.—Class II. Good surface throughout, but slightly undulating. Approaching Croxton the surface is apt to be rather loose.

Gradients.—At 20m. 1 in 17.

Milestones.—Measured from Cattle Market, Dereham; after Watton, from London.

Measurements.

Dereham,* Market.			
4½	Shipdham.*		
10	5½	Watton.*	
14½	9½	4½	Tottingham.
22½	17½	12½	8 Thetford.*

Principal Objects of Interest.—Thetford: Priory Remains, Castle Hill.

Hotels or Inns at places marked*.

411 CROMER TO FAKENHAM.

Description.—Class II. The road has fine surface throughout, but the hills at Cromer and Holt are almost dangerous.

Gradients.—At ½m. 1 in 17; 10m. 1 in 17; 17½m. 1 in 22.

Milestones.—Measured from Cromer Church.

Measurements.

Cromer,* Church.			
9½	Holt.*		
16½	6½	Thursford.	
21½	12½	5½	Fakenham,* Market.

Principal Objects of Interest.—Pretty road at first. Fakenham: Church.

Hotels or Inns at places marked*.

412 CROMER TO WELLS.

Description.—Class III. Although the surface is fairly good, the hills on this route are very numerous, short, and steep. This road is not recommended as a through route. The easiest road is by Holt, Routes 411 and 416 (21½m.).

Gradients.—Mostly about 1 in 15, but all short.

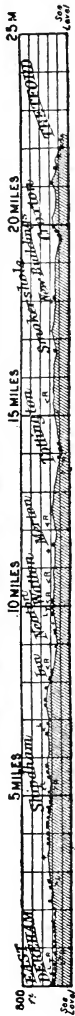
Measurements.

Cromer,* Church.			
(4½	Sheringham.)		
7	3½	Weybourne.	
11½	7½	4½	Cley.*
16½	13	9½	5½ Stiffkey.
20½	16½	13½	9 3¼ Wells.*

Principal Objects of Interest.—Pretty coast road, but mostly some distance from sea. Monotonous after Morston. Cley: Church. Wells: Holkham Park and Obelisk.

Hotels or Inns at places marked*.

ROUTE 410. EAST DEREHAM TO THETFORD.



ROUTE 411. CROMER TO FAKENHAM.



ROUTE 412. CROMER TO WELLS.



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

413 HUNTINGDON TO SOMERSHAM.



Description.—Class II. The road has good surface, and there is only one slight hill.

Gradients.—At $2\frac{1}{2}$ m. 1 in 20.

Measurements.—Huntingdon, * Church.

5 $\frac{1}{4}$ Old Hurst.

9 $\frac{1}{2}$ 4 $\frac{1}{4}$ Somersham, * Cross.

Principal Objects of Interest.—

Hotels or Inns at places marked*.

414 ELY TO CHATTERIS.



Description.—Class III. The surface is only fairly good, and apt to be somewhat loose after Mepal.

Milestones.—Measured from Town House, Ely.

Measurements.—Ely, * Lamb Hotel,

6 $\frac{1}{4}$ Sutton.*

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

12 5 $\frac{3}{4}$ 4 $\frac{5}{8}$ Chatteris.*

Principal Objects of Interest.—8m., Old and New Redford Rivers.

Hotels or Inns at places marked*.

415 SWAFFHAM TO STOKE FERRY.



Description.—Class III. The road has rather poor surface throughout.

Measurements.—Swaffham.*

3 $\frac{1}{2}$ Cockley Cley.

7 3 $\frac{1}{2}$ Oxborough.

10 6 $\frac{1}{2}$ 3 Stoke Ferry.*

Principal Objects of Interest.—Oxborough: Hall.

Hotels or Inns at places marked*.

STOKE FERRY TO BRANDON. 416



Description.—Class II. The gradients are very easy, but the surface of the road is somewhat poor.

Milestones.—Continuation of those from Newmarket.

Measurements.—Stoke Ferry.*
 4 Methwold.*
 10½ 6½ Brandon,* Hall.

Principal Objects of Interest.—Weeting: Hall. Brandon: Fen Dyke.

Hotels or Inns at places marked*.

WELLS TO HOLT. 417



Description.—Class III. This road has good surface. The ascent up to Holt is rather steep.

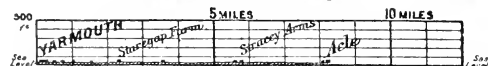
Gradients.—At 4m. 1 in 18; 9½m. 1 in 18; 11m. 1 in 17.

Measurements.—Wells.*
 3¾ Stiffkey.
 6½ 2¾ Langham.
 11½ 7¼ 5 Holt.*

Principal Objects of Interest.—Pretty, well-wooded country.

Hotels or Inns at places marked*.

YARMOUTH TO ACLE. 418



Description.—Class II. Although this is the direct road to Norwich, it is very narrow and rough, and not unfrequently flooded. The usual and best road is by Caistor (Route 422).

Milestones.—Measured from Yarmouth, Station.

Measurements.—Yarmouth,* Town Hall.
 8¼ Acle.*
 19½ 11½ Norwich,* Market.

Principal Objects of Interest.—Flat country.

Hotels or Inns at places marked*.

419 NORWICH TO CROMER.

Description.—Class II. The favourite road from Norwich. The road has very good surface throughout. Care is required on the steep descent past Cromer Station.

Gradients.—At 21 $\frac{3}{4}$ m. 1 in 15.

Milestones.—Measured from Ward Boundary, Norwich.

Measurements.

Norwich,*	Market.		
12	Aylsham,*	Market.	
18 $\frac{7}{8}$	6 $\frac{7}{8}$	Roughton.*	
22 $\frac{1}{2}$	10 $\frac{1}{2}$	3 $\frac{5}{8}$	Cromer,*
			Church.

Principal Objects of Interest.—Aylsham: Blicking Hall. Cromer: Cliffs, Lighthouse, pretty district.

420 NORWICH TO MUNDESLEY.

Description.—Class II. Good surface to North Walsham, thence fair.

Measurements.

Norwich,*	Market.		
7 $\frac{1}{8}$	Coltishall.*		
15	7 $\frac{1}{8}$	North Walsham,*	Market.
19 $\frac{7}{8}$	12	4 $\frac{7}{8}$	Mundesley.*

Principal Objects of Interest.—North Walsham: Church, Cross. Mundesley: Fine sands.

421 NORWICH TO HAPPISBURGH.

Description.—Class III. The surface of the road is tolerably good, but is somewhat loose near Stalham.

Measurements.

Norwich,*	Market.		
7 $\frac{1}{4}$	Wroxham.*		
14 $\frac{1}{2}$	7 $\frac{5}{8}$	Stalham.*	
19 $\frac{7}{8}$	12 $\frac{5}{8}$	5	Happisburgh.*

Principal Objects of Interest.—Sm., Wroxham Broad. 13 $\frac{1}{4}$ m., Stalham Broad. Happisburgh: Lighthouses.

422 NORWICH TO YARMOUTH.

Description.—Class I. The road is very lumpy for the first three miles; after that the surface is excellent right into Yarmouth. The direct road from Acle to Yarmouth (Route 418) is seldom used.

Milestones.—Measured from Acle.

Measurements.

Norwich,*	Market.		
11 $\frac{3}{8}$	Acle.*		
20 $\frac{1}{8}$	8 $\frac{3}{8}$	Caister.*	
23 $\frac{1}{8}$	11 $\frac{3}{8}$	3	Yarmouth,*
			Town Hall.

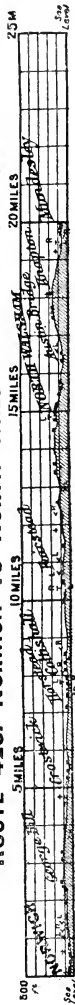
Principal Objects of Interest.—3m., Asylum. 16 $\frac{1}{2}$ m., Filby Broad. Caister: Castle. YARMOUTH: Town Hall, Church, Aquarium, Nelson Column.

Hotels or Inns at places marked *.

ROUTE 419. NORWICH TO CROMER.



ROUTE 420. NORWICH TO NORTH WALSHAM AND MUNDESELEY.



ROUTE 421. NORWICH TO HAPPISBURGH.



ROUTE 422. NORWICH TO YARMOUTH.



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.

423 NORWICH TO SOUTHWOLD, &C.

Description.—Class III. & II. A poor, hilly road; soft in Suffolk, both to Southwold and Blythburgh.

Gradients.—At $1\frac{1}{4}$ m. 1 in 20; $2\frac{1}{4}$ m. 1 in 24; $22\frac{1}{4}$ m. 1 in 17.

Milestones.—Measured from Bracondale, Norwich.

Measurements.

Norwich,* Market.

$10\frac{3}{8}$ Loddon,* Town Hall.

$17\frac{3}{4}$ $7\frac{1}{8}$ Beccles,* New Market.

$27\frac{3}{4}$ $17\frac{1}{8}$ 10 Blythburgh.*

$26\frac{1}{8}$ $15\frac{1}{2}$ $8\frac{3}{8}$ Wangford.*

$29\frac{1}{2}$ $18\frac{3}{8}$ $11\frac{3}{4}$ $3\frac{1}{2}$ Southwold,* Market.

Principal Objects of Interest.—Beccles: Church and Fen. Blythburgh: Church. Southwold: Quiet watering place.

Hotels or Inns at places marked *.

424 NORWICH TO ALDEBURGH.

Description.—Class II. The road has fairly good surface, but is somewhat undulating throughout. Near Aldeburgh there is a rough section of about a mile.

Gradients.—At $1\frac{1}{4}$ m. 1 in 20; $2\frac{1}{4}$ m. 1 in 24; $6\frac{1}{4}$ m. 1 in 17. Others are all short.

Milestones.—Measured from Bracondale, Norwich to Bungay; thereafter from Ipswich.

Measurements

Norwich,* Market.

$7\frac{1}{4}$ Brooke.

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

$23\frac{3}{8}$ $16\frac{3}{8}$ $8\frac{3}{8}$ Halesworth,* Angel Hotel

$30\frac{1}{2}$ $23\frac{1}{4}$ $15\frac{3}{4}$ $6\frac{1}{2}$ Yoxford.*

$35\frac{7}{8}$ $28\frac{3}{8}$ $21\frac{1}{8}$ $12\frac{1}{4}$ $5\frac{5}{8}$ Leiston.*

$40\frac{1}{8}$ $32\frac{3}{8}$ $25\frac{3}{8}$ $16\frac{1}{2}$ $9\frac{7}{8}$ $4\frac{1}{4}$ Aldeburgh,* Town House.

Principal Objects of Interest.—Bungay: Castle, Church. 16m., Mettingham Castle Ruins. Bramfield: Church. $34\frac{3}{4}$ m., Leiston Abbey, Ruin. Aldeburgh: Favourite watering place, Moot Hall.

Hotels or Inns at places marked *.

425 NORWICH TO NEW BUCKENHAM.

Description.—Class II. An undulating but good road.

Milestones.—Measured from London.

Measurements

Norwich,* Market.

$4\frac{3}{8}$ Swardiston.*

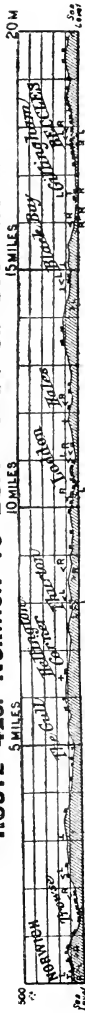
$10\frac{3}{4}$ $6\frac{3}{8}$ Tacolneston.*

$15\frac{1}{4}$ $11\frac{3}{4}$ 5 New Buckenham,* Market.

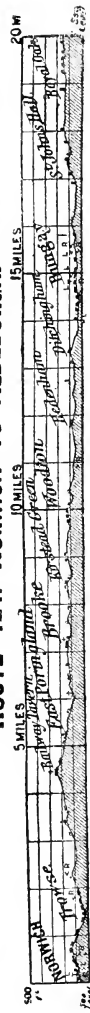
Principal Objects of Interest.—New Buckenham: Castle.

Hotels or Inns at places marked *.

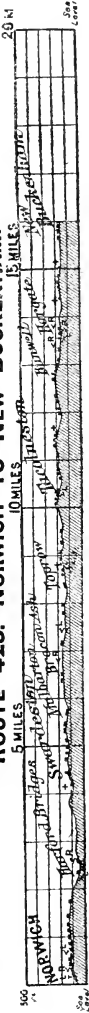
ROUTE 423. NORWICH TO BLYTHBURGH OR SOUTHWOLD.



ROUTE 424. NORWICH TO ALDEBURGH.



ROUTE 425. NORWICH TO NEW BUCKENHAM.



426

NORWICH TO IPSWICH.

Description.—Class I. The London Road, though not the most direct. This road is very slightly undulating, and has splendid surface right into Ipswich. There are one or two places in which the surface is poor, but, taken as a whole, the surface is very good. Two of the hills are somewhat steep, but hardly dangerous, and care is required descending them.

Gradients.—At 2m. 1 in 25 ; 32¼m. 1 in 17 ; 39¾m. 1 in 18.

Milestones.—Measured from Market Place, Norwich, to Scole ; thereafter from Ipswich.

Measurements.

Norwich,* Market.					
10¼	Long Stratton.*				
19½	9½	Scole.*			
(21¾	11¾	2¾	Diss.*)		
23¾	13¾	3¾	Yaxley.*		
32¾	22¾	12¾	9¼	Earl Stonham.*	
38¾	28¾	19¾	15½	6¼	Claydon.*
42¾	32¾	23½	19½	10¼	4 Ipswich,* Town Hall.

Principal Objects of Interest.—Rather uninteresting country. Scole: Old Inns. Diss: Mere. Stonham: Helmingham Hall. IPSWICH: Town Hall, Museum, Wolsey's College Gateway.

Hotels or Inns at places marked*.

427

NORWICH TO NEWMARKET.

Description.—Class I. The road is very slightly undulating, but has very good surface as far as Thetford. After that the road is very soft, and in very loose condition till quite close to Newmarket. This is the direct London road, but the route by Ipswich has much better surface.

Gradients.—All very slight ; none above 1 in 23.

Milestones.—Measured from Clock Tower, Newmarket.

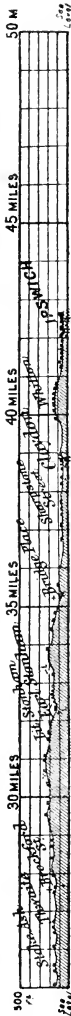
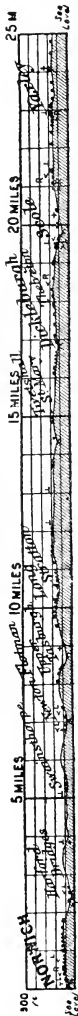
Measurements.

Norwich,* Market.					
9	Wymondham,* Cross.				
14¾	5½	Attleburgh,* Market Hill.			
28¾	19¾	14	Thetford.*		
39¾	30¾	24¾	10¾	Barton Mills.*	
(40¼	31¼	25¾	11¾	Mildenhall.*)	
47¾	38¾	33	19	8¼	Newmarket,* Jubilee Clock.

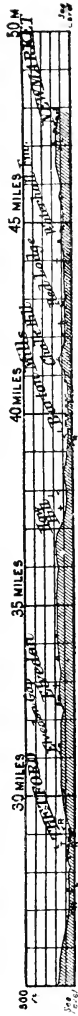
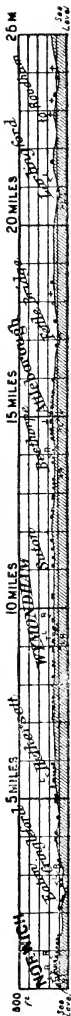
Principal Objects of Interest.—Wymondham: Abbey Church, Cross, Stanfield Hall, Kimberley Hall. Thetford: Castle Hill, Priory Remains. Elvedon: Hall. Mildenhall: Cross. Newmarket: Race Course, Devil's Dyke, St. Mary's Church, Cheveley Park.

Hotels or Inns at places marked*.

ROUTE 426. NORWICH TO IPSWICH.



ROUTE 427. NORWICH TO NEWMARKET.



428 NORWICH TO WATTON.

Description.—Class II. This road is somewhat undulating, but has good surface throughout. There is a rather more direct road by Wymondham, but it is more difficult to follow.

Milestones.—Measured from St. Giles' Hill, Norwich.

Measurements.

Norwich,* Market.			
7½	Barford.*		
14½	7	Hingham,* Market.	
21½	14	Watton.*	

Principal Objects of Interest.—Kimberley: Hall.

Hotels or Inns at places marked*.

429 NORWICH TO LYNN.

Description.—Class I. This road is slightly undulating the whole way, but the surface throughout is in very fine order. This is one of the best roads out of Norwich.

Milestones.—Measured from Town Wall, Norwich, as far as Swaffham; thereafter from Southgate, Lynn.

Measurements.

Norwich,* Market.			
8¾	Horningham.*		
16½	7¾	East Dereham,* Market.	
28	19½	11¾	Swaffham,* Market.
33½	25½	17¾	5½ Narborough.*
43½	35½	27¾	15½ 10 Lynn,* G.P.O.

Principal Objects of Interest.—2½m., Earlham Hall. 4½m., Costessey Lodge. Dereham: Church, Cowper's Grave. Swaffham: Market. Narborough: Narford Hall. LYNN: Town Wall, Red Mount, South Gate, Town Hall, Greyfriar's Steeple.

Hotels or Inns at places marked*.

430 NORWICH TO HOLT.

Description.—Class II. This is an excellent undulating road, but with a dangerous hill before Holt. The surface is very good.

Gradients.—At 20m.1 in 15; 20½m.1 in 11 (dangerous).

Milestones.—Measured from Ward Boundary, Norwich. Somewhat irregular.

Measurements.

Norwich,* Market.			
5	Horseford.		
10¾	5¾	Woodrow Inn.*	
15½	10½	4¾	Saxthorpe.
21¾	16¾	10¾	6¼ Holt.*

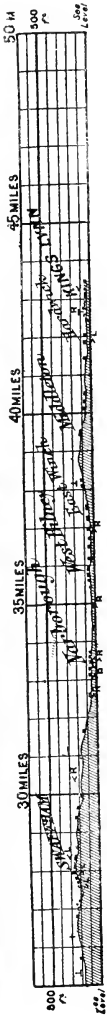
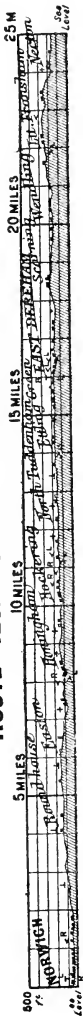
Principal Objects of Interest.—Cawston: Church.

Hotels or Inns at places marked*.

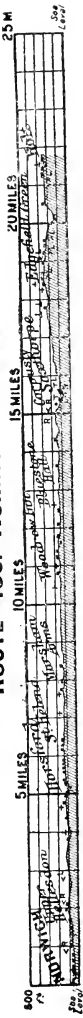
ROUTE 428. NORWICH TO WATTON.



ROUTE 429. NORWICH TO KINGS LYNN.



ROUTE 430. NORWICH TO HOLT.



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

431 NORWICH TO WELLS, &C.

Description.—Class II. This road is slightly hilly, but the surface throughout is very good. Between Walsingham and Wells there are a number of short, steep hills.

Gradients.—At $4\frac{1}{2}$ m. 1 in 20; 5m. 1 in 23; $11\frac{1}{2}$ m. 1 in 23; $19\frac{1}{2}$ m. 1 in 21; $27\frac{1}{2}$ m. 1 in 21.

Milestones.—Measured from Ward Boundary, Norwich.

Measurements.

Norwich,*	Market.			
$14\frac{3}{8}$	Bawdeswell.*			
$19\frac{3}{8}$	5	Guist.		
$25\frac{3}{8}$	11	6	Fakenham,*	Market
$27\frac{7}{8}$	$13\frac{1}{2}$	$8\frac{1}{2}$	Walsingham.*	
$32\frac{3}{8}$	$18\frac{1}{4}$	$13\frac{1}{4}$	$4\frac{3}{4}$	Wells.*

Principal Objects of Interest.—3m., Asylum. Fakenham: Church. Walsingham: Priory, Binham Abbey. Wells: Holkham Park and Obelisk.

432 YARMOUTH TO CROMER.

Description.—Class III. Good surface to Caister, then a moderately good road to North Walsham, but somewhat loose in parts. Good surface between Walsham and Cromer, but there is a dangerous descent to the latter place.

Gradients.—At $23\frac{1}{2}$ m. 1 in 15 (dangerous).

Measurements.

Yarmouth,*	Town Hall.			
$5\frac{3}{4}$	Ormesby,*	Green.		
$11\frac{5}{8}$	$5\frac{7}{8}$	Falgate Inn.*		
$16\frac{7}{8}$	$11\frac{1}{4}$	$5\frac{1}{4}$	Stalham.	
25	$19\frac{3}{8}$	$13\frac{3}{8}$	$8\frac{1}{8}$	North Walsham,*
$34\frac{1}{8}$	$28\frac{1}{2}$	$22\frac{1}{2}$	$17\frac{1}{4}$	$9\frac{1}{8}$
				Cromer,*
				Church.

Principal Objects of Interest.— $7\frac{1}{2}$ m., Ormesby Broad. $11\frac{1}{4}$ m., Heigham: Church. North Walsham: Church, Cross. Cromer: Cliffs, Lighthouse.

433 YARMOUTH TO BECCLES.

Description.—Class II. The road has good surface, excepting near Haddiscoe Bridge. The branch road from Haddiscoe to Loddon has fairly good surface.

Milestones.—Measured from Beccles.

Measurements.

Yarmouth,*	Town Hall.			
$6\frac{3}{8}$	Fritton.*			
9	$2\frac{5}{8}$	Haddiscoe.*		
$14\frac{5}{8}$	$8\frac{1}{4}$	$5\frac{5}{8}$	Beccles,*	or
$14\frac{3}{4}$	$8\frac{3}{8}$	$5\frac{3}{4}$	Loddon.*	

Principal Objects of Interest.—Fritton: Decoy. St. Olaves: Priory. Beccles: Church, Fen.

Hotels or Inns at places marked*.

434 LOWESTOFT TO DISS.

Description.—Class II. The road has good surface throughout, but is somewhat undulating. The road to Nutford Bridge given here, though the longest, is usually the best. Beccles lies slightly to the north of the road, which does not pass through the main part of the town.

Gradients.—None above 1 in 25 ; 14½m. 1 in 18.

Milestones.—Measured from Beccles Market.

Measurements.

Lowestoft,* Bridge.					
(10	Beccles,* Market.)				
15½	5½	Bungay.*			
23	13¼	7½	Harleston.*		
30¼	20½	14½	7¼	Scole.*	
32½	22½	17	9½	2½	Diss.

Principal Objects of Interest.—2½m., Oulton Broad. Beccles: Church, Fen. Bungay: Castle, Church, Mettingham Castle Ruins. Scole: Old Inn. Diss: Church, Mere.

Hotels or Inns at places marked*.

435 IPSWICH TO YARMOUTH.

Description.—Class I. Considering that this is the London road the surface is very poor. From Ipswich to Saxmundham, the surface is good generally, but there are frequent places where it is somewhat loose. From Saxmundham into Yarmouth the road is somewhat sandy, and there are a great many loose stones. The road may be said to be alternately good and bad.

Gradients.—At 5¾ and 6¼m. 1 in 17 (short). The other gradients are all easy and quite short.

Milestones.—Measured from Town Hall, Ipswich, as far as Saxmundham; thereafter from Yarmouth.

Measurements.

Ipswich,* Town Hall.

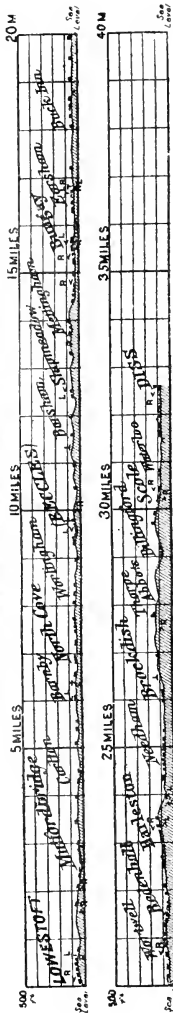
7½	Woodbridge.*				
12½	4¾	Wickham Market.*			
20½	12½	7½	Saxmundham.*		
24¼	16½	11½	3¾	Yoxford.*	
29¾	21½	17½	9¼	5½	Blythburgh.*
32½	24¾	20	12½	8½	2½ Wangford.*
35¾	27½	23½	15¼	11½	6 3½ Wrentham.*
43¾	35½	30¾	22½	19½	13½ 10¾ 7½ Lowestoft,* Station.
53½	45½	40¾	32½	29½	23½ 20¾ 17½ 10 Yarmouth,* Town

Southwold to Wrentham, 4½m. [Hall.

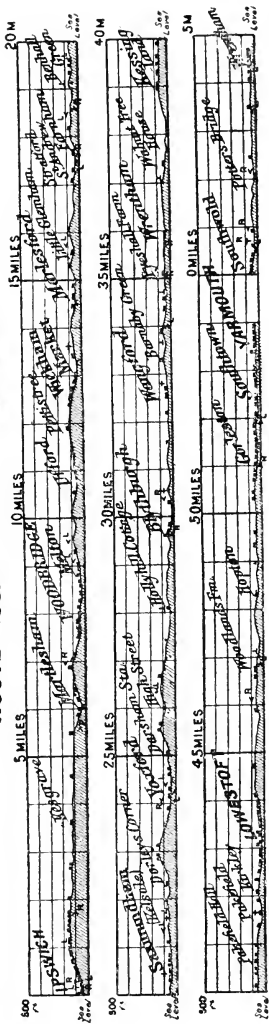
Principal Objects of Interest.—Woodbridge: Abbey, School. Blythburgh: Church. LOWESTOFT: Fine sands, Esplanade, Oulton Broad. Gunton: Church. YARMOUTH: Aquarium, Town Hall, St. Nicholas Church, Nelson Column, Norfolk Broads.

Hotels or Inns at places marked*.

ROUTE 434. LOWESTOFF TO DISS.



ROUTE 435. IPSWICH TO YARMOUTH.



436 IPSWICH TO EYE.

Description.—Class II. The road has fairly good surface, but is somewhat hilly. In many places the surface is a little sandy.

Gradients.—At $\frac{3}{4}$ m. 1 in 23; $4\frac{1}{2}$ m. 1 in 13; $10\frac{1}{4}$ m. 1 in 18; $11\frac{1}{2}$ m. 1 in 20.

Measurements.

Ipswich,* Town Hall.

$13\frac{3}{8}$ Debenham.*

$21\frac{1}{4}$ $7\frac{7}{8}$ Eye.*

$24\frac{3}{4}$ $11\frac{3}{8}$ $3\frac{1}{2}$ Scole.*

Principal Objects of Interest.—Undulating country of no particular interest. Eye: Castle, Church. Scole: Inn.

Hotels or Inns at places marked*.

437 IPSWICH TO BURY ST. EDMUNDS.

Description.—Class II. For a main road the surface is not particularly good, although it is in fairly good order near Bury. Several of the hills are stiff but hardly dangerous.

Gradients.—At $2\frac{3}{4}$ m. 1 in 18; 9m. 1 in 23; $13\frac{1}{2}$ m. 1 in 18; 16m. 1 in 21; $16\frac{3}{4}$ m. 1 in 23; $24\frac{1}{2}$ m. 1 in 16.

Milestones.—Measured from Abbey Gate, Bury.

Measurements.

Ipswich,* Town Hall.

$8\frac{1}{4}$ Needham Market.*

$11\frac{7}{8}$ $3\frac{5}{8}$ Stowmarket,* Market Place.

$17\frac{5}{8}$ $9\frac{3}{8}$ $5\frac{3}{4}$ Woolpit.*

$25\frac{3}{4}$ $17\frac{1}{2}$ $13\frac{3}{8}$ $8\frac{1}{8}$ Bury,* Angel Hill.

Principal Objects of Interest.—Bury St. Edmunds: Abbey, Abbey Gate, Abbot's Bridge, Norman Tower.

Hotels or Inns at places marked*.

438 IPSWICH TO SUDBURY.

Description.—Class III. The road has fairly good surface, but is hilly. A rather better route to Hadleigh is to turn to the right just beyond Hintlesham, as that road has better surface.

Gradients.—At $4\frac{1}{4}$ m. 1 in 14; $9\frac{1}{2}$ m. 1 in 17; $10\frac{1}{2}$ m. 1 in 15; $15\frac{1}{4}$ and $15\frac{1}{2}$ m. 1 in 20; $20\frac{1}{2}$ m. 1 in 21.

Milestones.—Continuation of those from London.

Measurements.

Ipswich,* Town Hall.

$9\frac{3}{4}$ Hadleigh,* Market.

$15\frac{3}{8}$ $5\frac{5}{8}$ Boxford.*

$21\frac{1}{2}$ $11\frac{3}{4}$ $6\frac{1}{8}$ Sudbury,* Church.

Principal Objects of Interest.—Pleasant country. Hadleigh: Rectory Tower, Guild Hall. Sudbury: Gainsborough's birthplace.

Hotels or Inns at places marked*.

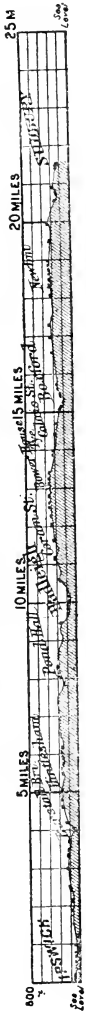
ROUTE 436. IPSWICH TO EYE AND SCOLE.



ROUTE 437. IPSWICH TO BURY ST. EDMUNDS.



ROUTE 438. IPSWICH TO SUDBURY.



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

439 SOUTHWOLD TO HALESWORTH.

Description.—Class III. The road is undulating and usually in poor condition, some parts being very soft.

Measurements.—Southwold, * Market.

(4 $\frac{3}{4}$ Blythburgh. *)

8 $\frac{1}{2}$ 5 $\frac{1}{2}$ Halesworth, * Angei Hotel.

Principal Objects of Interest.—Blythburgh: Church.

Hotels or Inns at places marked *.

440 ALDEBURGH TO SAXMUNDHAM.

Description.—Class III. The surface is usually fairly good, but inclined to be loose. The hills are all short.

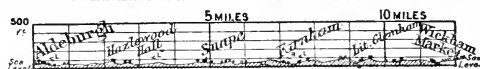
Measurements.—Aldeburgh, * Town House.

4 Friston.

7 3 Saxmundham. *

Principal Objects of Interest.—Uninteresting road over heath.

Hotels or Inns at places marked *.

441 ALDEBURGH TO WICKHAM MARKET.

Description.—Class III. Good road, but inclined to be soft as far as Farnham; thereafter better surface to Wickham Market.

Measurements.—Aldeburgh, * Town House.

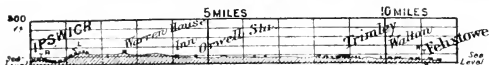
4 $\frac{7}{8}$ Snape.

12 $\frac{1}{4}$ 7 $\frac{3}{8}$ Wickham, * Market.

Principal Objects of Interest.—Uninteresting heath country.

Hotels or Inns at places marked *.

IPSWICH TO FELIXTOWE. 442



Description.—Class III. The road is good for a short distance out of Ipswich, but thereafter it is a soft, rough road, in very bad condition, except near Trimley. This is considered the worst main road in Suffolk.

Gradients.—At 1½ m. 1 in 15.

Measurements.—Ipswich, * Town Hall. 8½
Trimley.* 11½ 2½
Felixtowe.*

Principal Objects of Interest.—Uninteresting country. Felixtowe: favourite watering place, Landguard Fort.

Hotels or Inns at places marked *.

IPSWICH TO MANNINGTREE. 443



Description.—Class III. A poor road, with some steep but not dangerous hills.

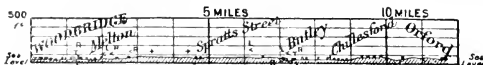
Gradients.—At 2½ m., 4½ m., 6½ m., 7½ m., and 9 m., 1 in 17.

Measurements.—Ipswich, * Town Hall. 7½
Brantham.* 10½ 3½
Manningtree,* Church.

Principal Objects of Interest.—Uninteresting road.

Hotels or Inns at places marked *.

WOODBIDGE TO ORFORD. 444



Description.—Class III. An undulating country road, generally with poor surface, but some parts are in good order.

Measurements.—Woodbridge.* 7½
Butley.* 11½ 4½
Orford.*

Principal Objects of Interest.—Butley: Priory. Orford: Castle, Church.

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

445 HARLESTON TO YOXFORD.

Description.—Class III. The road is rather sandy and loose, and is somewhat difficult to follow at some of the turnings.

Gradients.—At $\frac{1}{2}$ m. 1 in 14; 11m. 1 in 23.

Measurements.

Harleston.*

$4\frac{1}{4}$ Fressingfield.*

$10\frac{1}{2}$ $6\frac{1}{4}$ Heveningham.*

$16\frac{1}{8}$ $11\frac{1}{8}$ $5\frac{5}{8}$ Yoxford.*

Principal Objects of Interest.—Heveningham: Hall.

Hotels or Inns at places marked*.

446 THETFORD TO DISS.

Description.—Class III. The surface is good at first, but is rather loose until near "Garbol'sham," when it improves, and is very fair on to Diss.

Gradients.—At $9\frac{3}{4}$ m. 1 in 25.

Measurements.

Thetford.*

$9\frac{1}{4}$ Garboldisham.*

$16\frac{1}{2}$ $7\frac{1}{4}$ Diss.*

$18\frac{1}{8}$ $9\frac{5}{8}$ $2\frac{3}{8}$ Scale.*

Principal Objects of Interest.—Diss: Church, Mere.
Scale: Inn.

Hotels or Inns at places marked*.

447 THETFORD TO STOWMARKET.

Description.—Class III. This road is somewhat undulating, and with only tolerably good surface,—very apt to be soft,—to Ixworth. After that it is rather better, and not quite so hilly.

Gradients.—At $6\frac{1}{2}$ m. 1 in 18; $8\frac{1}{4}$ m. 1 in 25

Measurements.

Thetford.*

$9\frac{3}{4}$ Ixworth.*

$17\frac{1}{4}$ $7\frac{1}{2}$ Wetherden.*

$21\frac{1}{8}$ $11\frac{3}{8}$ $3\frac{1}{8}$ Stowmarket,* Market Place.

Principal Objects of Interest.—Ixworth: Church.
Stowmarket: Church.

Hotels or Inns at places marked*

448 BURY TO SUDBURY.

Description.—Class I. The road is undulating, but the surface is very good all the way to Sudbury. It is a little rough near Long Melford, but not for any great distance.

Gradients.—At 10½m. 1 in 15; 11¼m. 1 in 18.

Milestones.—Measured from Sudbury Church.

Measurements.

Bury,*	Angel Hill.		
9½	Alpheton.*		
13¼	3½	Long Melford.*	
16½	6¾	3¼	Sudbury,* Church.

Principal Objects of Interest.—3m., Rushbrooke Hall. 11m., Kentwell Hall. Long Melford: Church. SUDBURY: Gainsborough's Birthplace.

Hotels or Inns at places marked*.

449 BURY TO THETFORD.

Description.—Class II. The road is good for a short distance out of Bury, but after that it is usually very soft and stony.

Milestones.—Measured from Bury.

Measurements.

Bury,*	Angel Hill.		
4¾	Ingham.*		
12¼	7½	Thetford.*	

Principal Objects of Interest.—Ingham: Livermere Park. THETFORD: Castle Hill, Priory Remains.

Hotels or Inns at places marked*.

450 BURY TO HADLEIGH.

Description.—Class III. The road has good surface for the first six miles; after that it is more undulating, and with rather poor surface to Lavenham. From Lavenham to Hadleigh the road is poor, and there are several steep hills.

Gradients.—At 9m. 1 in 16; 10¾m. 1 in 19; 18½m. 1 in 15; 20¼m. 1 in 20.

Milestones.—Measured from Hadleigh.

Measurements.

Bury,*	Angel Hill.		
11	Lavenham,*	Black Lion Hotel.	
15	4	Monks Eleigh.*	
20¾	9¾	5¾	Hadleigh,* Market.

Principal Objects of Interest.—3m., Rushbrooke Hall. Lavenham: Church. Hadleigh: Rectory Tower, Guild Hall.

Hotels or Inns at places marked*.

451 BURY TO SCOLE.

Description.—Class II. The road is rather poor until Ixworth is reached, when the surface improves, and thereafter is fine to Scole.

Gradients.—At 13½m. 1 in 18; 13½m. 1 in 20.

Milestones.—Measured from Angel Hill, Bury.

Measurements.

Bury,* Angel Hill.

6¾ Ixworth.*

15 8½ Botesdale.*

22 15 7 Scole.*

Principal Objects of Interest.—Ixworth · Church. Botesdale: Redgrave Hall. Scole: Inn.

Hotels or Inns at places marked *.

452 WICKHAM TO HARLESTON.

Description.—Class III. The road has fairly good surface as far as Framlingham; thereafter poor surface the rest of the way. There is another road to Framlingham by Barham, but this is the better road.

Gradients.—At 16½m. 1 in 23; 20m. 1 in 14 (dangerous).

Measurements

Wickham Market.*

6 Framlingham.*

16½ 10½ Fressingfield.*

20¾ 14¾ 4¼ Harleston.*

Principal Objects of Interest.—Framlingham: Castle Ruins, Albert Memorial College.

Hotels or Inns at places marked *.

453 COLCHESTER TO HARWICH.

Description.—Class II. The road has good surface throughout, but the hills, though short, are somewhat numerous, especially near Manningtree.

Gradients.—At 3¼, 3½, and 7½m. 1 in 23; 9m. 1 in 14 (dangerous); 10m. 1 in 23; 11m. 1 in 13; 12¾m. 1 in 19; 13m. 1 in 15; 16½m. 1 in 16.

Milestones.—Continuation of those from London

Measurements.

Colchester,* Essex Fire Office.

9¼ Manningtree,* Church.

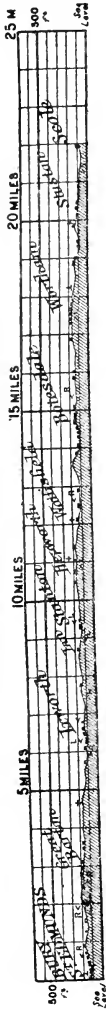
18¾ 9½ Dovercourt.*

20¾ 11½ 2 Harwich.*

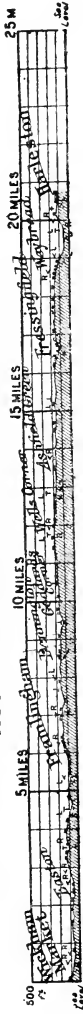
Principal Objects of Interest.—Pretty road, overlooking the Stour Estuary. Dovercourt: Spa. HARWICH: Esplanade, Landguard Fort, Lighthouses.

Hotels or Inns at places marked *.

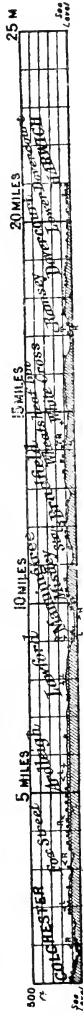
ROUTE 451. BURY TO SCOLE.



ROUTE 452. WICKHAM TO HARLESTON.



ROUTE 453. COLCHESTER TO HARWICH.



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.

454 COLCHESTER TO WALTON ON NAZE.

Description.—Class II. This road has very good surface, although it is slightly undulating approaching Walton. This is one of the best roads from Colchester.

Gradients.—At $2\frac{1}{2}$ m. 1 in 20; $10\frac{1}{2}$ m. 1 in 19.

Milestones.—Continuation of those from London.

Measurements.

Colchester, * Essex Fire Office.

$4\frac{1}{2}$ Elmstead, Market.*

$10\frac{1}{4}$ $5\frac{3}{4}$ Weeley.*

$12\frac{5}{8}$ $8\frac{1}{8}$ $2\frac{3}{8}$ Thorp-le-Soken.*

$17\frac{3}{4}$ $13\frac{1}{4}$ $7\frac{1}{2}$ $5\frac{1}{2}$ Walton on Naze, * Station.

Principal Objects of Interest.—Walton: Tower, Cliff.

Hotels or Inns at places marked*.

455 COLCHESTER TO CLACTON.

Description.—Class II. This road is somewhat undulating between Colchester and St. Osyth; the surface, however, is very good. It is one of the favourite roads out of Colchester.

Gradients.—At $2\frac{1}{2}$ m. 1 in 20; 7m. 1 in 16; $9\frac{1}{2}$ m. 1 in 16.

Measurements.

Colchester, * Essex Fire Office

$3\frac{3}{4}$ Wyvenhoe Cross.*

$11\frac{1}{2}$ $7\frac{7}{8}$ St. Osyth.*

$15\frac{1}{8}$ $12\frac{1}{8}$ $4\frac{1}{4}$ Clacton-on-Sea.*

Colchester to Wyvenhoe, * $4\frac{5}{8}$ m.

Colchester to Brightlingsea, * $10\frac{1}{4}$ m.

Colchester to Clacton, by Weeley, $16\frac{1}{2}$ m.

Principal Objects of Interest.—St. Osyth: Priory.
Clacton: Favourite watering place.

Hotels or Inns at places marked*.

456 COLCHESTER TO MALDON.

Description.—Class III. This road has poor surface, and care will be required at Heckford Bridge. The better road is by Witham.

Gradients.—At $3\frac{1}{2}$ m. 1 in 20; $3\frac{3}{4}$ and $4\frac{1}{2}$ m. 1 in 15 (dangerous); $11\frac{3}{4}$ m. 1 in 16; $16\frac{1}{4}$ m. 1 in 14 (dangerous).

Measurements.

Colchester, * Essex Fire Office.

$3\frac{7}{8}$ Heckford Bridge.*

$8\frac{5}{8}$ $4\frac{3}{4}$ Tiptree.*

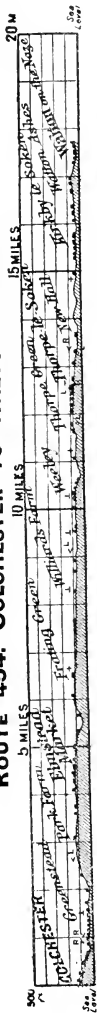
$12\frac{3}{4}$ $8\frac{7}{8}$ $4\frac{1}{8}$ Great Tatham.

$16\frac{3}{8}$ $12\frac{1}{2}$ $7\frac{3}{4}$ $3\frac{5}{8}$ Maldon, * Town Hall.

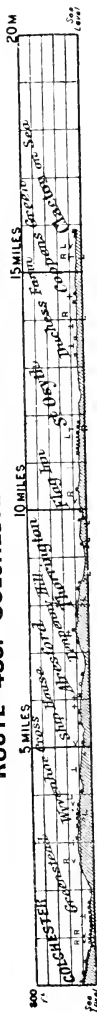
Principal Objects of Interest.—Maldon: Church, Town Hall, Beleigh Abbey.

Hotels or Inns at places marked*.

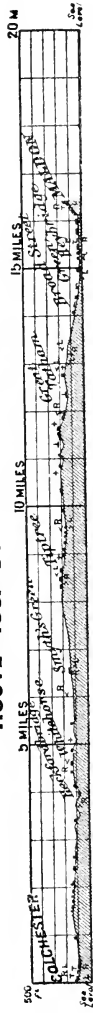
ROUTE 454. COLCHESTER TO WALTON-ON-NAZE.



ROUTE 455. COLCHESTER TO CLACTON-ON-SEA.



ROUTE 456. COLCHESTER TO MALDON.



457 COLCHESTER TO BISHOPS STORTFORD.

Description.—Class II. The road has good surface, and is slightly undulating as far as Braintree; after which the surface is poorer and the hills steep as far as Dunmow. Very good surface and easy grades between Dunmow and Stortford.

Gradients.—At 1¼m. 1 in 25; 12¾m. 1 in 21; 16m. 1 in 20; 20¼m. 1 in 17; 20¾m. 1 in 21; 22½m. 1 in 25; 23m. 1 in 20; 32m. 1 in 20.

Milestones.—Continuation of those from London as far as Braintree; thereafter from Hockerill.

Measurements.

Colchester, * Essex Fire Office.

9¼ Coggeshall.*

15½ 5¾ Braintree.*

23¾ 14¼ 8¼ Dunmow, * Town House.

32¾ 23½ 17¼ 9 Bishops Stortford, * Corn Exchange.

Principal Objects of Interest.—Coggeshall: Abbey Remains. Dunmow: Town Ho. BISHOPS STORTFORD: Castle.

Hotels or Inns at places marked*.

458 COLCHESTER TO SUDBURY.

Description.—Class III. This road has good surface, but is undulating. Sandy Hill will require to be descended with care.

Gradients.—At 2m. 1/18; 2¼m. 1/19; 6¾m. 1/16 (dangerous).

Measurements.

Colchester, * Essex Fire Office.*

9 Bures, * Church.

14¾ 5¾ Sudbury, * Church.

Principal Objects of Interest.—Sudbury: Gainsborough's Birthplace.

Hotels or Inns at places marked*.

459 COLCHESTER TO HADLEIGH.

Description.—Class II. & III. The first seven miles is the Ipswich road, which is fairly good, but the turn at the foot of Gun Hill is awkward. Thereafter the road is undulating, and with fairly good surface.

Gradients.—At 5½m. 1 in 20; 6½m. 1 in 14 (dangerous); 8½m. 1 in 17; 9½m. 1 in 13 (dangerous).

Milestones.—Continuation of those from London.

Measurements.

Colchester, * Essex Fire Office.

7½ Stratford.

13¾ 6 Hadleigh, * Market.

Principal Objects of Interest.—Hadleigh: Rectory Tower, Guild Hall.

Hotels or Inns at places marked*.

460 CHELMSFORD TO EPPING.

Description.—Class III. This road has good surface, but is somewhat undulating the whole way.

Milestones.—Continuation of those from London.

Measurements.

Chelmsford,*	Town Hall.
7½	Norton Heath.*
(11¾	4¼ Chipping Ongar,*
17¾	10¾ 7¾ Epping,*
	Town Hall.

Principal Objects of Interest.—Chipping Ongar: Castle, Mound. Greenstead Church. Epping: Epping Forest.

461 CHELMSFORD TO SAFFRON WALDEN, &c.

Description.—Class III. The road has fairly good surface between Chelmsford and Dunmow; thereafter it is rather poor almost the whole way to Saffron Walden.

Gradients.—At 8¼m.1/20; 12¼m.1/22; 12¾m.1/17; 16½m.1/20; 17½m.1/24; 19¾m.1/15; 25½m.1/20; 27m.1/15; 27¼m.1/17

Measurements.

Chelmsford,*	Town Hall.
12¾	Dunmow,*
19½	6¾ Thaxstead,*
26½	13¼ 7¾ Saffron Walden,*
30½	17¾ 11¾ 4
	Chesterford.*

Principal Objects of Interest.—Dunmow: Town House. 16½m., Tiltey Abbey Ruin. Thaxstead: Church, Guild Hall. Saffron Walden: Castle, Museum, Sun Inn.

462 CHELMSFORD TO SUBURY, &c.

Description.—Class II. The road has very good surface as far as Braintree; thereafter fairly good, but inclined to be loose almost the whole way to Lavenham. The branch road shown at end is the road from Braintree to Hedingham.

Gradients.—At 7m.1/24; 10¼ and 10½m.1/24; 12¼m.1/19; 16¼ & 16½m.1/20; 17¼m.1/15; 17¾m.1/16; 25m.1/17; 26¾m.1/25

Milestones.—Measured from Town Hall, Chelmsford, by Hedingham to Sudbury.

Measurements.

Chelmsford,*	Town Hall.
11¾	Braintree.*
17¾	6½ Halstead,*
26	14½ 8½ Sudbury,*
32½	21¼ 14¾ 6½ Lavenham,*
20	8½ Castle Hedingham.*
27½	15¾ 7½ Sudbury,*
	Church.

Principal Objects of Interest.—6¾m., Leigh Gateway. Gosfield: Hall. Sudbury: Gainsborough's Birth-place. Lavenham: Church. Hedingham: Castle.

Hotels or Inns at places marked*.

463 CHELMSFORD TO SOUTHEND.

Description.—Class III. The road is very undulating, and the surface is only tolerably good.

Gradients.—At 6 $\frac{3}{4}$ m. 1 in 15; 13 $\frac{1}{4}$ m. 1 in 14.

Milestones.—Measured from Bishop's Bridge, Chelmsford

Measurements.

Chelmsford,* Town Hall.

13 $\frac{1}{2}$ Rayleigh.*

21 $\frac{1}{4}$ 7 $\frac{3}{4}$ Southend,* Post Office.

Principal Objects of Interest.—Rayleigh: Castle. Southend: Pier, favourite watering place.

464 CHELMSFORD TO GRAVESEND.

Description.—Class III. The surface of the road is fairly good, but several of the hills are dangerous. Ferry at Tilbury to Gravesend ($\frac{3}{4}$ m.).

Gradients.—At 6 $\frac{1}{4}$ m. 1 in 20; 11m. 1 in 15; 14m. 1 in 10; 15m. 1 in 10 (both dangerous); 16 $\frac{1}{2}$ m. 1 in 17; 16 $\frac{3}{4}$ m. 1 in 14.

Measurements.

Chelmsford,* Town Hall.

9 Billericay,* Town Hall.

16 $\frac{3}{4}$ 7 $\frac{3}{4}$ Horndon.

23 $\frac{5}{8}$ 14 $\frac{5}{8}$ 6 $\frac{7}{8}$ Gravesend.*

Principal Objects of Interest.—Splendid views.

465 BRENTWOOD TO ROCHFORD.

Description.—Class II. The road is somewhat hilly, and the surface only fairly good after Billericay.

Gradients.—At 5 $\frac{1}{4}$ m. 1 in 25; 6m. 1 in 14; 8 $\frac{1}{2}$ m. 1 in 19; 15 $\frac{3}{4}$ m. 1 in 14; 18 $\frac{3}{4}$ m. 1 in 21.

Milestones.—Measured from Monument, Brentwood.

Measurements.

Brentwood,* Monument.

5 $\frac{1}{2}$ Billericay,* Town Hall.

15 $\frac{7}{8}$ 10 $\frac{5}{8}$ Rayleigh.*

21 $\frac{5}{8}$ 16 $\frac{3}{8}$ 5 $\frac{3}{4}$ Rochford,* Market.

Principal Objects of Interest.—Uninteresting road after Billericay. Rayleigh: Castle.

466 BRENTWOOD TO SOUTHMINSTER.

Description.—Class III. After Wickford the surface is somewhat poor, and the road very undulating.

Gradients.—At 21 $\frac{3}{4}$ m. 1 in 18.

Measurements.

Brentwood,* Monument.

5 $\frac{1}{2}$ Billericay,* Town Hall.

11 $\frac{1}{4}$ 6 Wickford,* Castle Inn.

23 $\frac{1}{2}$ 18 $\frac{1}{4}$ 12 $\frac{1}{4}$ Althorne.

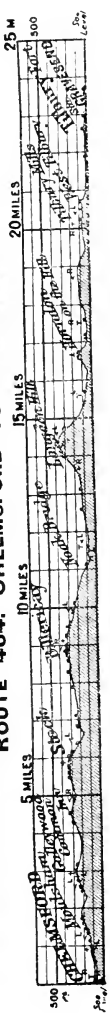
26 $\frac{3}{4}$ 21 $\frac{1}{2}$ 15 $\frac{1}{2}$ 3 $\frac{1}{4}$ Southminster.*

Hotels or Inns at places marked*.

ROUTE 463. CHELMSFORD TO SOUTHEND.



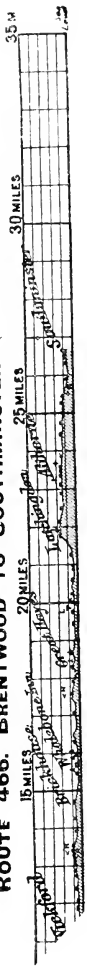
ROUTE 464. CHELMSFORD TO GRAVESEND.



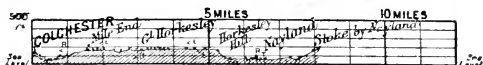
ROUTE 465. BRENTWOOD TO ROCHEFORD.



ROUTE 466. BRENTWOOD TO SOUTHMINSTER. (First 10m. as Route 465.)



467 COLCHESTER TO NAYLAND.



Description.—Class III. There is a steep descent in Colchester; thereafter easy road with good surface.

Gradients.—At $\frac{1}{4}$ m. 1 in 13; 1m. 1 in 19; $5\frac{1}{4}$ m. 1 in 17; 8m. 1 in 16.

Milestones.—Continuation of those from London.

Measurements.—Colchester,* Town Hall.

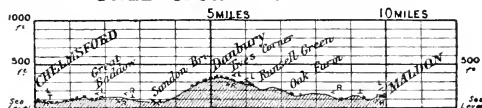
$6\frac{1}{2}$ Nayland,* Church.

$8\frac{1}{8}$ $1\frac{7}{8}$ Stoke by Nayland.*

Principal Objects of Interest.—Stoke: Church.

Hotels or Inns at places marked*.

468 CHELMSFORD TO MALDON.



Description.—Class II. The direct road to Maldon by Danbury has good surface, but is very hilly. By following the route (described below) by Hatfield Peverel, the hills are avoided, and the surface is quite as good. Although this latter route is two miles longer it is more usually followed.

Gradients.—At $4\frac{1}{2}$ m. 1 in 23; 7m. 1 in 22; $9\frac{1}{4}$ m. 1 in 17; $9\frac{1}{2}$ m. 1 in 16.

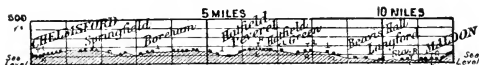
Milestones.—Continuation of those from London.

Measurements.—Chelmsford,* Town Hall.

$5\frac{1}{8}$ Danbury.*

10 Maldon,* Town Hall.

By Hatfield Peverel.



Description.—Undulating road, but good surface to Hatfield Peverel; thereafter only tolerably good.

Route 468—Continued.

Gradients.—At 11 $\frac{3}{4}$ m. 1 in 14 (dangerous).

Milestones.—Continuation of those from London.

Measurements.—Chelmsford, * Town Hall.

6 $\frac{1}{2}$ Hatfield Peverel, *

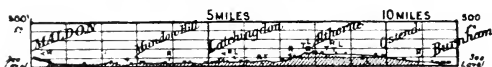
12 5 $\frac{1}{2}$ Maldon, * Town Hall.

Principal Objects of Interest.—Danbury: Place. Maldon: Church, Town Hall, Beleigh Abbey.

Hotels or Inns at places marked *.

MALDON TO BURNHAM.

469



Description.—Class III. This road has poor surface throughout, the road in many parts being very stony and sandy. There is a choice of roads at various points, but this route is the best.

Measurements.—Maldon, * Town Hall.

5 Latchingdon, *

8 3 Althorne.

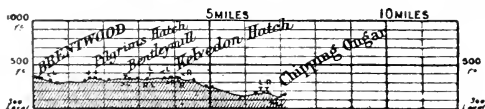
11 $\frac{3}{4}$ 6 $\frac{3}{4}$ 3 $\frac{3}{4}$ Burnham, *

Principal Objects of Interest.—Flat, uninteresting country.

Hotels or Inns at places marked *, and at Mundon Hill.

BRENTWOOD TO ONGAR.

470



Description.—Class III. This road has fairly good surface, but is a little loose near Kelvedon.

Measurements.—Brentwood, * Monument.

4 $\frac{1}{8}$ Kelvedon Hatch, P.O.

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

Principal Objects of Interest.—Kelvedon Hatch. Ongar: Castle Mound, Greensted Church.

Hotels or Inns at places marked *.

471 SOUTHEND TO BRAINTREE.

Description.—Class III. The road has very good surface between Southend and Rochford, but after that it degenerates, and is very loose approaching South Fambridge Ferry, where ferry ($\frac{1}{4}$ m.) to North Fambridge. Thereafter the surface is poor, and does not improve till quite close to Maldon. From Maldon to Witham the surface is good, but from Witham to Braintree it is rather poor. There is another road from Witham to Braintree by Cressing, but it is rather longer.

Gradients.—At 6m. 1 in 20; 10m. 1 in 10 (dangerous); $15\frac{1}{2}$ m. 1 in 14 (dangerous); $28\frac{1}{2}$ m. 1 in 20; $28\frac{3}{4}$ m. 1 in 19; $29\frac{1}{4}$ m. 1 in 23.

Measurements.

Southend,* G.P.O.

$3\frac{3}{4}$ Rochford,* Market Square.

$15\frac{1}{4}$ $11\frac{1}{2}$ Maldon,* Town Hall.

$21\frac{3}{4}$ 18 $6\frac{1}{2}$ Witham,* White Hart Hotel.

$29\frac{1}{2}$ $25\frac{3}{4}$ $14\frac{1}{4}$ $7\frac{3}{4}$ Braintree.*

Principal Objects of Interest.—Prittlewell: Priory, Church. Maldon: Church, Town Hall, Beleigh Abbey. Witham: Church. Very uninteresting between Rochford and Maldon.

Hotels or Inns at places marked*.

472 BISHOP STORTFORD TO BALDOCK.

Description.—Class III. There is a steep hill out of Bishop Stortford; thereafter it is a poor cross country road to Puckeridge, whence fine surface to Buntingford. Thereafter fairly good surface to Baldock. There is a fork at $3\frac{1}{4}$ m.

Gradients.—At $\frac{1}{2}$ m. 1 in 17; $3\frac{1}{2}$ m. 1 in 21; $5\frac{3}{4}$ m. 1 in 15; 12m. 1 in 25; 15m. 1 in 15; 18m. 1 in 22.

Measurements.

Bishop Stortford,* Corn Exchange.

$7\frac{1}{4}$ Puckeridge.

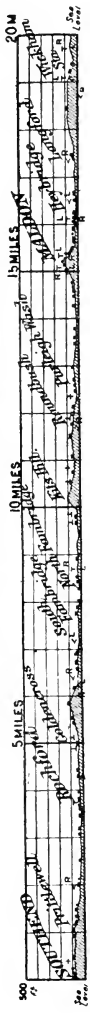
$11\frac{1}{4}$ 4 Buntingford,* Church.

$20\frac{1}{4}$ 13 9 Baldock.*

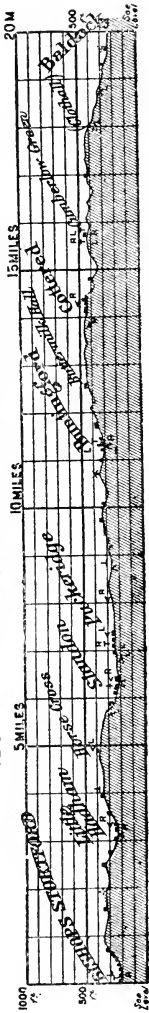
Principal Objects of Interest.—Pleasant country. Baldock: Priory, Church.

Hotels or Inns at places marked*.

ROUTE 471. SOUTHEND TO BRAINTREE.



ROUTE 472. BISHOP'S STORTFORD TO BALDOEK.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, J Road Junction, O 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.

473 BISHOP STORTFORD TO HERTFORD, &c.

Description.—Class III. Surface rather poor, and two fords at Hadham. After Ware good surface to Hertford. Beyond Hertford the road is fairly good, but very hilly past Essendon.

Gradients.—At $\frac{1}{2}$ m. 1 in 16 (dangerous); $10\frac{1}{2}$ m. 1 in 19; 12m. 1 in 24; $18\frac{1}{2}$ m. 1 in 16; $10\frac{1}{2}$ m. 1 in 20; 20m. 1 in 19.

Measurements.

Bishop Stortford,* Corn Exchange.

$11\frac{1}{4}$ Ware,* Bridge.

$13\frac{3}{8}$ $2\frac{3}{8}$ Hertford,* Shire Hall.

$23\frac{7}{8}$ $12\frac{3}{4}$ $10\frac{1}{4}$ Potters Bar.*

$26\frac{5}{8}$ $15\frac{3}{8}$ 13 $2\frac{3}{4}$ Barnet,* Market.

Principal Objects of Interest.—Ware: Ware Park. HERTFORD: Castle, Old Cross. $15\frac{1}{4}$ m., Bayford Bury. Barnet: Monument and Battlefield, 1471.

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

474 BISHOP STORTFORD TO WELWYN.

Description.—Class III. This is the best road to Hertford, but there is a dangerous descent to Stanstead. Good surface throughout. Two fords near Pye Corner.

Gradients.—At 10 and $10\frac{1}{4}$ m. 1 in 20; $11\frac{1}{2}$ m. 1 in 12 (dangerous); $17\frac{3}{4}$ m. 1 in 15 (dangerous); 20m. 1 in 15.

Measurements.

Bishop Stortford,* Corn Exchange.

12 Stanstead.

($14\frac{3}{4}$ $2\frac{1}{4}$ Ware,* Bridge.)

$16\frac{7}{8}$ $4\frac{7}{8}$ $2\frac{3}{8}$ Hertford,* Shire Hall.

$23\frac{3}{8}$ $11\frac{7}{8}$ $9\frac{3}{8}$ 7 Welwyn,* P.O.

Principal Objects of Interest.—As Route 473.

475 BALDOCK TO WOBURN.

Description.—Class III. The road has good surface as far as Shefford; thereafter very fair surface to Woburn.

Gradients.—At $12\frac{3}{4}$ m. 1 in 16; $17\frac{1}{4}$ m. 1 in 25.

Milestones.—Continuation of those from London; after Ampthill, from Bedford

Measurements.

Baldock,*

$5\frac{1}{2}$ Henlow,* Crown Inn.

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

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

15 $9\frac{1}{2}$ $7\frac{1}{4}$ 3 Ampthill.*

22 $16\frac{1}{2}$ $14\frac{1}{4}$ 10 7 Woburn,* Market.

Principal Objects of Interest.—Arlesey: Church. $8\frac{1}{2}$ m., Chicksand Abbey. Clophill: Castle Hill. Woburn: Woburn Park and Abbey.

Hotels or Inns at places marked *.

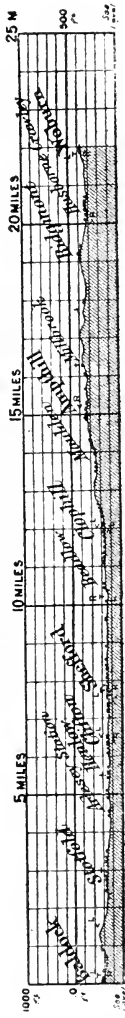
ROUTE 473. BISHOP'S STORTFORD TO HERTFORD AND BARNET.



ROUTE 474. BISHOP'S STORTFORD TO HERTFORD AND WELWYN.



ROUTE 475. BALDOCK TO WOBURN.



476 ROYSTON TO NEWMARKET.

Description.—Class II. The road has tolerably good surface as far as Whittlesford, but after that it becomes poor, and is somewhat loose most of the way to Newmarket. The usual and best way is by Cambridge, Routes 383 and 387.

Gradients.—At $\frac{3}{4}$ m. 1 in 23; $1\frac{1}{4}$ m. 1 in 20.

Measurements.

Royston,* G.P.O.			
$9\frac{1}{4}$	Whittlesford, Station.*		
$11\frac{7}{8}$	$2\frac{5}{8}$	Bourn Bridge.	
$17\frac{7}{8}$	$8\frac{5}{8}$	6	Six Mile Bottom.*
$23\frac{7}{8}$	$14\frac{5}{8}$	12	6 Newmarket,* Clock.

Principal Objects of Interest.—As Route 391. Newmarket: St. Mary's Church and Race Course.

Hotels or Inns at places marked *

477 ST. ALBANS TO HERTFORD, &C.

Description.—Class II. This road has magnificent surface as far as Hatfield; thereafter fairly good, but somewhat undulating. Hatfield lies a little off the road.

Gradients.—At 6m. 1 in 20.

Milestones.—Measured from Town Hall, St. Albans.

Measurements.

St. Albans,* High Street.			
($5\frac{7}{8}$	Hatfield,* P.O.)		
$12\frac{7}{8}$	$7\frac{1}{8}$	Hertford,* Shire Hall.	
$15\frac{1}{4}$	$9\frac{1}{2}$	$2\frac{3}{8}$	Ware.*

Principal Objects of Interest.— $1\frac{1}{2}$ m., Battlefield, 1455. Hatfield: Church, Hatfield House. Hertingford: Bury. HERTFORD: Castle, Balls Park, Bayfordbury. Ware: Ware Park.

Hotels or Inns at places marked *.

478 AYLESBURY TO HOCKLIFFE.

Description.—Class II. The road is practically level as far as Rowsham; thereafter it is slightly hilly to Hockliffe. The first part has good surface, the latter not quite so good.

Gradients.—At 4m. 1 in 22; 7m. 1 in 23; 9m. 1 in 21.

Milestones.—Measured from County Hall, Aylesbury.

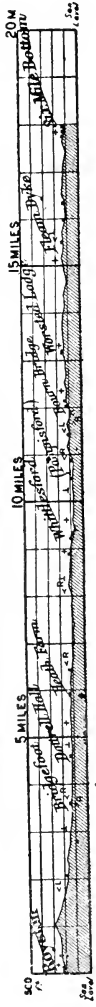
Measurements.

Aylesbury,* Market.			
$7\frac{1}{2}$	Wing.		
$10\frac{1}{2}$	3	Leighton Buzzard,* Cross.	
$14\frac{1}{8}$	$6\frac{5}{8}$	$3\frac{5}{8}$	Hockliffe.*

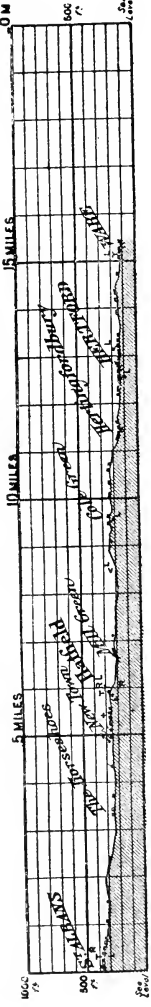
Principal Objects of Interest.—Wing: Park. Leighton Buzzard: Cross.

Hotels or Inns at places marked *.

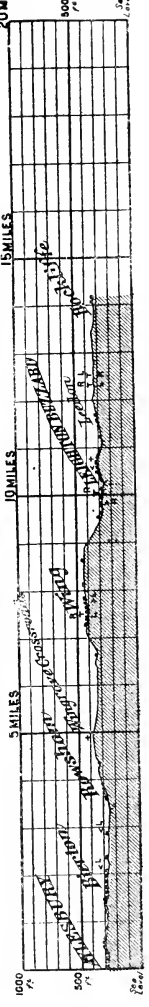
ROUTE 476. ROYSTON TO NEWMARKET. (Last 6m. as Route 391.)



ROUTE 477. ST. ALBANS TO HERTFORD AND WARE.



ROUTE 478. AYLESBURY TO HOCKLIFE.



479 AYLESBURY TO HIGH WYCOMBE.

Description.—Class III. Good surface for the first two miles; thereafter fairly good and undulating to Bradenham, whence fine surface to High Wycombe.

Gradients.—At $5\frac{1}{2}$ m. 1 in 22; $6\frac{1}{4}$ m. 1 in 14; $9\frac{1}{2}$ m. 1 in 23.

Milestones.—Measured from High Wycombe.

Measurements.

Aylesbury.*

$8\frac{3}{8}$ Princes Risborough,* Market Hall.

13 $4\frac{5}{8}$ Bradenham.

$16\frac{3}{8}$ $8\frac{1}{2}$ $3\frac{7}{8}$ High Wycombe.*

Principal Objects of Interest.—High Wycombe: Abbey. Hughendon.

Hotels or Inns at places marked*.

480 BUCKINGHAM TO BANBURY. (Direct.)

Description.—Class III. The surface on this road is good, but it is very hilly, although none of the hills are dangerous. The next route is the best road.

Gradients.—At $1\frac{3}{4}$ m., $2\frac{1}{4}$ m., $3\frac{1}{4}$ m. 1 in 23; $4\frac{3}{4}$ m. 1 in 17; $6\frac{1}{2}$ m. 1 in 18; $7\frac{1}{4}$ m. 1 in 18; $9\frac{1}{2}$ m. 1 in 22; $11\frac{3}{4}$ m. 1 in 18; $12\frac{1}{4}$ m. 1 in 17; $15\frac{1}{2}$ m. 1 in 15.

Measurements.

Buckingham,* Town Clock.

$7\frac{1}{2}$ Brackley,* Market.

$11\frac{1}{4}$ $3\frac{3}{4}$ Farthinghoe.

$17\frac{1}{4}$ $9\frac{3}{4}$ 6 Banbury,* Cross.

Principal Objects of Interest.—Middleton Cheney: Church. BANBURY: Cross, Roxton Abbey, Hanwell Castle.

Hotels or Inns at places marked*.

481 BUCKINGHAM TO BANBURY. (By Aynho.)

Description.—Class I. The London Road, through Buckingham. The road has splendid surface all the way, and the gradients are very easy. This is the best road to Banbury, although not the most direct.

Gradients.—At $1\frac{1}{2}$ m. 1 in 24; $2\frac{3}{4}$ m. 1 in 17; $10\frac{1}{2}$ m. 1 in 18; 12 m. 1 in 19; $17\frac{3}{4}$ m. 1 in 17.

Milestones.—Continuation of those from London.

Measurements.

Buckingham,* Town Clock.

$2\frac{5}{8}$ Tingewick.

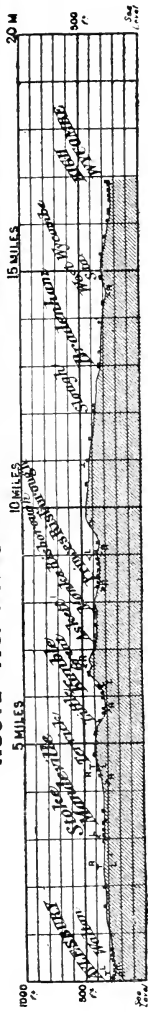
$11\frac{5}{8}$ 9 Aynho.

$18\frac{3}{8}$ $15\frac{1}{2}$ $6\frac{1}{2}$ Banbury,* Cross.

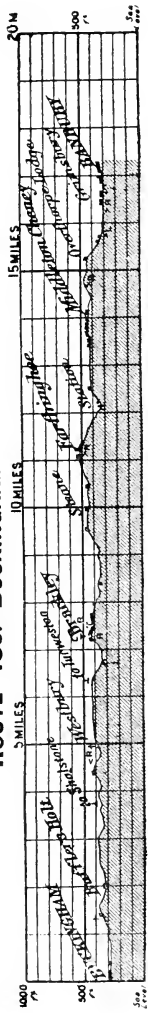
Principal Objects of Interest.—Tingewick: Church. Banbury: as above.

Hotels or Inns at places marked*.

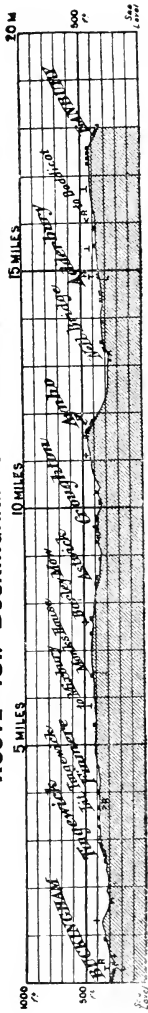
ROUTE 479. AYLESBURY TO HIGH WYCOMBE.



ROUTE 480. BUCKINGHAM TO BANBURY (direct).



ROUTE 481. BUCKINGHAM TO BANBURY (by Aynho).



482 BANBURY TO LUTTERWORTH.

Description.—Class III. This is a cross country road, but with fairly good surface. It is hilly the most of the way, and many of the hills are fairly steep. From Banbury to Daventry the surface is good, but after that it is rather poor, and is only fairly good approaching Lutterworth.

Gradients.—At $3\frac{1}{2}$ m. 1 in 12 (dangerous); 6m. 1 in 16; 8m. 1 in 15; $9\frac{1}{2}$ m. 1 in 17; $14\frac{1}{2}$ m. 1 in 13-15; $14\frac{3}{4}$ m. 1 in 12 (dangerous); $17\frac{1}{4}$ m. 1 in 15; $23\frac{3}{4}$ m. 1 in 19; $26\frac{1}{4}$ m. 1 in 14; 27m. 1 in 18; $27\frac{1}{4}$ m. 1 in 12 (dangerous); 28m. 1 in 13; $28\frac{1}{2}$ m. 1 in 19; $31\frac{3}{4}$ m. 1 in 17.

Milestones.—Measured from Banbury Bridge, as far as Daventry; thereafter from Lutterworth.

Measurements.

Banbury, * Cross.

10 Byfield.*

16 6 Daventry.*

$22\frac{1}{2}$ $12\frac{1}{2}$ 5 Kilsby.*

$32\frac{1}{4}$ $22\frac{1}{4}$ 15 $9\frac{3}{4}$ Lutterworth.*

Principal Objects of Interest.—Lutterworth: Church, Wycliffe Relics.

Hotels or Inns at places marked *.

483 BANBURY TO SHIPSTON-ON-STOUR.

Description.—Class II. The road has good surface for the first five miles; thereafter it is poor and hilly until beyond Brailes, when the surface improves.

Gradients.—At $3\frac{1}{4}$ m. 1 in 18; 5m. 1 in 25; $5\frac{3}{4}$ m. 1 in 13; 6m. 1 in 14; $6\frac{1}{2}$ m. 1 in 16; $9\frac{1}{4}$ m. 1 in 13 (dangerous); $9\frac{3}{4}$ m. 1 in 15; $11\frac{3}{4}$ m. 1 in 12 (dangerous).

Milestones.—Measured from suburbs, Banbury.

Measurements.

Banbury, * Cross.

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

$10\frac{1}{4}$ $4\frac{1}{2}$ Lower Brailes.*

$14\frac{3}{8}$ $8\frac{5}{8}$ $4\frac{1}{2}$ Shipston-on-Stour.*

Principal Objects of Interest.— $1\frac{1}{4}$ m., to Giant's Grave. Broughton: Castle. Tadmarton: Camp.

Hotels or Inns at places marked *.

484 BANBURY TO BURFORD.

Description.—Class II. The road is hilly at first, and has good surface, but it becomes rather loose approaching Chipping Norton; thereafter poor surface.

Gradients.—At $\frac{1}{4}$ m. 1/17; 2m. 1/16; $2\frac{1}{2}$ m. 1/22; $5\frac{1}{4}$ m. 1/17; $6\frac{1}{4}$ m. 1/15; $12\frac{1}{2}$ m. 1/18; $18\frac{1}{2}$ m. 1/17; $20\frac{1}{2}$ m. 1/17; $22\frac{1}{2}$ m. 1/15.

Milestones.—Measured from Chipping Norton, Tn. Hall.

Measurements.

Banbury,*	Cross.
12 $\frac{3}{4}$	Chipping Norton,*
19 $\frac{1}{2}$	6 $\frac{3}{4}$ Shipton-under-Wychwood.*
23 $\frac{3}{4}$	11 4 $\frac{1}{4}$ Burford.*

Principal Objects of Interest.—Bloxham: Church. Chipping Norton: Castle, Rollrich Stones. Burford: Ch.

485 BANBURY TO WITNEY.

Description.—Class II. & III. Hilly road, but good surface for the first seven miles; thereafter poor surface, and with dangerous hills to Charlbury, whence easier, and with fair surface to Witney.

Gradients.—At $\frac{1}{4}$ m. 1/17; 2m. 1/16; $2\frac{1}{2}$ m. 1/22; $5\frac{1}{4}$ m. 1/17; $6\frac{1}{4}$ m. 1/15; 8m. 1/10 (dangerous); $8\frac{3}{4}$ m. 1/13 (dangerous); $11\frac{3}{4}$ m. 1/18; 12m. 1/15; $14\frac{3}{4}$ m. 1/13 (dangerous); $17\frac{1}{2}$ m. 1/17.

Milestones.—Measured from Charlbury.

Measurements.

Banbury,*	Cross.
(11 $\frac{5}{8}$)	Church Enstone.)
15 $\frac{3}{8}$	4 Charlbury.*
22 $\frac{7}{8}$	11 $\frac{1}{2}$ 7 $\frac{1}{2}$ Witney,*

Principal Objects of Interest.—Charlbury: Wychwood Forest.

486 BANBURY TO STRATFORD-ON-AVON.

Description.—Class II. The road is slightly hilly at first, but has good surface to the top of Edgehill, where there is a very dangerous descent with two sharp turns; thereafter undulating road—good surface.

Gradients.—At $2\frac{1}{2}$ m. 1 in 14; $8\frac{1}{4}$ m. 1 in 18 (very dangerous); $16\frac{3}{4}$ m. 1 in 22.

Milestones.—Measured from Banbury Cross, as far as Edgehill; thereafter from Stratford-on-Avon.

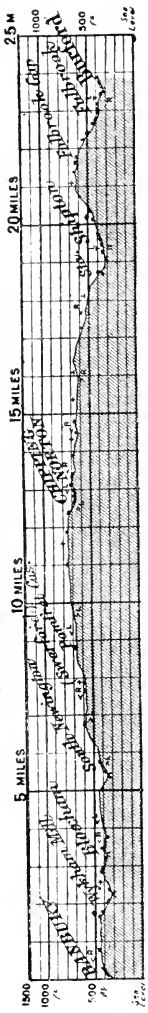
Measurements.

Banbury,*	Cross.
8	Edgehill.
14 $\frac{3}{8}$	6 $\frac{3}{8}$ Easington.*
20	12 5 $\frac{5}{8}$ Stratford-on-Avon.*

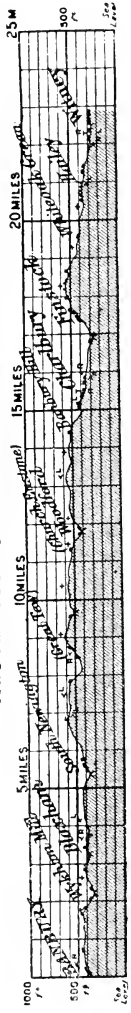
Principal Objects of Interest.—Wroxton: Abbey. Edgehill: Battlefield, 1642. Stratford-on-Avon: Shakespeare's House, &c.

Hotels or Inns at places marked*.

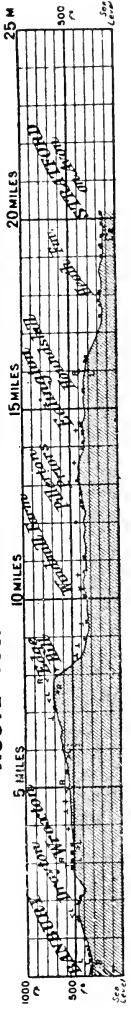
ROUTE 484. BANBURY TO BURFORD.



ROUTE 485. BANBURY TO WITNEY.



ROUTE 486. BANBURY TO STRATFORD-ON-AVON.



487 CHIPPING NORTON TO BICESTER.

Description.—Class III. The road has fine surface for the first $4\frac{1}{2}$ miles; it is then fairly good, but somewhat hilly, to Heyford; thereafter fine to Bicester.

Gradients.—At $4\frac{3}{4}$ m. 1 in 17; 8m. 1 in 14; $10\frac{1}{2}$ m. 1 in 19; 11m. 1 in 12 (dangerous); $12\frac{1}{2}$ m. 1 in 16.

Milestones.—Continuation of those from London.

Measurements.

Chipping Norton,* Town Hall.

$4\frac{3}{4}$ Church Enstone.

12 $7\frac{1}{4}$ Lower Heyford.

$18\frac{7}{8}$ $14\frac{1}{8}$ $6\frac{7}{8}$ Bicester,* Market.

Principal Objects of Interest.—Pleasant country; rather pretty near Heyford.

Hotels or Inns at places marked*.

488 CHIPPING NORTON TO WHEATLEY.

Description.—Class II. This short cut to the London Road, avoiding Oxford, has fairly good surface, but is very hilly. The main road by Oxford is much better.

Gradients.—At $4\frac{1}{4}$ m. 1 in 25; $5\frac{1}{2}$ m. 1 in 20; $8\frac{1}{4}$ m. 1 in 13 (dangerous); $8\frac{3}{4}$ m. 1 in 15; 10m. 1 in 15; $10\frac{1}{4}$ m. 1 in 13; $12\frac{1}{4}$ m. 1 in 16; $13\frac{1}{4}$ m. 1 in 22; $14\frac{1}{2}$ m. 1 in 17; $18\frac{1}{2}$ m. 1 in 14; $19\frac{3}{4}$ m. 1 in 12 (dangerous).

Milestones.—Continuation of those from London.

Measurements.

Chipping Norton,* Town Hall.

$4\frac{3}{4}$ Enstone.

$14\frac{1}{8}$ 9 Bletchington, Green.

$17\frac{1}{8}$ 12 3 Islip,* Church Square.

$24\frac{3}{8}$ 19 $10\frac{1}{4}$ $7\frac{1}{4}$ Wheatley.* (Route 518.)

Principal Objects of Interest.—Bletchington: Hall. Wheatley: Cuddesdon Palace.

489 THAME TO WALLINGFORD.

Description.—Class II. Good surface to Shillingford, then fine to Wallingford.

Gradients.—At $2\frac{1}{2}$ m. 1 in 17; $10\frac{1}{4}$ m. 1 in 17; $10\frac{1}{2}$ m. 1 in 20; $13\frac{1}{2}$ m. 1 in 25.

Milestones.—Measured from Thame.

Measurements.

Thame.*

$3\frac{7}{8}$ Three Pigeons.

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

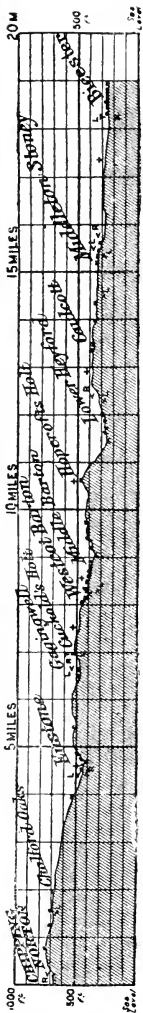
$12\frac{7}{8}$ 9 $4\frac{3}{8}$ Shillingford.*

$15\frac{1}{4}$ $11\frac{3}{8}$ $6\frac{3}{4}$ $2\frac{3}{8}$ Wallingford.*

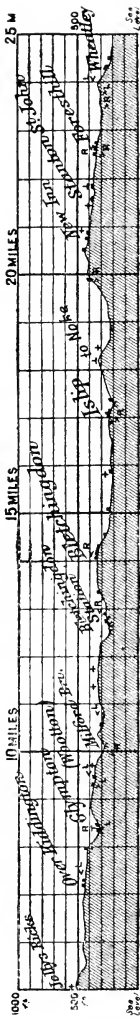
Principal Objects of Interest.—Pleasant country road. Wallingford: Castle, Town Hall.

Hotels or Inns at places marked*.

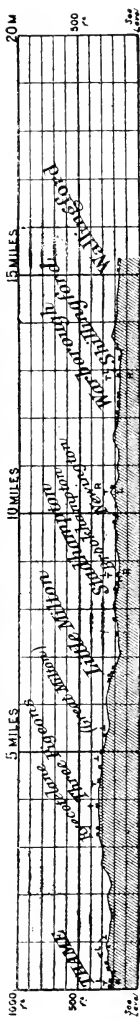
ROUTE 487. CHIPPING NORTON TO BICESTER.



ROUTE 488. CHIPPING NORTON TO WHEATLEY. (First 5m. as Route 485.)



ROUTE 489. THAME TO WALLINGFORD.



490 OXFORD TO READING, &c.

Description.—Class I. The road is slightly undulating, but has very fine surface the whole way.

Gradients.—At $5\frac{1}{4}$ m.1 in 18; $6\frac{1}{4}$ m.1 in 25; $20\frac{1}{4}$ m.1 in 17.

Milestones.—Measured from St. Magdalene's Church, Oxford.

Measurements.

Oxford,* Carfax.

$9\frac{1}{4}$ Dorchester,* Church.

13 $3\frac{3}{4}$ Wallingford,* High Street.

$22\frac{3}{4}$ $13\frac{1}{2}$ $9\frac{3}{4}$ Pangbourne.*

$28\frac{1}{2}$ $19\frac{1}{4}$ $15\frac{1}{2}$ $5\frac{3}{4}$ Reading.* (Route 559.)

$37\frac{7}{8}$ $28\frac{3}{8}$ $24\frac{7}{8}$ $15\frac{1}{8}$ Newbury,* Jubilee Clock. (Route 517.)

Principal Objects of Interest.—Ifley: Church. Nuneham Courtenay: Park. Dorchester: Abbey, Church. Wallingford: Castle, Town Hall. READING: as Route 517.

491 OXFORD TO NEWBURY.

Description.—Class III. The road has fine surface as far as Steventon; thereafter poor and very hilly. The best road is by Pangbourne, Routes 490 and 517.

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

Milestones.—Measured from Folly Bridge, Oxford, as far as Chilton; thereafter from Speenhamland, Newbury.

Measurements.

Oxford,* Carfax.

$6\frac{3}{8}$ Abingdon,* County Hall.

$17\frac{1}{4}$ $10\frac{7}{8}$ Ilsley,* Swan Inn.

$26\frac{1}{4}$ $19\frac{7}{8}$ 9 Newbury,* Jubilee Clock.

Principal Objects of Interest.—Abingdon: Abbey ruins, Church, County Hall. NEWBURY: as Route 514.

492 OXFORD TO HUNGERFORD.

Description.—Class II. The road has very fine surface as far as Wantage; thereafter somewhat rough and hilly, but improving near Hungerford.

Gradients.—At $2\frac{1}{4}$ m.1 in 19; $15\frac{1}{2}$ m.1 in 16-10 (dangerous); $18\frac{1}{2}$ m.1 in 18; 24 m.1 in 17; 28 m.1 in 16.

Milestones.—Measured from Folly Bridge, Oxford; then from Market Square, Wantage.

Measurements.

Oxford,* Carfax.

$11\frac{1}{4}$ East Hanney,* P.O.

$14\frac{7}{8}$ $3\frac{3}{4}$ Wantage,* Market Square.

$23\frac{3}{8}$ $12\frac{1}{8}$ $8\frac{1}{2}$ West Shefford.*

$28\frac{1}{2}$ $17\frac{1}{4}$ $13\frac{3}{8}$ $5\frac{1}{8}$ Hungerford,* Boar Hotel. [*over.*]

Route 492—Continued.

Principal Objects of Interest.—Wantage: Statue, Alfred the Great, Bath, and Well. Hungerford: Town Hall.

Hotels or Inns at places marked*.

493 OXFORD TO FARINGDON.

Description.—Class II. This road has fine surface throughout.

Gradients.—At 2½m. 1 in 19; 17m. 1 in 21.

Milestones.—Measured from London, *via* Uxbridge, as far as Fyfield; thereafter from London, by Henley.

Measurements.

Oxford,* Carfax.

8¼ Fyfield.*

14 5¾ Buckland.*

17¼ 9 4½ Faringdon,* Market.

Principal Objects of Interest.—3½m., Cumnor Place. Faringdon: Church.

Hotels or Inns at places marked*.

494 OXFORD TO CHELTENHAM.

Description.—Class I. Although this road is comparatively level, the surface is only fairly good as far as Burford, which lies slightly off the main road; thence to Northleach the surface is rather poor, and beyond that it is slightly loose until Andoversford is reached, whence good surface to Cheltenham. There is a short cut avoiding the main part of Witney (saving ½m.), by turning to R at Witney Bridge, or on reverse journey keeping to L a mile before Witney.

Gradients.—At 10¾m. 1 in 19; 12½m. 1 in 18; 16m. 1 in 24; 28¾m. 1 in 18; 30¾m. 1 in 21; 33¼m. 1 in 25; 34¼m. 1 in 16; 36¾m. 1 in 23.

Milestones.—Continuation of those from London to Witney, thence by the short cut at Witney to Andoversford, whence measured from Cheltenham.

Measurements.

Oxford,* Carfax.

6½ Eynsham,* Cross.

11½ 5¾ Witney,* Town Hall.

(19¾ 13¼ 7½ Burford.*)

28½ 22 16¼ 9 Northleach, Church.

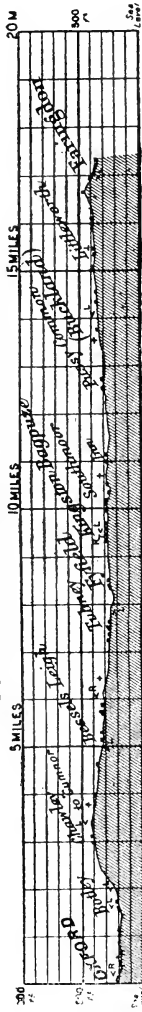
35¼ 29½ 23¾ 16½ 7½ Andoversford.*

41½ 35 29¼ 22 13 5½ Cheltenham.*

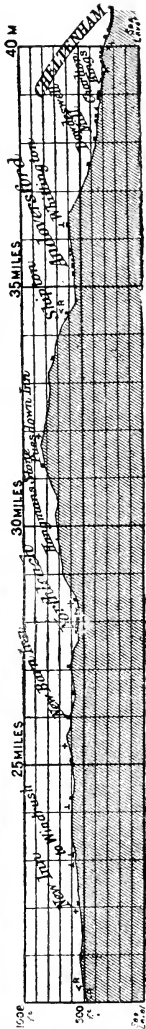
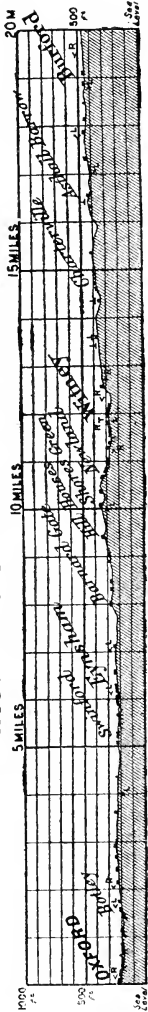
Principal Objects of Interest.—Witney: Church. 16½m., Asthall Barrow. Burford: Church, Wychwood Forest. 29¾m., Hangman's Stone. CHELTENHAM: Baths, Spa.

Hotels or Inns at places marked*.

ROUTE 493. OXFORD TO FARINGDON.



ROUTE 494. OXFORD TO CHELTENHAM.



495 OXFORD TO CHIPPING NORTON.

Description.—Class I. A splendid road, but generally not in very good condition as far as Woodstock; thereafter slightly better surface, but more hilly to Chipping Norton.

Gradients.—At 10½m. 1 in 23; 10¾m. 1 in 17; 14m. 1 in 20; 15¼m. 1 in 25.

Milestones.—Continuation of those from London.

Measurements.

Oxford, * Carfax.

8 Woodstock, * Marlborough Arms.

14¾ 6¾ Enstone.

19½ 11½ 4¾ Chipping Norton, * Town Hall.

Principal Objects of Interest.—Woodstock: Blenheim Park and Palace, Marlborough Column. Kiddington: Ditchely Park. CHIPPING NORTON: Rollrich Stones.

Hotels or Inns at places marked *.

496 OXFORD TO TOWCESTER.

Description.—Class II. The best road to Northampton (see Route 356). The road is level and fairly smooth as far as Weston-on-the-Green, although it is slightly lumpy for the first four miles. After that the surface is good as far as Brackley, whence slightly undulating road, with fairly good surface to Towcester.

Gradients.—At 21m. 1 in 22; 21¾m. 1 in 17; 30½m. & 31m. 1 in 25.

Milestones.—Continuation of those from London.

Measurements.

Oxford, * Carfax.

9¾ Weston-on-the-Green.

12¾ 3 Middleton Stoney.*

21½ 12½ 9½ Brackley.*

29½ 19¾ 16¾ 7½ Silverstone.*

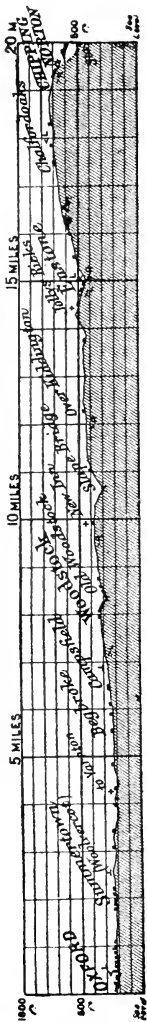
32¾ 23½ 20½ 11¾ 3¾ Towcester.*

41½ 32¼ 29¼ 20½ 12½ 8¾ Northampton.*

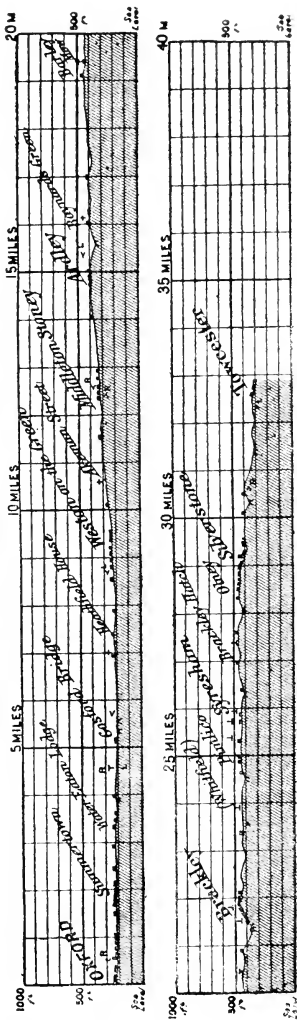
Principal Objects of Interest.—Flat and somewhat uninteresting country. Middleton Stoney: Park. Towcester: Easton Neston House.

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

ROUTE 495. OXFORD TO CHIPPING NORTON.



ROUTE 496. OXFORD TO DONCASTER.



497 OXFORD TO BANBURY.

Description.—Class II. The road is almost always in excellent condition, and has fine surface throughout. Near Deddington it is somewhat hilly.

Gradients.—At $14\frac{3}{4}$ m. 1 in 17; $15\frac{1}{2}$ m. 1 in 23; $16\frac{1}{4}$ m. 1 in 15; $17\frac{1}{2}$ m. 1 in 17; $19\frac{1}{4}$ m. 1 in 18; $22\frac{1}{2}$ m. 1 in 17.

Milestones.—Continuation of those from London.

Measurements.

Oxford, * Carfax.

$5\frac{1}{4}$ Kidlington.

(... .. Woodstock. *)

$8\frac{7}{8}$ $3\frac{5}{8}$ 2 Sturdy's Castle Inn. *

$16\frac{3}{4}$ $11\frac{1}{2}$ $9\frac{7}{8}$ $7\frac{7}{8}$ Deddington, * King's Arms Hotel.

$22\frac{5}{8}$ $17\frac{3}{8}$ $15\frac{3}{4}$ $13\frac{3}{4}$ $5\frac{7}{8}$ Banbury, * Cross.

Principal Objects of Interest.—Banbury: Cross, Broughton Castle, Wroxton Abbey.

498 OXFORD TO BUCKINGHAM.

Description.—Class II. This road is almost dead level as far as Bicester, and the surface is very good; thereafter splendid surface and very slightly undulating to Tingewick, whence slightly hilly to Buckingham.

Gradients.—At $22\frac{3}{4}$ m. 1 in 23; $23\frac{1}{4}$ m. 1 in 24.

Milestones.—From London as far as Bicester; thereafter from the road fork at north end of Bicester.

Measurements.

Oxford, * Carfax.

$5\frac{1}{8}$ Gosford Inn. *

$13\frac{1}{2}$ $8\frac{3}{8}$ Bicester, * Market.

$4\frac{5}{8}$ $19\frac{1}{2}$ $11\frac{1}{8}$ Buckingham, * Town Clock.

Principal Objects of Interest.—Pleasant agricultural country. $11\frac{3}{4}$ m., Camp. BUCKINGHAM: Old Gaol, Stowe Pk.

499 OXFORD TO AYLESBURY.

Description.—Class I. & II. The London Road as far as Wheatley Bridge. Fine surface but slight hills; thereafter rather poor surface to Thame, whence good surface to Aylesbury.

Gradients.—At $1\frac{1}{4}$ m. 1 in 19; 6m. 1 in 25.

Milestones.—From London as far as Wheatley Bridge; thereafter from Carfax, Oxford, to Thame; then from County Hall, Aylesbury.

Measurements.

Oxford, * Carfax.

$6\frac{1}{8}$ Wheatley. *

$13\frac{1}{8}$ 7 Thame. *

$22\frac{5}{8}$ $16\frac{1}{2}$ $9\frac{1}{2}$ Aylesbury, * Market Place.

Principal Objects of Interest.—Dinton: Castle Ruins. $19\frac{1}{2}$ m., County Asylum, Hartwell House. AYLESBURY: Ch. Hotels or Inns at places marked *.

500 LONDON TO DOVER.

Description.—Class I. An exceedingly hilly road. For the first five and a-half miles the road is paved, and there is very heavy traffic, but immediately beyond Deptford the paving is left behind, and the surface is very fair right on to Dartford. Shooter's Hill is dangerous on both sides. From Dartford to Gravesend the surface is good at first, but is rather poor in the neighbourhood of the latter place. Between Gravesend and Rochester the road is good but hilly. The main road does not pass through Chatham, but keeps on a higher level, thus avoiding a mile and a-half of paving. From Chatham to Canterbury the road has fine surface as far as Faversham, but after that it is rather poor, and with one dangerous hill to Canterbury. From Canterbury to Dover the road is somewhat hilly, but has fine surface, except on Barham Moor, where it is usually loose. Many of the hills on this road are almost dangerous.

Gradients.—At 5½m. 1 in 15; 9m. 1 in 14; 9½m. 1 in 13 (both dangerous); 13½m. 1 in 26; 15½m. 1 in 19; 16m. 1 in 15; 18¾m. 1 in 17; 19¼m. 1 in 15; 19¾m. 1 in 21; 20½m. 1 in 17; 26¾m. 1 in 19; 27½m. 1 in 15; 29m. 1 in 15; 32m. 1 in 14 (dangerous); 38½m. 1 in 20; 46m. 1 in 15; 46¼m. 1 in 16; 50¼m. 1 in 14; 51½m. 1 in 12 (dangerous); 52¾m. 1 in 16-21; 59m. 1 in 20; 59¾m. 1 in 15; 63m. 1 in 22; 66½m. 1 in 19; 67½m. 1 in 19.

Milestones.—Measured from London Bridge, ¾m. from G.P.O.

Measurements.

London, * G.P.O.

5 Deptford, * Broadway.

15¾ 10¾ Dartford, *

22½ 17½ 6¾ Gravesend, *

30 25 14¼ 7¾ Rochester, * Corn Exchange.

31 26 15¼ 8¾ 1 Chatham, * St. Andrews Church or P.O.

40¾ 35¾ 25½ 18¼ 10¾ 9¾ Sittingbourne, *

47¾ 42¾ 32½ 25¼ 17¾ 16¾ 7 Faversham, * Town Hall,

56½ 51½ 40¾ 33¾ 26½ 25½ 15½ 9¾ Canterbury, * Guildhall.

71½ 66½ 55¾ 48¾ 41½ 40½ 30½ 24¾ 15 Dover, * Market Place.

72¾ 67¾ 56½ 49¾ 42¾ 41¾ 31½ 25¼ 15¾ ¼ Dover, Pier.

Principal Objects of Interest.—5¾m., Greenwich Observatory. Shooter's Hill: Severndroog Castle. Dartford: Nunnery ruins. GRAVESEND: Rosherville Gardens, Promenade, Thames Yacht Club House, Piers, Tilbury Fort. 27m., Gad's Hill (Dickens). Rochester: Cathedral, Castle Ruins. CHATHAM: Dock Yards, Barracks, Prison, Hospital, Fort Pitt. Faversham: Church. Harbledown: Hospital. CANTERBURY: Cathedral, Dane John, Walls,

[Over.

Route 500—Continued.

Castle, West Gate, Guildhall. DOVER: Castle, Pharos, Museum, St. Martin's Priory, St. Radigund's Abbey.

Hotels or Inns at places marked *, and at Bexley Heath, Crayford, Greenhithe, Northfleet, Chalk, Newington, Greenstreet, Boughton Street, Bridge, and Lydden.

501 LONDON TO FOLKESTONE.

Description.—Class I. The road is mostly paved as far as Lewisham, and is lumpy on to Sidcup, but thereafter the surface improves very much, and is in splendid condition as far as Maidstone, although some of the hills are very stiff. The descent to Maidstone is steep but not dangerous. Between Maidstone and Ashford the road is somewhat undulating, but the surface is very fine. From Ashford to Hythe the surface is very good on as far as Sandgate; thereafter the "Upper Road" is steep but good; the "Low Road" (toll) is generally in good condition.

Gradients.—At 12 $\frac{3}{4}$ m. 1 in 20; 13 $\frac{1}{4}$ m. 1 in 20; 18m. 1 in 13-21 (dangerous); 18 $\frac{1}{2}$ m. 1 in 18; 20m. 1 in 15; 24 $\frac{1}{2}$ m. 1 in 15 (dangerous); 34 $\frac{3}{4}$ m. 1 in 21; 37m. 1 in 15; 43 $\frac{1}{2}$ m. 1 in 23; 54 $\frac{1}{4}$ m. 1 in 20; 57 $\frac{1}{4}$ m. 1 in 25; 64 $\frac{1}{2}$ m. 1 in 16.

Milestones.—Measured from London Br., $\frac{2}{3}$ m. from G.P.O.

Measurements.

London, * G.P.O.

8 $\frac{1}{2}$ Eltham, * St. John's Church.

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

18 $\frac{1}{4}$ 9 $\frac{3}{8}$ 6 Farningham.*

25 16 $\frac{1}{8}$ 12 $\frac{3}{4}$ 6 $\frac{3}{4}$ Wrotham.*

35 $\frac{3}{8}$ 26 $\frac{1}{2}$ 23 $\frac{1}{2}$ 17 $\frac{1}{2}$ 10 $\frac{3}{8}$ Maidstone, * Fountain.

48 $\frac{1}{2}$ 39 $\frac{3}{8}$ 36 $\frac{1}{4}$ 30 $\frac{1}{4}$ 23 $\frac{1}{2}$ 13 $\frac{1}{2}$ Charing.*

54 $\frac{1}{4}$ 45 $\frac{3}{8}$ 42 36 29 $\frac{1}{4}$ 18 $\frac{7}{8}$ 5 $\frac{3}{4}$ Ashford, * Town Clock.

65 $\frac{1}{2}$ 56 $\frac{3}{8}$ 53 $\frac{1}{4}$ 47 $\frac{1}{4}$ 40 $\frac{1}{4}$ 30 $\frac{1}{4}$ 17 11 $\frac{1}{4}$ Hythe.*

68 $\frac{3}{8}$ 59 $\frac{1}{2}$ 56 $\frac{1}{8}$ 50 $\frac{1}{8}$ 43 $\frac{3}{8}$ 33 19 $\frac{1}{8}$ 14 $\frac{1}{8}$ 2 $\frac{7}{8}$ Sandgate.*

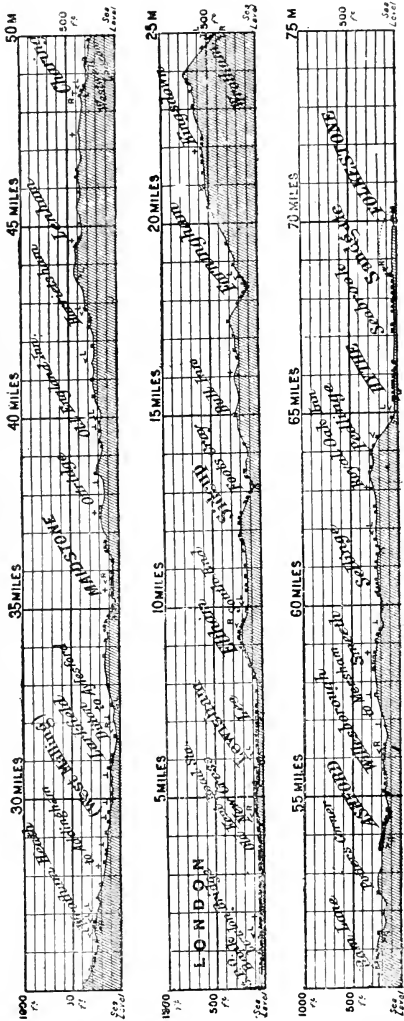
70 61 $\frac{1}{8}$ 57 $\frac{1}{4}$ 51 $\frac{3}{4}$ 45 34 $\frac{3}{8}$ 19 $\frac{3}{8}$ 15 $\frac{3}{8}$ 4 $\frac{1}{2}$ 1 $\frac{3}{8}$ Folkestone, * Town Hall.

70 $\frac{1}{4}$ 61 $\frac{3}{8}$ 58 52 45 $\frac{1}{4}$ 34 $\frac{3}{8}$ 21 $\frac{3}{8}$ 16 4 $\frac{1}{4}$ 1 $\frac{7}{8}$ „ Pavilion Hotel.

Principal Objects of Interest.—Eltham: Palace Remains. Farningham: Eynsford Castle. Wrotham: Palace ruins. West Malling: Church. 30m., Leybourne Castle. MAIDSTONE: Church, Cross, Barracks, Allington Cas., Boxley Abbey. 40 $\frac{1}{2}$ m., Leeds Castle. Lenham: Church. ASHFORD: Town House, Railway Works. Westenhamer: Manor House. Hythe: Church, Saltwood Castle, Shorncliffe Camp. FOLKESTONE: Church, Cæsar's Camp.

Hotels or Inns at places marked *, and at Kingsdown, Lenham, Sellenge, and Shorncliffe.

ROUTE 501. LONDON TO FOLKESTONE.



The dotted line from Sandgate to Folkestone is the "Upper" Road.

502 LONDON TO HASTINGS.

Description.—Class I. The road is paved as far as Lewisham, and after that it is somewhat bumpy as far as Bromley. From Bromley the road is somewhat rough to Farnborough, but after that it is excellent right into Sevenoaks. From Sevenoaks to Tonbridge the surface is splendid, but the descent of Riverhill is very dangerous. After Tonbridge the road is very good, but it is slightly hilly, although none of the hills are very steep. Near Robertsbridge the surface is a little rough, but thereafter it is fine as far as Hollington, whence bumpy into Hastings. Those going to St. Leonards turn to the right at 61 $\frac{3}{4}$ m. There is another road from Robertsbridge to Hastings, see Route 608, but the road described here is the better. Strangers to London are advised to start from Bromley.

Gradients.—At 9 $\frac{1}{2}$ m. 1 in 21; 13 $\frac{1}{4}$ m. 1 in 25; 15 $\frac{1}{2}$ m. 1 in 22; 21 $\frac{1}{2}$ m. 1 in 25; 23 $\frac{1}{4}$ m. 1 in 20; 24 $\frac{1}{4}$ m. 1 in 16; 25 $\frac{1}{2}$ m. 1 in 20; 26 $\frac{1}{2}$ m. 1 in 10 (dangerous turn); 27 $\frac{1}{4}$ m. 1 in 20; 33 $\frac{3}{4}$ m. 1 in 17; 34 $\frac{1}{2}$ m. 1 in 34; 35 $\frac{3}{4}$ m. 1 in 17; 40 $\frac{1}{2}$ m. 1 in 18; 41m. 1 in 22; 41 $\frac{1}{2}$ m. 1 in 17; 43m. 1 in 18; 49 $\frac{1}{2}$ m. 1 in 15; 51m. 1 in 19; 52 $\frac{3}{4}$ m. 1 in 25; 55 $\frac{1}{4}$ m. 1 in 21; 56 $\frac{1}{2}$ m. 1 in 19; 69 $\frac{1}{4}$ m. 1 in 16; 59 $\frac{3}{4}$ m. 1 in 23; 61 $\frac{3}{4}$ m. 1 in 17.

Milestones.—Measured from London Bridge.

Measurements.

London,* G.P.O.

10 $\frac{5}{8}$ Bromley.*

15 4 $\frac{3}{8}$ Farnborough.*

24 $\frac{5}{8}$ 14 9 $\frac{5}{8}$ Sevenoaks.*

31 $\frac{3}{8}$ 20 $\frac{3}{8}$ 16 $\frac{3}{8}$ 6 $\frac{3}{4}$ Tonbridge,* Bridge.

41 $\frac{1}{4}$ 30 $\frac{5}{8}$ 26 $\frac{1}{4}$ 16 $\frac{5}{8}$ 9 $\frac{7}{8}$ Lamberhurst,* Bridge.

45 $\frac{1}{2}$ 34 $\frac{7}{8}$ 30 $\frac{1}{2}$ 20 $\frac{7}{8}$ 14 $\frac{1}{8}$ 4 $\frac{1}{4}$ Flimwell.

51 40 $\frac{3}{8}$ 36 26 $\frac{3}{8}$ 19 $\frac{5}{8}$ 9 $\frac{3}{4}$ 5 $\frac{1}{2}$ Robertsbridge.*

55 $\frac{7}{8}$ 45 $\frac{1}{4}$ 40 $\frac{7}{8}$ 31 $\frac{1}{4}$ 24 $\frac{1}{2}$ 14 $\frac{5}{8}$ 10 $\frac{3}{8}$ 4 $\frac{7}{8}$ Battle,* Abbey Gateway.

62 $\frac{1}{4}$ 51 $\frac{5}{8}$ 47 $\frac{1}{4}$ 37 $\frac{5}{8}$ 30 $\frac{7}{8}$ 21 16 $\frac{3}{4}$ 11 $\frac{1}{4}$ 6 $\frac{3}{8}$ Hastings,* Albert Mem.

62 51 $\frac{3}{8}$ 47 37 $\frac{3}{8}$ 30 $\frac{5}{8}$ 20 $\frac{3}{4}$ 16 $\frac{1}{2}$ 11 6 $\frac{1}{8}$ St. Leonards,* Saxon H.

Principal Objects of Interest.—London suburbs as far as Bromley. Bromley: Bickley Park. Dunton Green: Knockholt Beeches, Chevening Park. SEVENOAKS: Church, Knole Park, Ightham Moat. TONBRIDGE: Castle, School, Church, Hadlow Castle. LAMBERHURST: Bedbury Park, 49 $\frac{1}{4}$ m. to Bodiam Castle. BATTLE: Battlefield, 1066, Battle Abbey, Normanhurst Court, Ashburnham Park. HASTINGS: Castle, Esplanade, Albert Memorial, Pier, Park, St. Clement's Caves, Fairlight Glen.

Hotels or Inns at places marked *, and at Polhill Arms, Dunton Green, Hildenborough, Kippings Cross, Hurstgreen, and John's Cross.

503 LONDON TO WOOLWICH AND ERITH.

Description.—Class II. A most undesirable road through Greenwich and Woolwich, but good surface after Plumpstead. The best road to Woolwich is by Blackheath Hill, 9 $\frac{5}{8}$ m.

Gradients.—At 11 $\frac{1}{4}$ m. 1 in 11 (dangerous); 13 $\frac{3}{4}$ m. 1 in 15.

Milestones.—Measured from London Bridge.

Measurements.

London,* G.P.O.

5 $\frac{7}{8}$ Greenwich,* St. Alphege Church.

9 $\frac{1}{2}$ 3 $\frac{3}{8}$ Woolwich,* Beresford Square.

14 $\frac{3}{4}$ 8 $\frac{7}{8}$ 5 $\frac{1}{4}$ Erith.*

Principal Objects of Interest.—GREENWICH: Park, Hospital, Observatory, Queen Elizabeth's College. Woolwich: Ordnance Works. 13m., Lessness Abbey.

Hotels or Inns at places marked*.

504 LONDON TO DARTFORD. (*By Eltham.*)

Description.—Class I. & II. Mostly paved to Eltham, then good surface to Crayford, whence fine to Dartford. Although not the most direct road this is the easiest.

Measurements.

London,* G.P.O.

8 $\frac{7}{8}$ Eltham,* St. John's Church.

14 $\frac{7}{8}$ 6 Crayford.*

16 $\frac{5}{8}$ 7 $\frac{3}{4}$ 1 $\frac{3}{4}$ Dartford.*

Principal Objects of Interest.—Eltham: Palace remains. Dartford: Nunnery ruins.

Hotels or Inns at places marked*.

505 LONDON TO UCKFIELD. (*By Westerham.*)

Description.—Class II. Bumpy road as far as Bromley, then fairly good to Westerham, but with a very dangerous descent to that place. After Westerham the road is exceedingly hilly and somewhat loose, though it is good near Edenbridge. The best road to Uckfield is Route 506.

Measurements.

London,* G.P.O.

10 $\frac{5}{8}$ Bromley.*

22 $\frac{1}{8}$ 11 $\frac{1}{2}$ Westerham.*

27 $\frac{3}{4}$ 17 $\frac{1}{8}$ 5 $\frac{5}{8}$ Edenbridge.*

35 $\frac{1}{8}$ 24 $\frac{1}{2}$ 13 7 $\frac{3}{8}$ Hartfield.*

44 $\frac{3}{4}$ 34 $\frac{1}{8}$ 22 $\frac{5}{8}$ 17 9 $\frac{5}{8}$ Uckfield.*

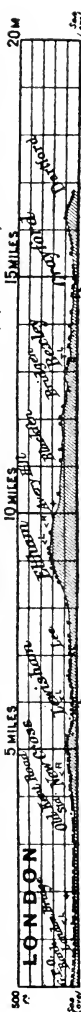
Milestones.—Measured from London Bridge.

Gradients.—At 14 $\frac{1}{2}$ m. 1 in 22; 16m. 1 in 21; 20 $\frac{1}{2}$ m. 1 in 8 (very dangerous); 22 $\frac{1}{2}$ m. 1 in 12 (dangerous); 24 $\frac{3}{4}$ m. 1 in 11
[over.]

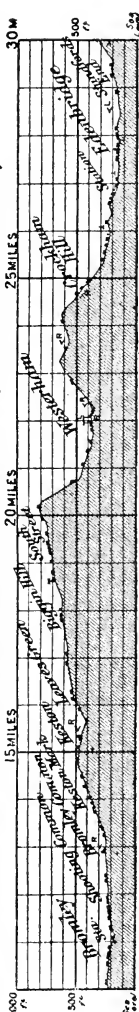
ROUTE 503. LONDON TO WOOLWICH AND ERITH.



ROUTE 504. LONDON TO DARTFORD. (By Eltham.)



ROUTE 505. LONDON TO UCKFIELD. (First 10m. as Route 502.)



ROUTE 506. LONDON TO TICEFIELD.



Route 505—Continued.

(dangerous); 29 $\frac{3}{4}$ m.1 in 12; 31 $\frac{1}{2}$ m.1 in 16; 32 $\frac{1}{4}$ m.1 in 12 (dangerous); 34m.1 in 15; 35 $\frac{1}{2}$ m.1 in 13; 35 $\frac{3}{4}$ m.1 in 10 (dangerous); 36 $\frac{1}{4}$ m.1 in 18; 37 $\frac{1}{4}$ m.1 in 14; 40m. & 41m.1 in 17; 43m.1 in 20.

Principal Objects of Interest.—20 $\frac{3}{4}$ m., Pilgrims' Road. Edenbridge: Hever Castle.

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

506 LONDON TO EASTBOURNE.

Description.—Class I. The road is paved almost the whole way to Croydon, and there is very heavy traffic. The main street in Croydon is narrow. Immediately outside of Croydon the road has very good surface, and is in splendid condition as far as Grinstead; thereafter the road is somewhat hilly, and there is a very long ascent to Wych Cross, where the surface is usually somewhat loose. After Nutley the road is very good as far as Uckfield, whence undulating, with good surface to Hailsham. From Hailsham to Eastbourne the road is undulating, but has fine surface. There is another road between Hailsham and Eastbourne by Langley (Route 572), but it is often very loose, as it lies through low-lying country. The road given here is good at all times, although it is rather more hilly.

Gradients.—At 19 $\frac{3}{4}$ m.1 in 17-19; 23m.1 in 23; 28 $\frac{1}{4}$ m.1 in 21; 33m.1 in 21; 33 $\frac{1}{2}$ m.1 in 19; 35 $\frac{1}{2}$ m.1 in 18; 38m.1 in 17; 38 $\frac{1}{2}$ m.1 in 20; 42m.1 in 20; 43 $\frac{3}{4}$ m.1 in 19; 44 $\frac{1}{4}$ m.1 in 17; 62 $\frac{1}{4}$ m.1 in 19.

Milestones.—Measured from Royal Exchange, London.

Measurements.

London,* G.P.O.

10 $\frac{3}{4}$ Croydon,* Town Hall.

18 $\frac{1}{8}$ 7 $\frac{3}{8}$ Caterham.*

20 $\frac{3}{4}$ 10 2 $\frac{5}{8}$ Godstone.*

30 $\frac{3}{4}$ 20 12 $\frac{5}{8}$ 10 East Grinstead.*

43 $\frac{3}{4}$ 33 25 $\frac{5}{8}$ 23 13 Uckfield.*

54 $\frac{7}{8}$ 44 $\frac{1}{8}$ 36 $\frac{3}{4}$ 34 $\frac{1}{8}$ 24 $\frac{1}{8}$ 11 $\frac{1}{8}$ Horsebridge.*

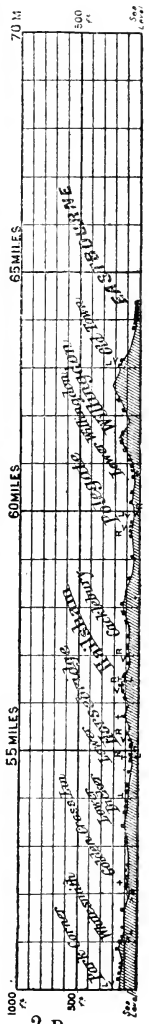
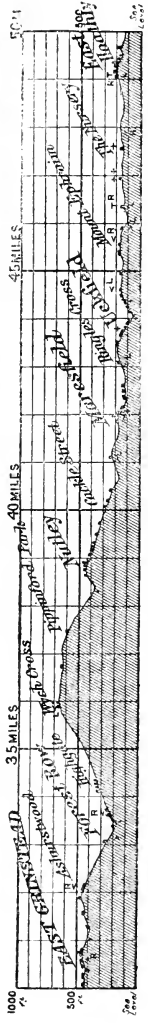
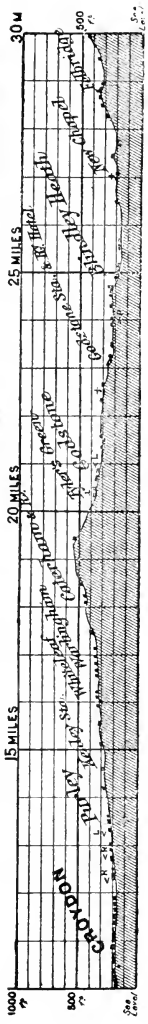
56 $\frac{1}{2}$ 45 $\frac{3}{4}$ 38 $\frac{3}{8}$ 35 $\frac{3}{4}$ 25 $\frac{3}{4}$ 12 $\frac{3}{4}$ 1 $\frac{5}{8}$ Hailsham.*

64 $\frac{3}{8}$ 53 $\frac{3}{8}$ 46 $\frac{1}{4}$ 43 $\frac{3}{8}$ 33 $\frac{3}{8}$ 20 $\frac{3}{8}$ 9 $\frac{1}{2}$ 7 $\frac{7}{8}$ Eastbourne,* P.O.

Principal Objects of Interest.—London suburbs as far as Croydon. CROYDON: Town Hall, Church, Palace ruins. EAST GRINSTEAD: Church, Sackville College. Wych Cross: Ashdown Forest. Hailsham: Church, Michelham Priory remains. EASTBOURNE: Parade, Pier, Town Hall, Devonshire Park, Beachy Head.

Hotels or Inns where marked *, & at Purley, Caterham, Godstone Station, Blindley Heath, Forest Row, Wych Cross, Nutley, Maresfield, East Hoathly, and Polegate.

ROUTE 506. LONDON TO EASTBOURNE. (First 10m. as Route 507.)



2 D

507 LONDON TO BRIGHTON.

Description.—Class I. One of the best roads out of London. The road is paved almost the whole way to Croydon, and there is very heavy traffic. The main street of Croydon is narrow. Thereafter the road has magnificent surface, and is in splendid condition the whole way to Brighton. The surface is a little poor after Redhill for a short distance, and near Handcross, but this is only occasionally, and the road is mostly in excellent condition. There is a slightly more direct road between Handcross and Hazeldean by taking the second turn to the right after Handcross, but the road given here is—if anything—easier. The road from London to Crawley by Reigate avoids the long stretch of suburbs, and may be taken on the outward journey, but this is the best road in the reverse direction. For Reigate turn to R at 20½m. Croydon should be passed through slowly.

Gradients.—At 21¾m. 1 in 17; 22¼m. 1 in 18; 32¼m. 1 in 19; 35¾m. 1 in 17; 37¼m. 1 in 17; 39¼m. 1 in 19; 43m. 1 in 21; 46¼m. 1 in 18.

Milestones.—Measured from London Bridge as far as Croydon; thereafter from Royal Exchange to Horley, whence from Brighton.

Measurements.

London, * G.P.O.

10¾ Croydon, * Town Hall.

21¼ 10½ Redhill, * Market.

(22½ 11¾ ... Reigate, * Town Hall.)

30½ 19¾ 9¼ 8¾ Crawley, * George Hotel.

34¾ 24¾ 13¾ 13¾ 4¾ Handcross.*

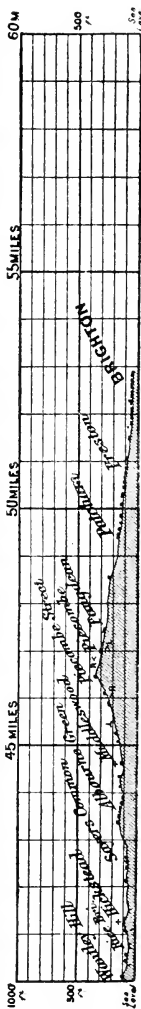
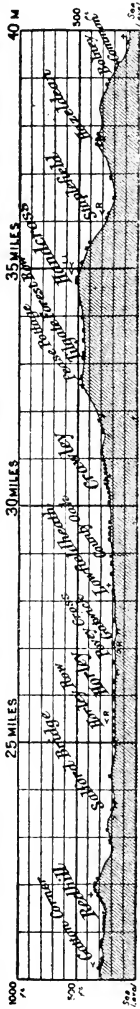
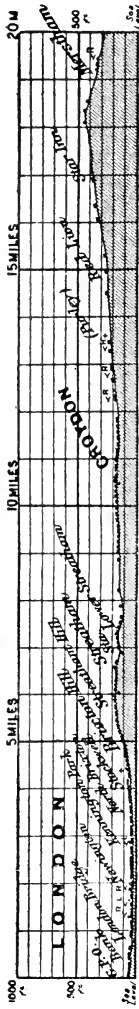
41¼ 30½ 20 19½ 10¾ 6¾ Hickstead.* [Clock.

53 42¼ 31¾ 31¼ 22½ 18¾ 11¾ Brighton, * Jubilee

Principal Objects of Interest.—London suburbs as far as Croydon. CROYDON: Town Hall, Church, Palace ruins. 20¼m., Gatton Park. 22½m., Earlswood Asylum. 27m., Gatwick Race Course. 29m., County Oak. 33m., St. Leonard's Forest. Preston: Church. BRIGHTON: Promenade, Aquarium, Pier, St. Nicolas Church, Pavilion, Devil's Dyke. Hollingbury Castle.

Hotels or Inns at places marked *, and at Purley, Merstham, Handcross, and Bolney Common.

ROUTE 507. LONDON TO BRIGHTON.



508 LONDON TO BRIGHTON. (*By Reigate.*)

Description.—Class I. London suburbs as far as Sutton. The road is partly paved as far as Tooting; after that it is somewhat lumpy to Sutton, whence fine surface as far as Reigate, but the steep descent of Reigate Hill is dangerous as there is a level crossing at the foot. Reigate is entered through a tunnel. There is a slight hill outside Reigate, but after that the road is level, and has magnificent surface as far as Crawley. From Crawley to Cuckfield the surface is splendid as far as Handcross, whence good but hilly road to Cuckfield. From Cuckfield to Brighton the road is very hilly as far as Pangdean, with a dangerous hill at Clayton; thereafter the road has splendid surface into Brighton. The previous route to Brighton is the more direct and best. This route, after Crawley, is seldom used as a through route to Brighton, but the section from London to Crawley is often used on the outward journey.

Gradients.—At $15\frac{1}{2}$ m. 1 in 25; $18\frac{1}{4}$ m. 1 in 25; Reigate Hill 1 in 13-17-24 (dangerous); $22\frac{1}{2}$ m. 1 in 23; $22\frac{3}{4}$ m. 1 in 13; $32\frac{3}{4}$ m. 1 in 19; 36m. 1 in 17; $37\frac{1}{2}$ m. 1 in 16; $40\frac{1}{4}$ m. 1 in 25; 42m. 1 in 17; $43\frac{1}{4}$ m. 1 in 21; $47\frac{1}{2}$ m. 1 in 13 (dangerous).

Milestones.—Measured from Royal Exchange, London, as far as Handcross; thereafter from Brighton.

Measurements.

London, * G.P.O.

$7\frac{3}{8}$ Lower Tooting.

$12\frac{1}{2}$ $5\frac{1}{8}$ Sutton.*

$22\frac{1}{8}$ $14\frac{3}{4}$ $9\frac{5}{8}$ Reigate,* Town Hall.

$30\frac{7}{8}$ $23\frac{1}{2}$ $18\frac{3}{8}$ $8\frac{3}{4}$ Crawley,* George Hotel.

$39\frac{7}{8}$ $32\frac{1}{2}$ $27\frac{3}{8}$ $17\frac{3}{4}$ 9 Cuckfield.*

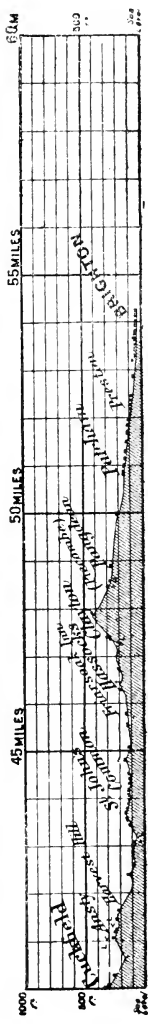
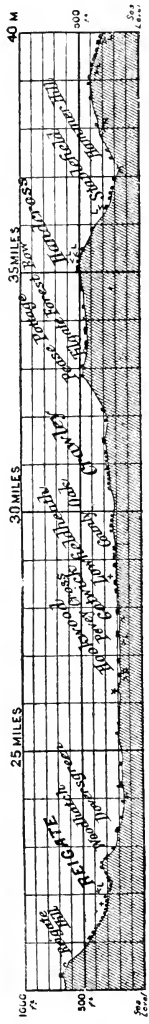
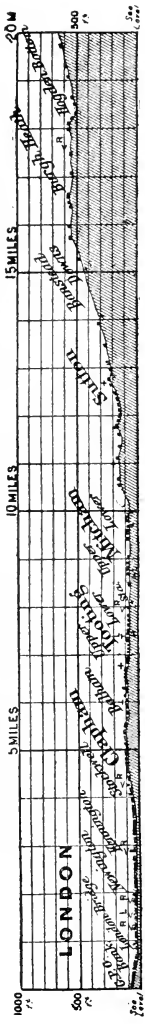
44 $36\frac{5}{8}$ $31\frac{1}{2}$ $21\frac{1}{4}$ $13\frac{1}{8}$ $4\frac{1}{8}$ St. John's Common.*

$54\frac{3}{8}$ 47 $41\frac{1}{8}$ $32\frac{1}{4}$ $23\frac{1}{2}$ $14\frac{1}{2}$ $10\frac{3}{8}$ Brighton,* Jubilee Clock.

Principal Objects of Interest.—London suburbs as far as Sutton; thereafter a pleasant road with fine views from Banstead Downs and from Reigate Hill. Reigate: Castle Archway, Tunnel, Baron's Cave, School. Gatwick: Race Course. 34m., St. Leonard's Forest, Holmbush Tower. Preston: Church. BRIGHTON: Promenade, Aquarium, Pier, St. Nicolas Church, Pavilion, Devil's Dyke, Hollingbury Castle.

Hotels or Inns at places marked *, and at Horley, Ansty, and Friarsoak.

ROUTE 508. LONDON TO BRIGHTON. (By Reigate and Cuckfield.)



509 LONDON TO WORTHING.

Description.—Class I. A somewhat easier road to Horsham is Route 507 to Crawley, and 618 to Horsham. London suburbs as far as Merton; thereafter a splendid undulating road through Leatherhead and Dorking to Horsham. The only part of this road that is apt to be loose is the part near Kingsfold. From Horsham to Worthing the road is very slightly undulating, but the surface is very good. This road cuts the west end of Horsham, the main part of the town lying to the east. Excepting the sharp turn at Leatherhead, the road is practically straight the whole way.

Gradients.—At 10 $\frac{1}{4}$ m. 1 in 20; 22m. 1 in 16; 22 $\frac{3}{4}$ m. 1 in 20; 31m. 1 in 18; 32 $\frac{1}{2}$ m. 1 in 31; 33 $\frac{3}{4}$ m. 1 in 24; 34 $\frac{1}{4}$ m. 1 in 15; 34 $\frac{3}{4}$ m. 1 in 18; 50 $\frac{3}{4}$ m. 1 in 17.

Milestones.—Measured from Westminster Bridge.

Measurements.

London, * G.P.O.

14 $\frac{1}{4}$ Ewell.*

15 $\frac{3}{4}$ 1 $\frac{1}{2}$ Epsom,* Clock.

19 $\frac{3}{4}$ 5 $\frac{1}{2}$ 4 Leatherhead.*

24 $\frac{1}{2}$ 10 $\frac{1}{4}$ 8 $\frac{3}{4}$ 4 $\frac{3}{4}$ Dorking.*

37 $\frac{5}{8}$ 23 $\frac{3}{8}$ 21 $\frac{7}{8}$ 17 $\frac{7}{8}$ 13 $\frac{1}{2}$ Horsham,* Carfax.

50 $\frac{1}{2}$ 35 $\frac{7}{8}$ 34 $\frac{1}{2}$ 30 $\frac{3}{8}$ 25 $\frac{5}{8}$ 12 $\frac{1}{2}$ Washington.*

57 $\frac{1}{4}$ 43 41 $\frac{1}{2}$ 37 $\frac{1}{2}$ 32 $\frac{3}{4}$ 19 $\frac{5}{8}$ 7 $\frac{1}{2}$ Worthing,* Town Hall.

Principal Objects of Interest.—London suburbs as far as Tooting; thereafter rather pretty between Leatherhead and Dorking. Merton: Abbey. Ewell: Castle. Epsom: Well, Race Course. 21m., Norbury Park and Druid's Grove. Dorking: Betchworth Castle, Deepdene. Horsham: Church. 39m., Denne Park. 44m., Knapp Castle. Washington: Chanctonbury Ring. Broadwater: Church. Worthing: Town Hall, Pier.

Hotels or Inns at places marked *, & at Morden, Burford Bridge, Capel, Kingsfold, Dialpost, Ashington, and Finden.

510 LONDON TO GUILDFORD.

Description.—Class I. & II. As above to Leatherhead; thereafter a hilly road, but with good surface. The direct road to Guildford is by Ripley, Route 511.

Gradients.—At 20 $\frac{1}{4}$ m. 1 in 11 (dangerous); 31 $\frac{3}{4}$ m. 1 in 14.

Milestones.—Measured from Westminster Br., London.

Measurements.

London, * G.P.O.

15 $\frac{3}{4}$ Epsom.*

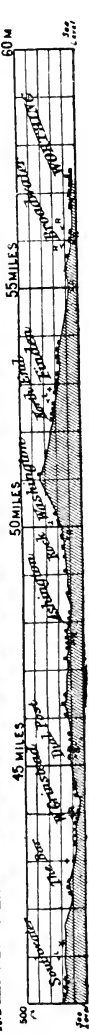
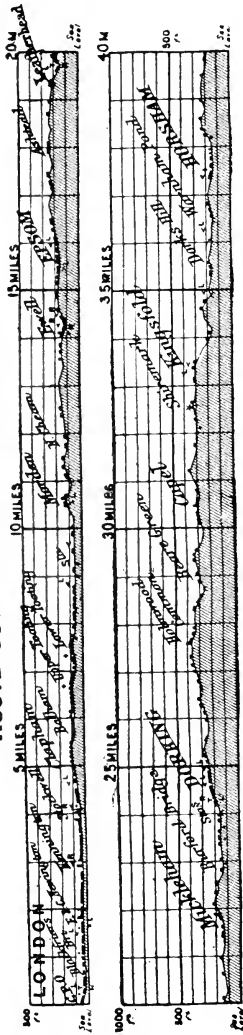
19 $\frac{3}{4}$ 4 Leatherhead.*

25 $\frac{1}{8}$ 9 $\frac{3}{8}$ 5 $\frac{3}{8}$ East Horsley.

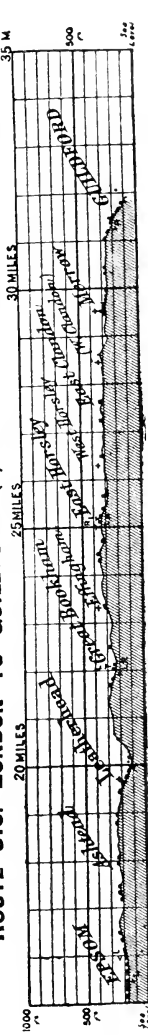
31 $\frac{3}{4}$ 16 12 6 $\frac{5}{8}$ Guildford,* White Lion Hotel.

Hotels or Inns at places marked *.

ROUTE 509. LONDON TO WORTHING.



ROUTE 510. LONDON TO GUILDFORD. (By Leatherhead. First 15m, as Route 509.)



511 LONDON TO PORTSMOUTH.

Description.—Class I. The favourite road from London. The road is paved as far as Wandsworth; after that the surface is fairly good to Kingston, where it becomes bumpy as far as Ditton. From Ditton right on to Guildford the road has magnificent surface with very slight undulations. From Guildford to Petersfield the surface is splendid, but the long ascent to Hynd Head is very trying. From Petersfield to Portsmouth the road is somewhat hilly, but in splendid order as far as Cosham, whence it is very bumpy into Portsmouth. Cyclists are advised to travel slowly through Kingston. This is perhaps the most frequented road near London.

Gradients.—At 8 $\frac{3}{4}$ m. 1 in 23; 10 $\frac{3}{4}$ m. 1 in 25; 11 $\frac{1}{4}$ m. 1 in 22; 21 $\frac{3}{4}$ m. 1 in 22; 30 $\frac{1}{4}$ m. 1 in 14; 30 $\frac{3}{4}$ m. 1 in 20; 39 $\frac{1}{4}$ m. 1 in 19; 39 $\frac{3}{4}$ m. 1 in 21; 41m. 1 in 25; 43 $\frac{1}{2}$ m. 1 in 25; 46m. 1 in 20; 50 $\frac{3}{4}$ m. 1 in 17; 53 $\frac{3}{4}$ m. 1 in 17; 54 $\frac{1}{4}$ m. 1 in 21; 57 $\frac{1}{2}$ m. 1 in 17; 58m. 1 in 25; 60 $\frac{1}{2}$ m. 1 in 22; 61 $\frac{1}{2}$ m. 1 in 27; 62 $\frac{1}{2}$ m. 1 in 19; 67m. 1 in 21; 67 $\frac{3}{4}$ m. 1 in 17.

Milestones.—Measured from Royal Exchange, London.

Measurements.

London, * G.P.O.

12 $\frac{3}{4}$ Kingston, * Market.

24 $\frac{1}{4}$ 11 $\frac{1}{2}$ Ripley, *

30 $\frac{3}{8}$ 17 $\frac{5}{8}$ 6 $\frac{1}{8}$ Guildford, * White Lion Hotel.

34 $\frac{5}{8}$ 21 $\frac{7}{8}$ 10 $\frac{3}{8}$ 4 $\frac{1}{4}$ Godalming, * Town Hall.

42 $\frac{3}{4}$ 30 18 $\frac{1}{2}$ 12 $\frac{3}{8}$ 8 $\frac{1}{8}$ Hynd Head, *

46 $\frac{7}{8}$ 34 $\frac{1}{8}$ 22 $\frac{5}{8}$ 16 $\frac{1}{2}$ 12 $\frac{1}{4}$ 4 $\frac{1}{8}$ Liphook, *

55 $\frac{1}{8}$ 42 $\frac{3}{8}$ 30 $\frac{3}{8}$ 24 $\frac{1}{4}$ 20 $\frac{1}{2}$ 12 $\frac{3}{8}$ 8 $\frac{1}{4}$ Petersfield, * Dolphin Hotel.

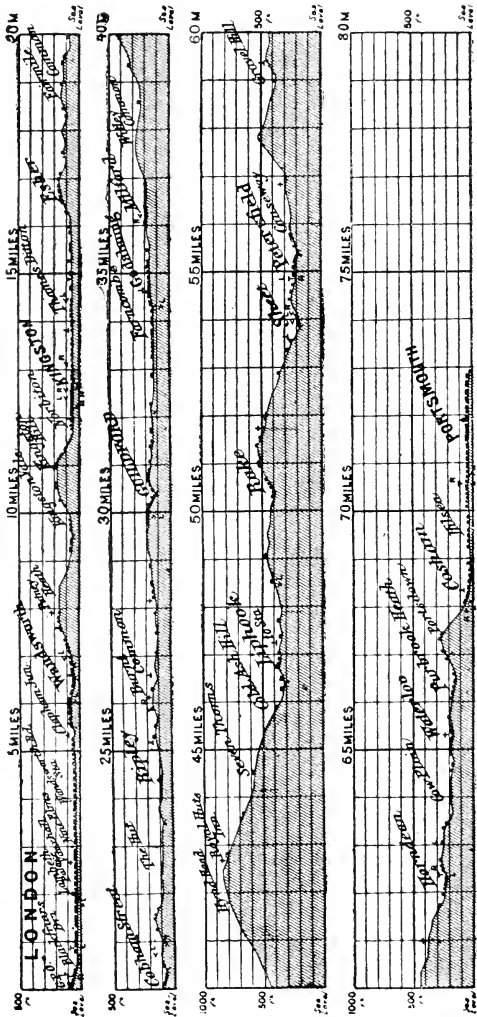
65 $\frac{1}{4}$ 52 $\frac{1}{2}$ 41 34 $\frac{7}{8}$ 30 $\frac{5}{8}$ 22 $\frac{1}{2}$ 18 $\frac{3}{8}$ 10 $\frac{1}{8}$ Waterloo, *

71 $\frac{7}{8}$ 59 $\frac{1}{8}$ 47 $\frac{5}{8}$ 41 $\frac{1}{2}$ 37 $\frac{1}{4}$ 29 $\frac{1}{8}$ 25 16 $\frac{3}{4}$ 6 $\frac{5}{8}$ Portsmouth, * Town Ha.

Principal Objects of Interest.—10m., Richmond Park. Kingston: Court House, King's Stone, Church. Esher: Sandown Park, Wolsey's Well, Claremont. Cobham Street: Painshill Park. Ripley: Ockham Park, Newark Priory. GUILDFORD: Castle, Guildhall, St. Mary's Church, Abbott's Hospital, Hog's Back. Godalming: Pretty district. 42m., Devil's Punch Bowl. Petersfield: Fine country, East Meon Church. Horndean: Roland Castle. Portsdown: Forts. 68 $\frac{3}{4}$ m., Portsbridge. 69 $\frac{3}{4}$ m., Obelisk. PORTSMOUTH: Town Hall, Pier, Dock Yard, Convict Prison, St. Thomas' Church, Garrison Chapel, Museum, Porchester Castle, Southsea Esplanade and Castle, &c.

Hotels or Inns at places marked *, and at Farncombe, Rake, and Portsdown.

ROUTE 511. LONDON TO PORTSMOUTH.



512 LONDON TO SOUTHAMPTON.

Description.—Class I. As Route 511 to Guildford. The surface of this road is all that could be desired. The hill out of Guildford is steep at first—almost dangerous—but after the first two miles the surface is magnificent until close to Farnham, where it is lumpy, but immediately afterwards it improves, and is very fine to Alresford. There are two roads from Alresford to Winchester, the least hilly being by the Itchen valley, thus avoiding the steep descent to Winchester on the other road. From Winchester to Southampton the surface is very good, but the road is somewhat hilly. There is a much more level route by Eastleigh, but the surface is often very loose, and it is not nearly so pretty. The old main road to Winchester and Southampton is by Bagshot, 68½m., but it is very hilly, and the surface far inferior to this route.

Gradients.—At ½m. 1 in 12-17 (dangerous); 22m. 1 in 24; 23½m. 1 in 18; 24½m. 1 in 18; 33m. 1 in 21; 40m. 1 in 18; 40½m. 1 in 21; 41m. 1 in 22; 42¼m. 1 in 20; 43¼m. 1 in 18; 45¼m. 1 in 17.

Milestones.—Continuation of those from London to Farnham, whence measured from London *via* Bagshot.

Measurements.

London,* G.P.O.

12¾ Kingston,* Market Place.

24¼ 11½ Ripley.*

30¾ 17¾ 6½ Guildford,* White Lion Hotel.

40¾ 27¾ 16½ 10 Farnham,* Castle Street.

49¾ 36¾ 25¾ 19¼ 9¼ Alton,* Market.

59¾ 47 35½ 29¾ 19¾ 10½ New Alresford.*

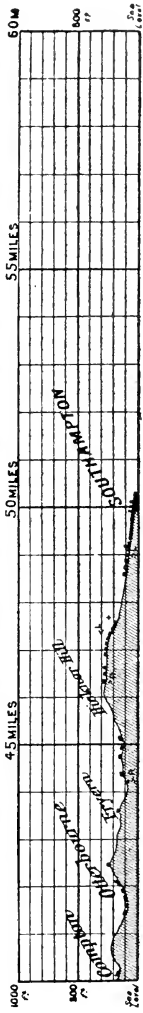
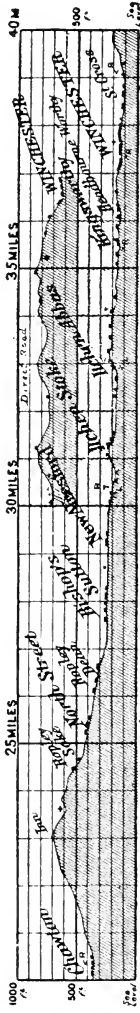
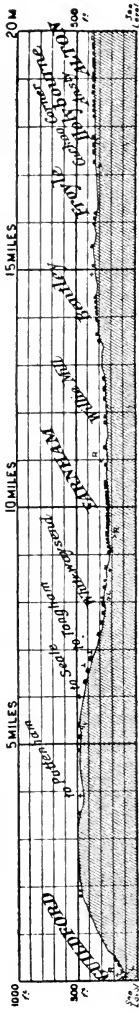
68½ 55¾ 43¾ 37¾ 27¾ 18½ 8¾ Winchester,* George Hotel.

80 67¼ 55¾ 49¾ 39¾ 30¾ 20¼ 11¾ Southampton,* Bar Gate.

Principal Objects of Interest.—Splendid view from the “Hogs Back.” Farnham: Castle, Moor Park, Waverley Abbey. Alresford: Tichborne Park. Winchester: Cathedral, College, Castle, Guildhall, Cross, Westgate, Barracks. 38¾m., St. Cross Hospital. Compton: Church. Southampton: Holy Rood Church, Hartley Institute, All Saints Church, Bar Gate, Town Walls, St. Denys Priory, Netley Hospital and Abbey.

Hotels or Inns at places marked*, and at Bishops Sutton and Itchen Abbas.

ROUTE 512. LONDON TO SOUTHAMPTON. (To Guildford as Route 511.)



513 LONDON TO SALISBURY.

Description.—Class I. The London suburbs extend as far as Hounslow, and the road is rather bumpy with heavy traffic as far as that place; after that the surface is better to Staines, whence the road is undulating, but with very fair surface to Basingstoke, excepting near Hartford Bridge, where it is loose, and near Blackwater where it is lumpy. From Basingstoke to Andover the road is undulating with fairly good surface, but with a dangerous hill at Hurstbourne Priors. From Andover to Salisbury the road is good for a few miles, but it soon degenerates, and is rather loose until near Salisbury. This is the best road between London and Salisbury; the road by Stockbridge is much worse.

Gradients.—At 21½m. 1 in 20; 24m. 1 in 22; 31m. 1 in 21; 34½m. 1 in 25; 38m. 1 in 18; 44m. 1 in 17; 47½m. & 47¾m. 1 in 17; 55½m. 1 in 21; 56¾m. 1 in 17; 62¼m. 1 in 12 (dangerous); 63½m. 1 in 17; 64m. 1 in 21; 69m. 1 in 25; 73m. 1 in 18; 74¾m. 1 in 25; 76m. 1 in 18; 78¼m. 1 in 22; 78¾m. 1 in 23; 79½m. 1 in 17; 80m. 1 in 16; 81¾m. 1 in 18.

Milestones.—Measured from Hyde Park Corner as far as Andover; thereafter from the ancient site of old Sarum.

Measurements.

London, * G.P.O.

9¾ Brentford, * Market.

19¾ 9½ Staines. *

29¾ 19¼ 9¾ Bagshot. *

33¾ 23¾ 14¾ 4¾ Blackwater. *

48½ 38¾ 29¼ 19¾ 15 Basingstoke, * Town Hall.

56½ 46¾ 37¾ 27¾ 23 8 Overton.

60¼ 50¼ 40¾ 31 26¾ 11¾ 3¾ Whitchurch, * Post Office.

66¾ 57 47½ 37¾ 33¾ 18¾ 10¾ 6¼ Andover. *

84½ 74¾ 65¾ 55¾ 51 36 28 24¾ 17¾ Salisbury, * Market Pl.

Principal Objects of Interest.—London suburbs as far as Hounslow. Hounslow: Barracks. Baber Bridge: Powder Mill. STAINES: "London Stone." Egham: Magna Charta Island, Runnymede, 1215, Royal Holloway College. 23¾m., Virginia Water. 32m., Sandhurst College. BASINGSTOKE: Hackwood Park, Town Hall. Laverstoke: Bank of England Paper Mill. ANDOVER: Town Hall, Buryhill, Danebury, Abbots Ann. SALISBURY: Cathedral, St. Nicholas Hospital, Poultry Cross, Museum, Stonehenge.

Hotels or Inns at places marked *, and at Hounslow, Egham, Virginia Water, Sunninghill, Camberley, Hartley Row, Hook, Worting, Nately Scures.

514 LONDON TO FARNHAM.

Description.—Class I. London to Staines, see Route 513. The road is undulating, but has very good surface as far as Farnborough, whence rough to Farnham.

Gradients.—At 2m. 1 in 20; $4\frac{1}{2}$ m. 1 in 22; $19\frac{3}{4}$ m. 1 in 17.

Milestones.—Measured from Hyde Park Corner, London.

Measurements.

London, * G.P.O.

$19\frac{3}{8}$ Staines.*

$29\frac{1}{8}$ $9\frac{3}{4}$ Bagshot.*

$37\frac{7}{8}$ $18\frac{1}{2}$ $8\frac{3}{4}$ Aldershot,* All Saints' Church.

$40\frac{7}{8}$ $21\frac{1}{2}$ $11\frac{3}{4}$ 3 Farnham,* Castle Street.

Principal Objects of Interest.—Egham: as Route 513. Bagshot: Park. Aldershot: Officers' Club House, North and South Camps, Cæsar's Camp. Farnham: Castle.

Hotels or Inns where marked *, & at Virginia Water, &c.

515 LONDON TO READING.

Description.—Class II. London to Staines, see Route 513. The road is undulating throughout, and the surface is very fair, though not so good as Route 517.

Gradients.—At 7m. 1 in 21; $7\frac{1}{2}$ m. and 20m. 1 in 24.

Milestones.—Measured from Hyde Park Corner, London.

Measurements.

London,* G.P.O.

$19\frac{3}{8}$ Staines.*

$27\frac{1}{2}$ $8\frac{1}{8}$ Ascot.*

$34\frac{3}{4}$ $15\frac{3}{8}$ $7\frac{1}{4}$ Wokingham,* Town Hall.

$41\frac{5}{8}$ $22\frac{1}{4}$ $14\frac{1}{8}$ $6\frac{7}{8}$ Reading,* King Street.

Principal Objects of Interest.—Egham: as Route 513. Ascot: Race Course. READING: as Route 517.

Hotels or Inns where marked *, & at Virginia Water, &c.

516 LONDON TO WINDSOR, &c.

Description.—Class II. London to Colnbrook as Route 517; thereafter a good level road to Windsor, whence undulating, with only moderately good surface to Reading.

Gradients.—At $4\frac{1}{2}$ m. and $4\frac{3}{4}$ m. 1 in 16; $7\frac{1}{2}$ m. 1 in 17; 14m. 1 in 20; $14\frac{3}{4}$ m. 1 in 22.

Measurements.

London,* G.P.O.

$19\frac{3}{4}$ Colnbrook.*

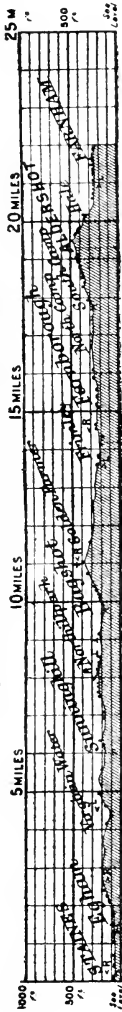
$24\frac{1}{2}$ $4\frac{3}{4}$ Windsor,* Queen's Statue.

$30\frac{1}{4}$ $10\frac{1}{2}$ $5\frac{3}{4}$ Winkfield.*

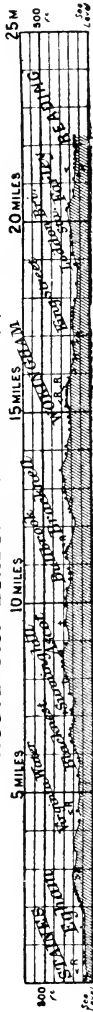
$43\frac{1}{2}$ $23\frac{3}{4}$ 19 13 $\frac{1}{4}$ Reading,* King Street.

[over.]

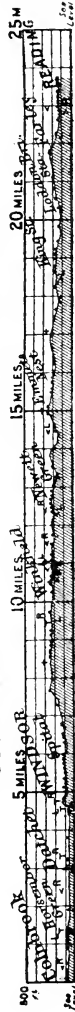
ROUTE 514. LONDON TO FARNHAM.



ROUTE 515. LONDON TO READING. (By Ascot.)



ROUTE 516. LONDON TO WINDSOR AND READING.



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.

Route 516—Continued.

Principal Objects of Interest.—WINDSOR: Castle, Town Hall, Barracks, Albert Institute, Eton College, Windsor Park. READING: as Route 517.

Hotels or Inns at places marked*.

517 LONDON TO MARLBOROUGH.

Description.—Class I. The Bath road. The London suburbs extend as far as Hounslow, and up to that point there is very heavy traffic; thereafter the road has fine surface, and is in very good condition as far as Maidenhead, whence it is a little undulating, but still with good surface, to Reading. From Reading to Newbury the road is practically level, and has splendid surface the whole way. After Newbury the surface is very good as far as Froxfield, whence it is fairly good, but with a steep hill over to Marlborough. Near Reading the road is often not in very good condition, and after rain it is very heavy. In Reading, although the direct road passes through King Street, those going through the town avoid the rough paving by following London Road and Bridge Street. The road to Reading by Ascot (Route 515), is only shorter by about a hundred yards, and is more hilly.

Gradients.—At 60m. 1 in 24; 61½m. 1 in 24; 75¾m. 1 in 20; 76¼m. 1 in 13-23.

Milestones.—Measured from Hyde Park Corner, London.

Measurements,

London,* G.P.O.

9¾ Brentford,* Market.

19¾ 9¾ Colnbrook.*

23¾ 13½ 3¾ Slough.*

29 19½ 9¼ 5½ Maidenhead,* Market.

36¾ 26¾ 16¾ 13¼ 7¾ Twyford.

41¾ 31¾ 22 18¾ 12¾ 5½ Reading.* King Street.

52¼ 42¾ 32½ 28¾ 23¼ 15½ 10¾ Woolhampton.*

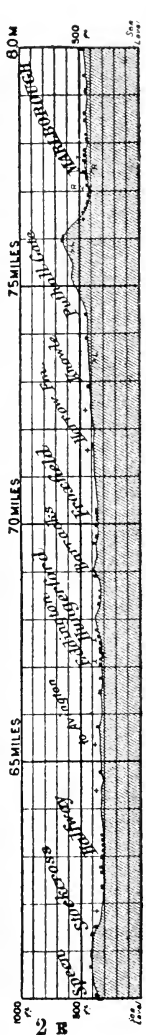
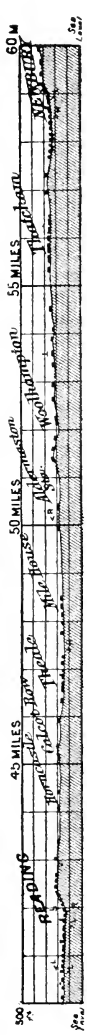
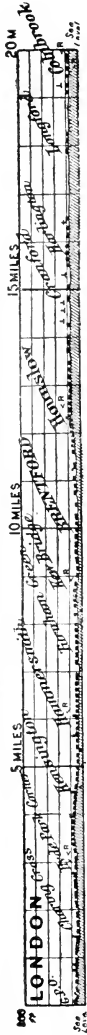
59 49½ 39¼ 35½ 30 22¾ 17½ 6¾ Newbury * Jubilee Clock.

67¾ 57½ 47¾ 44 38¾ 30¾ 25½ 15½ 8¾ Hungerford,* Boar Ho.

77¾ 67½ 57¾ 54 48¾ 40¾ 35½ 25½ 18¾ 10 Marlborough,* Tn. H.

Principal Objects of Interest.—London suburbs to Hounslow. Hounslow: Barracks. SLOUGH: Herschel House. 24¼m., "The Mons," Stoke Poges Church (Gray), Burnham Beeches. MAIDENHEAD: Cliveden. READING: Palace remains, Abbey Gateway, Courthouse, Town Hall, St. Lawrence Church, &c. 50m.: to Aldermaston Park and Silchester. NEWBURY: Church, Town Hall, Battlefields, 1643 and 1644, Donington Castle and Priory, Shaw House,

ROUTE 517. LONDON TO MARLBOROUGH.



Route 517—Continued.

Sandleford Priory. Alvington: Church. HUNGERFORD: Town Hall. Froxfield: Somerset Hospital. MARLBOROUGH: Town Hall, College, Bradley Memorial Hall, Savernake Forest, &c.

Hotels or Inns at places marked *, and at Hounslow, Knowle Hill, (Sonning), Theale, Aldermaston Station, and Thatcham.

518**LONDON TO OXFORD.**

Description.—Class I. The direct and best road. The London suburbs extend as far as Ealing, and the road is bumpy as far as that place; thereafter it has good surface and fine easy gradients as far as High Wycombe. From this point the road is very good until a mile beyond West Wycombe, when it becomes dangerously steep, but with fairly good surface to Studley Green. Near Stokenchurch the surface is rather poor and apt to be loose, especially on the long winding descent to Ashton Rowant station; but after Tetsworth the surface is smooth and in very fine condition approaching Oxford. The other road to Oxford by Henley has not nearly so good surface, and the part about Nettlebed is very rough.

Gradients.—At 16 $\frac{3}{4}$ m. 1 in 24; 25m. 1 in 20; 28m. 1 in 24; 36 $\frac{1}{4}$ m. 1 in 11 (dangerous); 41m. 1 in 21; 44 $\frac{1}{4}$ m. 1 in 23; 51 $\frac{1}{2}$ m. 1 in 25; 56 $\frac{1}{4}$ m. 1 in 19.

Milestones.—Measured from Marble Arch, London.

Measurements.

London, * G.P.O.

9 $\frac{1}{4}$ Ealing, * Post Office.

17 $\frac{7}{8}$ 8 $\frac{5}{8}$ Uxbridge, * Market House.

26 $\frac{3}{8}$ 16 $\frac{7}{8}$ 8 $\frac{1}{4}$ Beaconsfield.*

31 $\frac{3}{4}$ 22 $\frac{1}{2}$ 13 $\frac{7}{8}$ 5 $\frac{5}{8}$ High Wycombe, * Town Hall.

39 29 $\frac{3}{4}$ 21 $\frac{1}{8}$ 12 $\frac{7}{8}$ 7 $\frac{1}{4}$ Stokenchurch.*

45 $\frac{1}{4}$ 36 27 $\frac{3}{8}$ 19 $\frac{1}{8}$ 13 $\frac{1}{2}$ 6 $\frac{1}{4}$ Tetsworth.

51 $\frac{1}{4}$ 42 33 $\frac{3}{8}$ 25 $\frac{1}{8}$ 19 $\frac{1}{2}$ 12 $\frac{1}{4}$ 6 Wheatley.*

57 $\frac{3}{8}$ 48 $\frac{1}{8}$ 39 $\frac{1}{2}$ 31 $\frac{1}{4}$ 25 $\frac{5}{8}$ 18 $\frac{3}{8}$ 12 $\frac{1}{8}$ 6 $\frac{1}{8}$ Oxford, * Carfax.

Principal Objects of Interest.—Uninteresting suburbs as far as Acton. Uxbridge: Treaty House. High Wycombe: Abbey, Church, Hughendon. Wheatley: Cuddesdon Palace. Oxford: Colleges, Cathedral, Churches, Castle remains, City Walls, Town Hall, Sheldonian Theatre, Godstone Nunnery ruins, Iffley Church.

Hotels or Inns at places marked *, and at Hillingdon, Wooburn Moor, West Wycombe, Ashton Rowant Station, and Postcombe.

519 LONDON TO BUCKINGHAM.

Description.—Class I. London to Uxbridge, see Route 518; thereafter the road is very slightly undulating, but with excellent surface to Aylesbury. From Aylesbury to Buckingham the road is very hilly—one hill at Hurdlesgrove being slightly dangerous—but the surface throughout is very good. The usual road from London to Aylesbury is by Berkhamsted, as that route has rather better surface.

Gradients.—At $3\frac{1}{4}$ m. 1 in 18; $10\frac{1}{2}$ m. 1 in 23; $28\frac{1}{2}$ m. 1 in 22; $29\frac{3}{4}$ m. 1 in 17; $31\frac{1}{2}$ m. 1 in 14; 35m. 1 in 17; $39\frac{1}{2}$ m. & $41\frac{3}{4}$ m. 1 in 20.

Milestones.—Measured from Marble Arch, London.

Measurements.

London, * G.P.O.

$17\frac{7}{8}$ Uxbridge, * Market House.

$28\frac{7}{8}$ 11 Amersham.*

$38\frac{1}{4}$ $20\frac{3}{8}$ $9\frac{3}{8}$ Wendover.*

$43\frac{1}{4}$ $25\frac{3}{8}$ $14\frac{3}{8}$ 5 Aylesbury, * Market Square.

$53\frac{3}{8}$ $35\frac{1}{2}$ $24\frac{1}{2}$ $15\frac{1}{8}$ $10\frac{1}{8}$ Winslow, * Market Square.

$59\frac{7}{8}$ 42 31 $21\frac{5}{8}$ $16\frac{5}{8}$ $6\frac{1}{2}$ Buckingham, * Town Clock.

Principal Objects of Interest.—Chalfont St. Giles: Milton's Cottage. 12m., Shardeloes. AYLESBURY: Church. 30m., Bolebeck Castle Site. BUCKINGHAM: Old Gaol, Stowe Park. This road is rather pretty as it passes through the fertile Vale of Aylesbury.

Hotels or Inns at places marked *, and at Great Missenden and Padbury.

520 LONDON TO ST. ALBANS.

Description.—Class II. The direct and best road is by Barnet, Route 524. London suburbs as far as Edgware; thereafter the road is very steep—dangerous—to beyond Elstree, whence very undulating, and with a dangerous hill at St. Albans. Road has rather sandy surface throughout.

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

Milestones.—Measured from Marble Arch, London.

Measurements.

London, * G.P.O.

$11\frac{1}{4}$ Edgware.*

14 $2\frac{3}{4}$ Elstree.*

22 $10\frac{3}{4}$ 8 St. Albans, * High Street.

Principal Objects of Interest.—8m., Brent Reservoir. $18\frac{1}{2}$ m., Colney House. ST. ALBANS: as Route 524.

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

521

LONDON TO BANBURY.

Description.—Class I. London suburbs as far as Edgeware. The road is somewhat bumpy as far as that place, but after that it is somewhat better, though still inclined to be bumpy as far as Watford. The hill at Stanmore is dangerous, as is also the one after Bushey Heath. Immediately outside of Watford the road becomes very good, and is in splendid order the whole way to Aylesbury. From Aylesbury the road is very good as far as Waddesdon, but after that it is inclined to be loose, though generally in good order to Bicester. From Bicester to Banbury the road has fine surface, but it is slightly hilly near Aynho. This is the best road between London and Aylesbury as it has better surface than the road by Uxbridge, R. 519, even although it has the steep hills near Stanmore. For Hemel Hempstead turn to R. at 24 $\frac{3}{4}$ m. Reverse: to L at 25 $\frac{1}{2}$ m.

Gradients.—At 13 $\frac{1}{4}$ m. 1 in 15 (dangerous); 15 $\frac{1}{2}$ m. 1 in 15 (dangerous); 16 $\frac{1}{4}$ m. 1 in 25; 17m. 1 in 23; 32 $\frac{3}{4}$ m. 1 in 23; 65 $\frac{1}{4}$ m. 1 in 23; 66 $\frac{3}{4}$ m. 1 in 19; 72 $\frac{1}{2}$ m. 1 in 17.

Milestones.—Measured from Marble Arch, London, as far as Waddesdon; thereafter from Aylesbury Market. After Bicester, measured from Bicester Market to Aynho, whence measured from London *via* Buckingham.

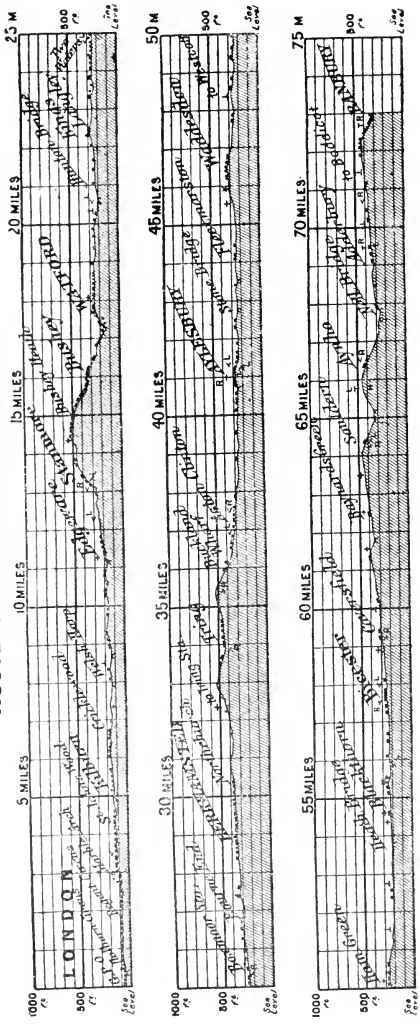
Measurements.

London,*	G.P.O.																		
13 $\frac{3}{8}$	Stanmore,*	Royal Hotel.																	
17 $\frac{7}{8}$	4 $\frac{1}{2}$	Watford.*																	
(26	12 $\frac{5}{8}$	8 $\frac{1}{8}$	Hemel Hempstead,*	P.O.)															
29	15 $\frac{5}{8}$	11 $\frac{1}{8}$	4 $\frac{3}{8}$	Berkhamsted,*	Church.														
34 $\frac{1}{4}$	20 $\frac{3}{4}$	16 $\frac{1}{4}$	10	5 $\frac{1}{8}$	Tring.*														
41	27 $\frac{5}{8}$	23 $\frac{1}{8}$	16 $\frac{7}{8}$	12	6 $\frac{7}{8}$	Aylesbury,*	Market Square.												
57 $\frac{1}{2}$	44 $\frac{1}{8}$	39 $\frac{5}{8}$	33 $\frac{3}{8}$	28 $\frac{1}{2}$	23 $\frac{3}{8}$	16 $\frac{1}{2}$	Bicester,*	Market.											
66 $\frac{1}{4}$	52 $\frac{3}{8}$	48 $\frac{3}{8}$	42 $\frac{1}{8}$	37 $\frac{1}{4}$	32 $\frac{1}{8}$	25 $\frac{1}{4}$	8 $\frac{3}{4}$	Aynho.*											
72 $\frac{3}{4}$	59 $\frac{3}{8}$	54 $\frac{3}{8}$	48 $\frac{5}{8}$	43 $\frac{3}{4}$	38 $\frac{5}{8}$	31 $\frac{3}{4}$	15 $\frac{1}{4}$	6 $\frac{1}{2}$	Banbury,*	Cross.									

Principal Objects of Interest.—Sm., Brent Reservoir. Stanmore: Church. Watford: Church, Cassiobury Park. King's Langley: Palace ruins. AYLESBURY: County Hall. Church. BANBURY: Hanwell Castle, Wroxton Abbey, Cross. The road is rather pretty about Bushey Heath, but is somewhat monotonous between Aylesbury and Bicester.

Hotels or Inns at places marked *, and at Edgeware, Bushey Heath, Kings Langley, Boxmoor, Aston Clinton, Buckland Wharf, Souldern, and Adderbury.

ROUTE 521. LONDON TO BANBURY.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, L Ro: 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.

522 LONDON TO AMERSHAM OR CHESHAM.

Description.—Class II. The London suburbs extend as far as Willesden, although there are several small suburbs beyond that. From Willesden the road has very good surface as far as Pinner, whence the surface is fairly good to Rickmansworth, but there is a very dangerous descent, with awkward turns, to that place. Good surface from Rickmansworth to Amersham. From Rickmansworth to Chesham good surface to Chenies, then a narrow road with fairly good surface. The main road does not pass through Harrow which lies on the top of a steep hill to the west.

Gradients.—At 20½m. 1 in 10 (dangerous); 21¼m. 1 in 16; 23m. 1 in 19. To Chesham 24¾m. 1 in 15. Ascent to Harrow 1 in 13; descent from Harrow 1 in 9 (very dangerous).

Measurements.

London,* G.P.O.				
(12½ Harrow.*)				
15½	3	Pinner.*		
20¾	8⅜	5⅜	Rickmansworth.*	
29	16½	13½	8⅞	Amersham,* Town Hall, or
29½	17	14	8⅝	Chesham,* Town Hall.

Principal Objects of Interest.—Harrow: Church. School. 9½m., Wembley Tower. 20m., Moor Park, Chenies: Mortuary Chapel, and Manor House.

Hotels or Inns where marked *, & Sudbury & Chorleywood

523 LONDON TO CHERTSEY.

Description.—Class II. The road lies practically through London suburbs as far as Hampton, and up to that point it is very bumpy; thereafter level road with good surface. There are numerous roads between London and Hampton; the best is by Kingston. (Routes 511 and 542.)

Milestones.—Measured from Hyde Park Corner.

Measurements.

London,* G.P.O.					
6	Hammersmith,*	Broadway.			
11	5	Richmond.*			
12½	6½	1½	Twickenham.*		
15½	9½	4½	3	Hampton.*	
22½	16½	11½	10	7	Chertsey,* St. Peter's Church.

Principal Objects of Interest.—9¼m.: Kew Gardens. RICHMOND: Palace Gate, Church, Park, Buccleuch House. Twickenham: Church, Manor House, York House. Hampton: Bushey Park, Hampton Court Palace, Garrick Villa. Chertsey: Cowley House, St. Ann's Hill.

Hotels or Inns at places marked *, & at Shepperton, &c.

524 LONDON TO COVENTRY.

Description.—Class I. The Holyhead road. For the first four miles the road is paved, but after the Archway Tavern the surface is very fair, though apt to be bumpy as far as Barnet. From Barnet to St. Albans it is slightly hilly, but with good surface; thereafter fine surface and almost level road on past Dunstable to Hockliffe. After Hockliffe the road becomes rather hilly to Fenny Stratford, whence slightly undulating to Towcester. This part has fine surface. After Towcester the road becomes rather hilly, though the surface is usually in first-class condition to Dunchurch. The hills at Weedon and Dunchurch are steep but not dangerous. From Dunchurch to Coventry the road is fine, though slightly lumpy approaching the latter place.

Gradients.—At 11m. 1 in 26; 16½m. 1 in 20; 20¼m. 1 in 26; 37¾m. 1 in 20; 38¼m. 1 in 24; 39m. 1 in 20; 43m. 1 in 20; 57¾m. 1 in 23; 59m. 1 in 28; 64m. 1 in 22; 64¾m. 1 in 21; 66½m. 1 in 23; 68m. 1 in 17; 79½m. 1 in 17.

Milestones.—Measured from “Hicks Hall,” a building now demolished. ⅔m. from G.P.O.

Measurements.

London, * G.P.O.

11½ Barnet, * Market.

20⅝ 9⅝ St. Albans, * High Street.

33 21½ 12⅜ Dunstable, * Town Hall.

37⅜ 25⅞ 16¾ 4⅜ Hockliffe.*

44⅝ 33⅝ 24 11⅝ 7¼ Fenny Stratford.*

51⅝ 40⅝ 31 18⅝ 14¼ 7 Stony Stratford.*

59⅝ 48⅝ 39 26⅝ 22¼ 15 8 Towcester.*

71¾ 60¼ 51½ 38¾ 34⅜ 27½ 20⅝ 12⅝ Daventry.*

79¾ 68¼ 59½ 46¾ 42⅜ 35½ 28½ 20⅝ 8 Dunchurch.* [Head Ho.

90⅞ 79⅝ 70¼ 57⅞ 53½ 46¼ 39¼ 31¼ 19⅝ 11⅝ Coventry, * King’s

Principal Objects of Interest.—4½m., Highgate Archway. Barnet: Obelisk and Battlefield, 1471. 17½m., Colney House. ST. ALBANS: Abbey and Gate House, St. Michael’s Church, Clock Tower, Verulanium, Earthworks, Battlefields, 1455 and 1461. Dunstable: Town Hall, Priory Church, Totternhoe Quarries. 34¾m., Maiden Bower. Towcester: Easton Neston. Weedon: Barracks. Braunston: Cross. Dunchurch: Avenue. COVENTRY: Churches, Old Gateway, Kenilworth Castle. This is a rather pretty road. The avenue at Dunchurch is fine.

Hotels or Inns at places marked*, and at Redbourn, Hockliffe, Potterspury, Fosters Booth, Weedon, Braunston, and Willenhall.

525 LONDON TO PETERBOROUGH.

Description.—Class I. The Great North road. For the first four miles the road is paved, but after the Archway Tavern the surface is very fair, though apt to be bumpy as far as Barnet. From Barnet to Hatfield the road has good surface, but is somewhat undulating. From Hatfield to Hitchin the road is slightly hilly, and is slightly loose on the higher parts, but taken as a whole the surface is very good. There is rather an abrupt descent into Welwyn. From Hitchin to Peterborough, with the exception of one or two slight rises, the road is absolutely level, and has splendid surface, the best part being between Biggleswade and Peterborough. There is another road (Route 524) between Welwyn and Biggleswade by Baldock, but the road given here is the best and least hilly.

For St. Neots turn to the right at 55½m. For Huntingdon turn to the right at 62m. For Grantham keep straight on at Norman Cross, as Route 334.

Gradients.—At 11m. 1 in 26; 24½m. 1 in 27; 25¼m. 1 in 14; 29½m. 1 in 25.

Milestones.—Measured from “Hicks Hall,” a building now demolished, which once stood close to the Metropolitan Market, ⅔m. from G.P.O. There is an error of ¼m. between Hatfield and Welwyn. After Biggleswade the milestones are measured from London *via* Baldock.

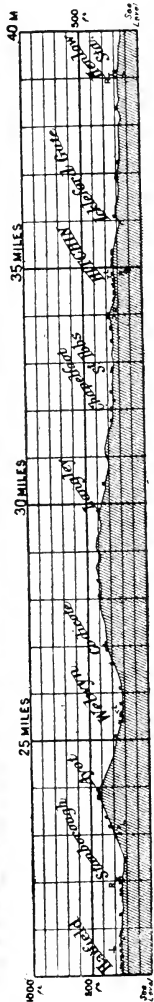
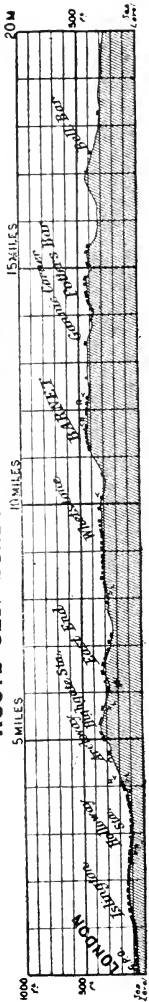
Measurements.

London,* G.P.O.
 11½ Barnet,* Market.
 20¼ 8¼ Hatfield,* P.O.
 25⅜ 13⅞ 5½ Welwyn,* P.O.
 34⅝ 23⅞ 14⅜ 9¼ Hitchin,* Market.
 45⅜ 33⅞ 25⅞ 20 10¾ Biggleswade,* Market.
 (56½ 45 36¼ 31⅞ 21⅞ 11⅞ St. Neots,* Market Place.)
 (65½ 54 45¼ 40⅞ 30⅞ 20⅞ 9⅞ Huntingdon,* Market Place.)
 76⅜ 64⅞ 56⅞ 51 41¾ 31 20⅞ 13¼ Norman Cross.* [House.
 81⅞ 70⅞ 61⅞ 56½ 47¼ 36½ 26⅞ 18¼ 5½ Peterborough,* Town

Principal Objects of Interest.—4½m., Highgate Archway. Barnet: Obelisk and Battlefield, 1471. Hatfield: Hatfield House, Church. 29m., Knebworth. St. Neots: Church. HUNTINGDON: Church, Bridge, Hinchinbrooke House. PETERBOROUGH: Cathedral, Market House. A pleasant road; rather pretty between Hatfield and Hitchin.

Hotels or Inns at places marked *, and at Potters Bar, Girtford Bridge, Eaton Socon, Buckden, Alconbury Hill, Sawtry, and Stilton.

ROUTE 525. LONDON TO PETERBOROUGH.



526 LONDON TO BIGGLESWADE.

Description.—Class I. Route 525 to Welwyn; thereafter the road has fine surface, but is very hilly. Dangerous hill just before Broadwater.

Gradients.—At 25¼m. & 29¼m. 1 in 16 (dangerous); 27m. & 27¼m. 1 in 18; 40½m. 1 in 20.

Milestones.—Measured from “Hicks Hall,” London.

Measurements.

London,* G.P.O.				
25¾	Welwyn,* P.O.			
32	6¾	Stevenage.*		
37¾	12¾	5¾	Baldock.*	
45½	20¾	13½	7¾	Biggleswade,* Market.

Principal Objects of Interest.—Baldock: Priory.

527 LONDON TO HITCHIN.

Description.—Class I. London to Hoddesdon, Route 525; thereafter the road has fine surface to Hertford, whence good to Broadwater, then fine to Hitchin.

Gradients.—At ½m. 1 in 21; 4m. 1 in 14; 9m. 1 in 24.

Milestones.—Measured from Shoreditch Ch., London, to Stapleford; then from London milestones at Broadwater.

Measurements.

London,* G.P.O.				
18½	Hoddesdon.*			
22¾	4¾	Hertford,* Shire Hall.		
34¼	15¾	11¾	Stevenage.*	
38¾	20¾	15¾	4¾	Hitchin,* Market.

Principal Objects of Interest.—At 2m., Haileybury College. HERTFORD: Castle. 14¾m., “Six Hills.”

528 LONDON TO SOUTHEND, &C.

Description.—Class II. London suburbs as far as Barking; thereafter the road has good surface, but inclined to be loose, almost the whole way to Southend. This is the best road to Southend.

Gradients.—At 16¼m. 1 in 23; 33¾m. 1 in 15.

Measurements.

London,* G.P.O.									
8¼	Barking,* Town Hall.								
13¾	5½	Rainham.*							
19¾	11½	6½	Stifford.*						
25½	17¼	11¾	5½	Stanford-le-Hope.*					
35¾	27¾	21¾	15¾	10½	Hadleigh.*				
(38½	30¼	24¾	18½	13	2½	Leigh.*)			
(40½	32¾	26¾	20¾	15½	5	3½	Southend,* P.O.)		
44¾	36¾	31½	25	19¾	9¼	7½	5	Shoeburyness.*	

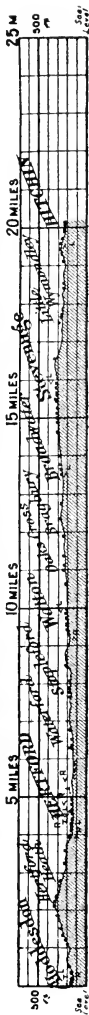
Principal Objects of Interest.—Hadleigh: Castle, “S.A.” Colony. SOUTHEND: Pier, &c., Prittlewell Church. Shoeburyness: Artillery Ranges.

Hotels or Inns at places marked*.

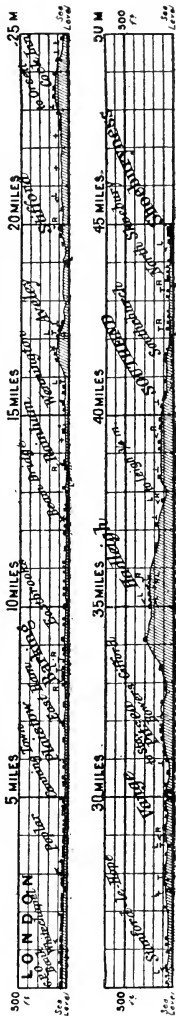
ROUTE 526. LONDON TO BIGGLESWADE. (First 25m. as Route 525.)



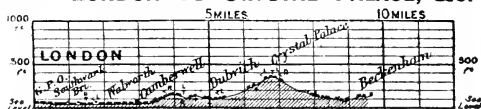
ROUTE 527. LONDON TO HITCHIN. (By Hertford.)



ROUTE 528. LONDON TO SOUTHWEND AND SHOEBURYNES.



529 LONDON TO CRYSTAL PALACE, &C.



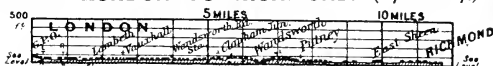
Description.—Class I. Paving as far as Camberwell, thence bumpy surface to Beckenham.

Gradients.—At $4\frac{1}{4}$ m. 1 in 18; 6m. 1 in 19; $6\frac{1}{2}$ m. 1 in 15; $7\frac{1}{4}$ m. 1 in 18.

Measurements.—London, * G.P.O.
 $6\frac{3}{4}$ Crystal Palace.
 $9\frac{3}{8}$ $2\frac{5}{8}$ Beckenham.*

Principal Objects of Interest.—Crystal Palace.

530 LONDON TO RICHMOND. (By Putney.)

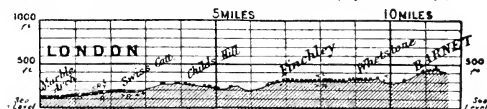


Description.—Class I. The usual road is by Kew Bridge (see Route 523). Paving to Putney, then a bumpy road.

Measurements.—London, * G.P.O.
 $7\frac{5}{8}$ Putney.*
 $11\frac{1}{2}$ $3\frac{3}{8}$ Richmond.*

Principal Objects of Interest.—Richmond: Palace Gate, Church, Richmond Park, Buccleuch House.

531 LONDON TO BARNET. (By Finchley.)



Description.—Class I. This road from the West End joins the great North road just beyond Finchley. Surface good but inclined to be bumpy.

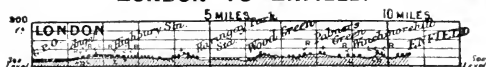
Milestones.—Measured from Regent's Park.

Measurements.—London, * G.P.O.
 $2\frac{3}{4}$ Marble Arch.
 $9\frac{5}{8}$ $6\frac{7}{8}$ Finchley, Station.
 $14\frac{1}{8}$ $11\frac{3}{8}$ $4\frac{1}{2}$ Barnet, * Market.

Principal Objects of Interest.—Barnet: Battlefield 1471, and Obelisk.

Hotels or Inns at places marked*.

LONDON TO ENFIELD. 532



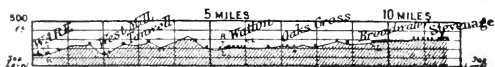
Description.—Class II. The road is somewhat bumpy throughout, owing to heavy traffic. There is another road from London, Route 535, to 8½m., where turn to L.

Gradients.—At 9¾m. 1 in 22.

Measurements.—London, * G.P.O.
 6¼ Wood Green.
 10⅝ 4⅜ Enfield, * Market.

Principal Objects of Interest.—Enfield: Church, Palace Remains.

LONDON TO STEVENAGE. 533



Description.—Class II. London to Ware as Route 535. The road is very hilly to Watton, thence easier to Stevenage. Good surface throughout.

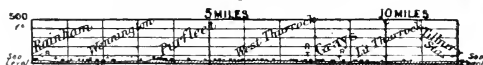
Gradients.—At ¾m. 1 in 22; 1¾m. 1 in 17; 2¼m. 1 in 19; 3¼m. 1 in 22; 4m. 1 in 23; 4¾m. 1 in 17.

Milestones.—Measured back from those at Watton.

Measurements.—London, * G.P.O.
 22½ Ware.*
 33⅞ 11¾ Stevenage.*

Principal Objects of Interest.—10¾m., "Six Hills."

LONDON TO TILBURY. 534



Description.—Class III. London to Rainham as Route 528. The road has fairly good surface, but is inclined to be loose as far as Grays; thereafter a bad road. Ferry to Gravesend, ¾m.

Measurements.—London, * G.P.O.
 13¾ Rainham.
 17½ 3¼ Purfleet.*
 21¾ 8 4¼ Grays, * Station.
 26 12¼ 8½ 4¼ Tilbury, * Station.
 26⅝ 12⅞ 9½ 4⅞ ⅝ Gravesend.*

Principal Objects of Interest.—Purfleet: Powder Magazines. Tilbury: Docks, Fort.

Hotels or Inns at places marked*.

535 LONDON TO CAMBRIDGE. (By Royston.)

Description.—Class I. London suburbs, and road bumpy as far as Cheshunt, when the surface improves, and is very good as far as Ware; thence to Royston the road is somewhat hilly, and though the surface is poor as far as Puckeridge, it is much better thereafter to Royston. Care is required descending through Royston as the streets are narrow, and there is a sharp turn. From Royston to Cambridge the surface is splendid. This is the best road between London and Cambridge.

Gradients.—At 23m. 1 in 23; 24½m. 1 in 21; 24½m. 1 in 14; 34½m. 1 in 24; 37½m. 1 in 20; 39½m. 1 in 18.

Milestones.—Measured from Shoreditch Church.

Measurements.

London,* G.P.O.

14 Cheshunt.*

18½ 4½ Hoddesdon.*

22½ 8½ 3½ Ware.*

28½ 14½ 10 6¾ Puckeridge.

32½ 18½ 14 10¾ 4 Buntingford,* Bridge.

39¾ 25¾ 21½ 17½ 11½ 7½ Royston,* P.O.

53¾ 39½ 34¾ 31 24¾ 20¾ 13½ Cambridge,* Market.

Principal Objects of Interest.—Tottenham: Cross. Edmonton: "Bell." Waltham Cross: Cross, Abbey. Cheshunt: Great House. Hoddesdon: Rye House (Plot, 1683), Great Bed of Ware. Ware: Ware Park. Royston: Cave. CAMBRIDGE: Colleges, Hobson's Conduit, Great St. Mary's Church, Round Church, Fitzwilliam Museum, &c.

Hotels or Inns at places marked *, and at Wade's Mill, Melbourne, and Foxton.

536 LONDON TO DUNMOW.

Description.—Class II. The best road is by Bishop's Stortford. The first seven miles are mostly paved; thereafter fairly good surface, but somewhat hilly to Ongar, whence the road becomes rather soft, poor, and undulating, with many loose stones.

Gradients.—At 11¾m. 1 in 19; 12½m. 1 in 25; 21m. 1 in 18; 21½m. 1 in 22; 35½m. 1 in 25; 35¾m. 1 in 22.

Milestones.—Measured from Whitechapel, Church.

Measurements.

London,* G.P.O.

4¾ Stratford, Fountain.

12 7½ Chigwell.*

21¾ 17 9¾ Chipping Ongar,* Town Hall.

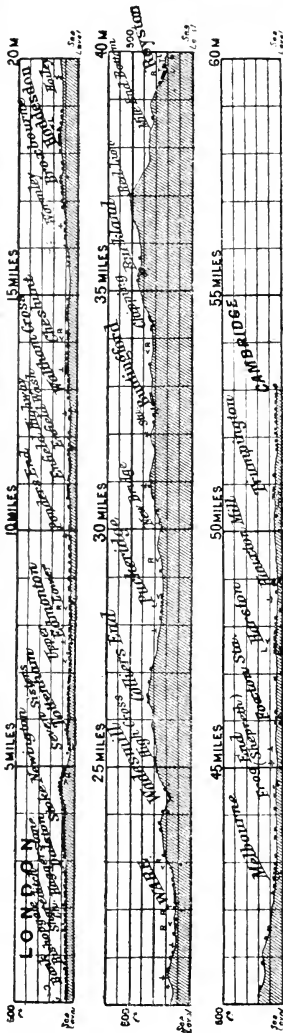
29¾ 25 17¾ 8 Leaden Roding.

36¾ 31½ 24¾ 14½ 6½ Dunmow,* Town House.

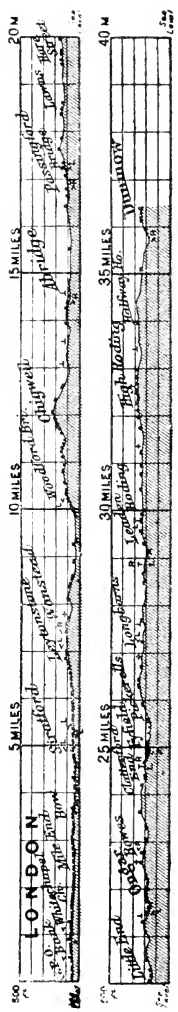
Principal Objects of Interest.—Chigwell: Hainault Forest. Chipping Ongar: Castle Mound. Dunmow: Town Ho.

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

ROUTE 535. LONDON TO CAMBRIDGE.



ROUTE 536. LONDON TO DUNMOW.



537

LONDON TO CAMBRIDGE.

(By Bishop's Stortford.)

Description.—Class I. The more direct road to Cambridge is by Royston, but the gradients on this road are easier. The first seven miles are mostly paved; thereafter fine surface through Epping to Bishop's Stortford. (Bishop's Stortford lies slightly to the west of the main road, which passes through Hockerill, which is practically part of Bishop's Stortford.) From Bishop's Stortford to Cambridge the surface is fine the whole way, and the gradients are hardly perceptible after Littlebury. The more direct road to Woodford Green is shown in Route 538.

Gradients.—The steepest is at Potter Street, 1 in 29.

Milestones.—Measured from Shoreditch Church.

Measurements.

London,* G.P.O.

9 $\frac{3}{4}$ Woodford Green.*

17 $\frac{3}{8}$ 7 $\frac{5}{8}$ Epping,* Town Hall.

30 $\frac{1}{4}$ 20 $\frac{1}{2}$ 12 $\frac{7}{8}$ Bishop's Stortford,* Corn Exchange.

38 $\frac{3}{4}$ 29 21 $\frac{3}{8}$ 8 $\frac{1}{8}$ Newport.*

(42 $\frac{7}{8}$ 33 $\frac{1}{8}$ 25 $\frac{1}{2}$ 13 4 $\frac{1}{8}$ Saffron Walden.*)

44 $\frac{5}{8}$ 34 $\frac{7}{8}$ 27 $\frac{1}{4}$ 14 $\frac{3}{4}$ 5 $\frac{7}{8}$ 4 $\frac{3}{4}$ Chesterford.* (Route 391.)

55 $\frac{7}{8}$ 46 $\frac{1}{8}$ 38 $\frac{1}{2}$ 26 17 $\frac{1}{8}$ 16 11 $\frac{1}{4}$ Cambridge,* Market Pl.

Principal Objects of Interest.—13m., Epping Forest. 15 $\frac{1}{2}$ m., Ambersbury Banks. Epping: Town Hall. Bishop's Stortford: Castle. 40 $\frac{1}{4}$ m., Audley House. Shelford: Hobson's Obelisk. CAMBRIDGE: see Route 535.

Hotels or Inns at places marked *, and at Woodford, Wake Arms Inn, Harlow, and Sawston.

538

LONDON TO EPPING.

Description.—Class II. This road by Lea Bridge is more direct than the main road by Stratford as far as Woodford Green. From Woodford Green to Epping by Loughton is more hilly than Route 537, but the surface is often better.

Gradients.—At 11 $\frac{1}{2}$ m. 1 in 16; 13m. 1 in 17; 13 $\frac{3}{4}$ m. 1 in 16.

Milestones.—Measured from Whitechapel to Woodford Green; thereafter from Shoreditch Church, by Stratford.

Measurements.

London,* G.P.O.

9 $\frac{1}{2}$ Woodford Green.*

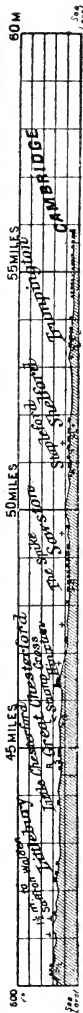
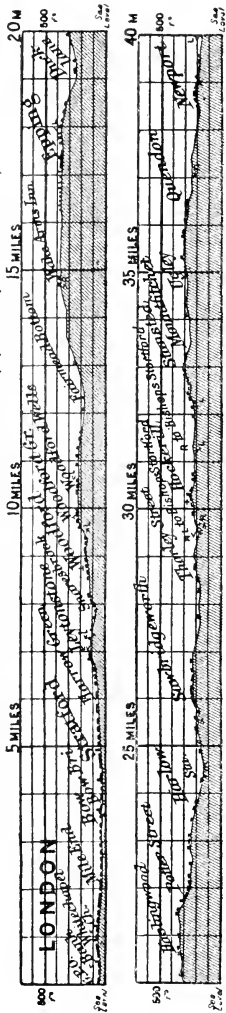
12 $\frac{1}{2}$ 3 Loughton,* Fountain.

17 $\frac{3}{8}$ 7 $\frac{7}{8}$ 4 $\frac{7}{8}$ Epping,* Town Hall.

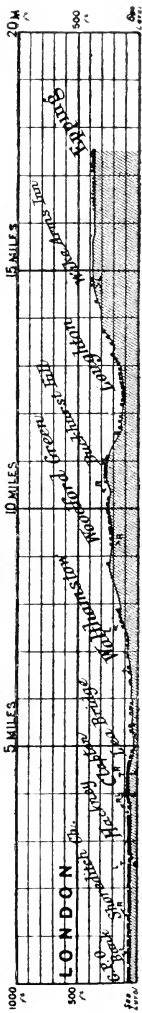
Principal Objects of Interest.—Epping Forest.

Hotels or Inns at places marked *, and at Buckhurst Hill and Wake Arms Inn.

ROUTE 537. LONDON TO CAMBRIDGE. (By Bishop's Stortford.)



ROUTE 538. LONDON TO EPPING. (By Walthamstow.)



539 LONDON TO WALTHAM ABBEY.

Description.—Class II. The road is mostly paved as far as Walthamstow; thereafter it is hilly but with good surface.

To Waltham Abbey by Waltham Cross, Route 435, 14½m.

Gradients.—At 10m. 1 in 11 (dangerous); 10½m. 1 in 16; 12½m. 1 in 15; 13½m. 1 in 20.

Milestones.—Measured from Shoreditch Church.

Measurements.

London,* G.P.O.

10¼ Chingford.

15 4¼ Waltham Abbey,* Market.

16¼ 6 1¼ Waltham Cross.*

Principal Objects of Interest.—Chingford: Epping Forest. Waltham: Abbey, Powder Mills, &c.

540 LONDON TO IPSWICH.

Description.—Class I. The road is bumpy for the first eight miles, but after Ilford the surface improves, and is good on to Chelmsford. From Chelmsford to Colchester it is less undulating, and rather better as regards surface. From Colchester to Ipswich the surface is good, but the road is slightly hilly, and there is a dangerous turn at Gun Hill before Stratford St. Mary. As a main road the surface of this road may be considered rather poor.

Gradients.—At 16¼m. 1 in 18; 28½m. 1 in 22; 57¾m. 1 in 20; 58½m. 1 in 14 (dangerous); 60¼m. 1 in 18; 62m. 1 in 20; 62¼m. 1 in 22; 66¼m. 1 in 20; 68½m. 1 in 20.

Milestones.—Measured from St. Mary's Ch., Whitechapel.

Measurements.

London,* G.P.O.

13½ Romford.*

19¼ 6½ Brentwood,* Monument.

30¼ 17½ 11 Chelmsford,* Town Hall.

38¾ 25½ 19½ 8¾ Witham,* White Hart Hotel.

52¼ 39 32¾ 22¼ 13¾ Colchester,* Essex Fire Office.

69¾ 56¼ 50½ 40 31½ 17¾ Ipswich,* Town Hall.

Principal Objects of Interest.—Brentwood: Barracks. Shenfield: Church. CHELMSFORD: Shire Hall, Museum. Witham: Church. Kelvedon: Spurgeon's Birthplace. 49¾m., King Coel's Kitchen. COLCHESTER: Castle, Walls, St. Botolph's Priory, Town Hall, Abbey Gate, Barracks. IPSWICH: Town Hall, Museum, Wolsey's College Gateway.

Hotels or Inns at places marked *, and at Ingatestone, Margaretting, Hatfield Peverel, Kelvedon, Stanway, Stratford St. Mary, Capel, and Copdock.

541 BRENTFORD TO LEATHERHEAD.

Description.—Class II. A level road, but inclined to be bumpy to Kingston. Beyond Surbiton the surface improves, and is good to Leatherhead.

Gradients.—At 8m.1 in 23; 13¼m.1 in 22.

Milestones.—Measured from Hyde Park Corner to Teddington.

Measurements.

Brentford,* Market.			
3½	Twickenham.*		
6½	3	Kingston,* Market.	
14¾	11½	8½	Leatherhead.*

Principal Objects of Interest.—Twickenham: see Route 523. KINGSTON: see Route 511. Leatherhead: Norbury Park.

542 KINGSTON TO WINDSOR.

Description.—Class II. The road is quite level, and has good surface throughout, though at times it is somewhat loose; but it is nearly always in excellent condition. Follow the road indicated at Ouzeley.

Milestones.—Measured from Hampton Wick.

Kingston,* Market.			
1¾	Hampton Court.*		
2¾	1	Hampton.	
9¾	8	7	Staines.*
15¾	14½	13½	6½ Windsor,* Queen's Statue.

Principal Objects of Interest.—Hampton Court: Palace, Bushey Park. Hampton: Garrick Villa. STAINES: "London Stone." Egham: Magna Charta Island, Runnymede, 1215. WINDSOR: as Route 516.

Hotels or Inns at places marked*, and at Sunbury, Ashford Common, and Ouzeley.

543 KINGSTON TO REIGATE.

Description.—Class II. Good surface after Surbiton to Reigate, but the road is sometimes a little loose on the Downs. Reigate Hill is dangerous, as there is a level crossing near the foot.

Gradients.—At 1¼m.1 in 23; 13¼m.1 in 14; 10¾m.1 in 25; 13m.1 in 13 (dangerous).

Milestones.—Measured from Ewell.

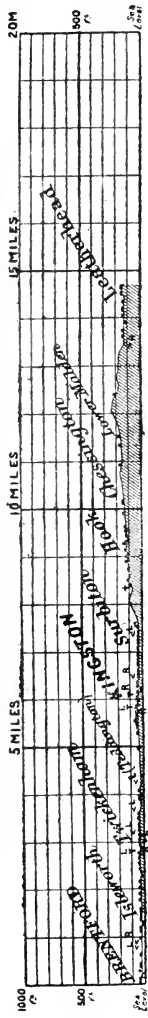
Measurements.

Kingston,* Market.			
5½	Ewell.*		
14¼	8¾	Reigate,* Town Hall.	

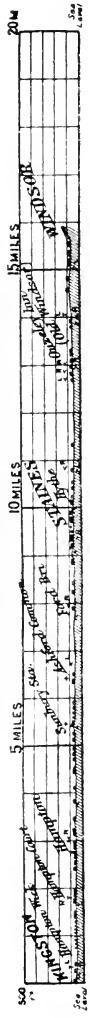
Principal Objects of Interest.—Ewell: Castle. Fine view from Reigate Hill. REIGATE: see Route 508.

Hotels or Inns at places marked*.

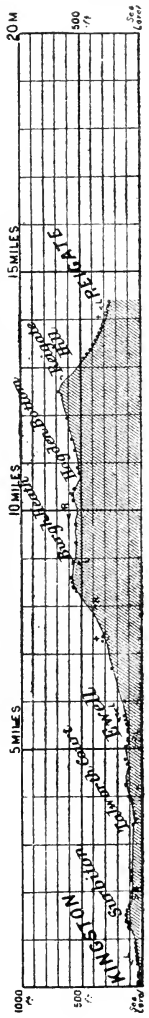
ROUTE 541. BRENTFORD TO KINGSTON AND LEATHERHEAD.



ROUTE 542. KINGSTON TO WINDSOR.



ROUTE 543. KINGSTON TO REIGATE.



544 WINDSOR TO BERKHAMSTED.

Description.—Class III. The road has fairly good surface, but it is narrow, with some steep and dangerous hills. Good surface between Amersham and Berkhamsted.

Gradients.—Mostly dangerous. At $5\frac{1}{2}$ m. 1/19; $7\frac{1}{2}$ m. 1/14; $7\frac{3}{4}$ m. 1/12; $11\frac{1}{4}$ m. 1/14; $12\frac{3}{4}$ m. 1/15; $13\frac{3}{4}$ m. 1/11-14; $14\frac{1}{4}$ m. 1/12; $16\frac{1}{2}$ m. 1/16; $18\frac{1}{4}$ m. 1/13; $20\frac{1}{4}$ m. 1/12; $20\frac{3}{4}$ m. 1/13; $21\frac{3}{4}$ m. 1/10.

Milestones.—Measured from Queen's Statue, Windsor.

Measurements.

Windsor, * Queen's Statue.

9 $\frac{1}{4}$ Beaconsfield, * Market.

14 $\frac{1}{4}$ 5 Amersham. *

17 $\frac{1}{8}$ 7 $\frac{7}{8}$ 2 $\frac{7}{8}$ Chesham. *

21 $\frac{7}{8}$ 12 $\frac{7}{8}$ 7 $\frac{7}{8}$ 4 $\frac{3}{4}$ Berkhamsted, * Church.

Principal Objects of Interest.—ETON: College.

545 WINDSOR TO ST. ALBANS.

Description.—Class III. A good road to Slough, then a narrow road with fairly good surface, but inclined to be loose to Northmoor Hill, whence good surface to St. Albans.

Gradients.—At $7\frac{1}{2}$ m. 1 in 16; $10\frac{1}{2}$ m. 1 in 17; $15\frac{3}{4}$ m. 1 in 16; $23\frac{3}{4}$ m. 1 in 20; 25m. 1 in 18; $25\frac{1}{2}$ m. 1 in 11 (dangerous).

Measurements.

Windsor, * Queen's Statue.

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

(8 $\frac{3}{8}$ 6 $\frac{1}{4}$ Uxbridge. *)

14 $\frac{7}{8}$ 12 $\frac{3}{4}$ 6 Rickmansworth. *

18 $\frac{3}{4}$ 16 $\frac{5}{8}$ 9 3 $\frac{3}{4}$ Watford. *

25 $\frac{3}{4}$ 23 $\frac{5}{8}$ 17 10 $\frac{7}{8}$ 7 $\frac{7}{8}$ St. Albans, * High Street.

Principal Objects of Interest.—ETON: College. Watford: Cassiobury Pk. ST. ALBANS: Abbey, Clock Tower, &c.

546 MAIDENHEAD TO THAME.

Description.—Class II. Good surface to Marlow, then a hilly road, with rather poor surface, to Stokenchurch, whence fairly good to Thame. The direct but hilly road to Marlow, shown by dotted lines, is a mile shorter.

Gradients.—At $7\frac{1}{2}$ m. 1 in 15; 8m. 1 in 17; $9\frac{1}{2}$ m. 1 in 12; 10m. 1 in 13; $10\frac{1}{2}$ m. 1 in 16; 17m. 1 in 21.

Milestones.—Continuation of those from London as far as Stokenchurch.

Measurements.

Direct. Maidenhead, * Market.

5 $\frac{1}{2}$ 6 $\frac{1}{2}$ Marlow, * Obelisk.

14 $\frac{1}{8}$ 15 $\frac{1}{8}$ 8 $\frac{3}{8}$ Stokenchurch. *

23 24 17 $\frac{1}{2}$ 8 Thame. *

Principal Objects of Interest.—Bisham: Abbey.

Hotels or Inns at places marked *

547 MAIDENHEAD TO FARINGDON.

Description.—Class II. The road has fine surface for the first four miles, whence it is good but hilly, and with a dangerous descent to Henley. From Henley the road is good but hilly to Nettlebed, whence the surface is rather soft to Bensington; thereafter it improves very much, and is in very good condition to Faringdon. On account of the long hills, and poor surface near Nettlebed, the best road to Faringdon is by Reading and Wantage.

Gradients.—At 8½m. 1 in 13 (dangerous); 11½m. 1 in 15; 14¼m. 1 in 23; 16m. 1 in 19; 18½m. 1 in 23.

Milestones.—Measured from Hyde Park Corner.

Measurements.

Maidenhead,* Market.

9¼ Henley,* Town Hall.

13¾ 4⅝ Nettlebed.

21¾ 12⅝ 8 Shillingford.*

23¼ 14 9⅜ 1⅜ Dorchester,* Church.

29¾ 20½ 15⅜ 7⅞ 6½ Abingdon,* County Hall.

36 26¾ 22½ 14½ 12¾ 6¼ Kingston Bagpuze.*

43¾ 34⅝ 30 22 20⅝ 14½ 7⅞ Faringdon,* Market.

Principal Objects of Interest.—HENLEY: Town Hall, School. DORCHESTER: Abbey Church, School. 28m., Culham College. ABINGDON: Abbey Remains, Church, County Hall. FARINGDON: Ch., House, Faringdon Clump.

Hotels or Inns at places marked *, and at Clifton, Hampden, Culham Station, Gosford, and Fyfield.

548 MAIDENHEAD TO WANTAGE.

Description.—Class II. As Route 547 to Nettlebed thereafter the surface is rather soft, but improves very much near Wallingford, whence good surface. The road is rather tortuous through Brightwell.

Gradients.—At 19m. 1 in 21; 30¾m. 1 in 13; 31m. 1 in 20.

Milestones.—From Hyde Park Corner as far as Nettlebed; after Wallingford, from Wallingford Town Ho. to Harwell.

Measurements.

Maidenhead,* Market.

9¼ Henley,* Town Hall.

13¾ 4⅝ Nettlebed.

20¼ 11 6⅜ Wallingford.*

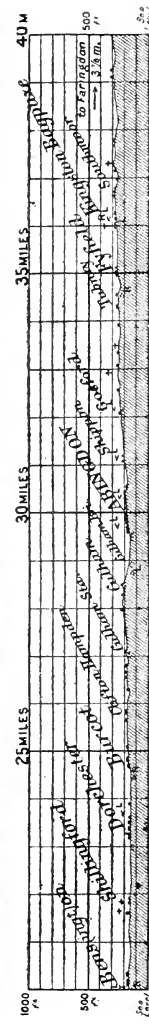
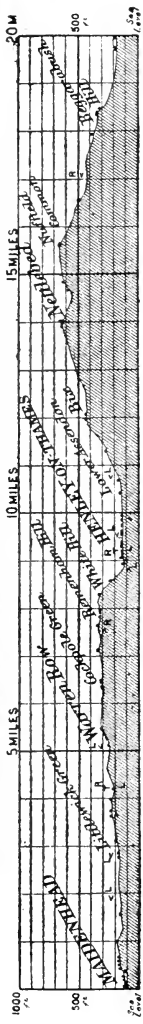
(26¼ 17 12⅜ 6 Didcot Station.*)

34⅜ 25½ 20½ 14½ 8⅞ Wantage,* Market Place.

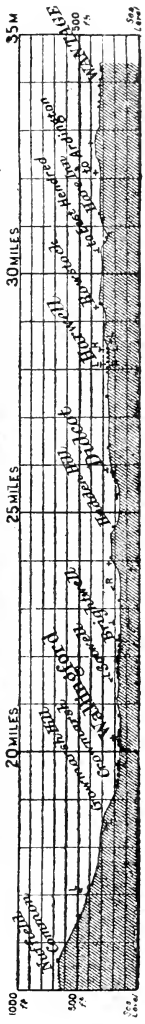
Principal Objects of Interest.—HENLEY: as Route 547. WALLINGFORD: Castle, Town Hall, School, Free Library. WANTAGE: King Alfred Statue, Church, Vale of White Horse.

Hotels or Inns at places marked *, and at Harwell and East Hendred.

ROUTE 547. MAIDENHEAD TO FARINGDON. (Last 4m. as Route 493.)



ROUTE 548. MAIDENHEAD TO WANTAGE. (First 15m. as above.)



549 NEWBURY TO ANDOVER.

Description.—Class III. This road is very hilly, while the surface is poor. The hill at Hurstbourne Tarrant is very dangerous.

Gradients.—At $1\frac{1}{2}$ m. 1 in 19; $2\frac{3}{4}$ m. 1 in 19; $6\frac{1}{2}$ m. 1 in 13 (dangerous); $7\frac{1}{2}$ m. 1 in 14 (dangerous); $8\frac{3}{4}$ m. 1 in 13; $9\frac{1}{4}$ m. 1 in 10 (dangerous); $10\frac{1}{2}$ m. 1 in 11 (dangerous); $11\frac{1}{2}$ m. 1 in 10 (dangerous); 15m. 1 in 20; $13\frac{1}{4}$ m. 1 in 20.

Milestones.—Measured from Town Hall, Andover.

Measurements.

Newbury, * Jubilee Clock.

5 $\frac{3}{8}$ Highclere, * Inn.

11 $\frac{1}{4}$ 5 $\frac{7}{8}$ Hurstbourne Tarrant.*

16 $\frac{3}{4}$ 11 $\frac{3}{8}$ 5 $\frac{1}{2}$ Andover.*

Principal Objects of Interest.—Highclere: Castle. ANDOVER: Buryhill, Danebury, Abbots Ann.

Hotels or Inns at places marked *.

550 NEWBURY TO BASINGSTOKE.

Description.—Class III. Of the two roads given here the one usually followed is by Brimpton and Tadley, which has good surface throughout, and though it is slightly hilly, only Pile Hill is dangerous. The surface may be a little loose on Crookham Heath. The road by Kingsclere is very much more hilly, and has rather poor surface between Kingsclere and Basingstoke.

Gradients.—By Brimpton. At $1\frac{1}{4}$ m. 1 in 14 (dangerous); $6\frac{3}{4}$ m. 1 in 17; $7\frac{1}{4}$ m. 1 in 19; $10\frac{3}{4}$ m. 1 in 20; 11m. 1 in 21; $15\frac{1}{2}$ m. 1 in 19; $16\frac{3}{4}$ m. 1 in 21; $17\frac{1}{4}$ m. 1 in 14.

By Kingsclere.—At $1\frac{1}{4}$ m. 1 in 14 (dangerous); $3\frac{1}{2}$ m. 1 in 16; 4m. 1 in 20; 9m. 1 in 15; $10\frac{3}{4}$ m. 1 in 14; 11m. 1 in 23; $11\frac{3}{4}$ m. 1 in 18; $15\frac{1}{2}$ m. 1 in 21; 16m. 1 in 14.

Measurements.

Newbury, * Jubilee Clock.

6 Brimpton.

10 $\frac{7}{8}$ 4 $\frac{1}{4}$ Tadley.

17 $\frac{3}{8}$ 10 $\frac{3}{4}$ 6 $\frac{1}{2}$ Basingstoke, * Town Hall.

By Kingsclere.

Newbury, * Jubilee Clock.

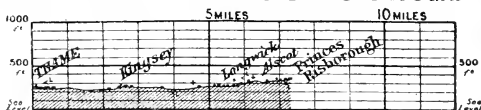
7 $\frac{1}{4}$ Kingsclere, * Market.

16 8 $\frac{3}{4}$ Basingstoke, * Town Hall.

Principal Objects of Interest.—Brimpton Common: to Aldermaston Park and Silchester. BASINGSTOKE: Holy Ghost Chapel Ruins.

Hotels or Inns at places marked *.

551 THAME TO PRINCES RISBOROUGH.



Description.—Class II. A good and almost level road.

Milestones.—Measured from Oxford.

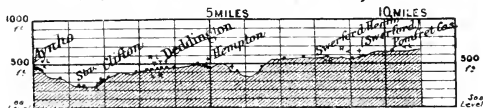
Measurements.—Thame.*

2½ Kingsey.

7¼ 4¾ Risborough,* Market Hall.

Principal Objects of Interest.—Pleasant agricultural country.

552 AYNHO TO DEDDINGTON, &C.



Pomfret Castle to Chipping Norton, see Route 484.

Description.—Class III. A hilly road. Good surface as far as Deddington; poor surface thereafter.

Gradients.—At ½m. 1 in 12 (dangerous); 1m. 1 in 14; 2m. 1 in 18; 5½m. 1 in 13; 6½m. 1 in 11 (dangerous).

Milestones.—Measured from Chipping Norton, Tn. Hall.

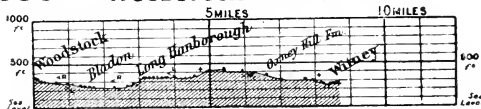
Measurements.—Aynho.* (Route 481.)

3½ Deddington.* King's Arms Hotel.

14½ 10½ Chipping Norton,* Town Hall. (Route 484.)

Principal Objects of Interest.—A pretty road. 10½m., Pomfret Castle.

553 WOODSTOCK TO WITNEY.



Description.—Class II. The road is slightly undulating, and has very good surface.

Gradients.—At 3m. 1 in 19; 4¾m. 1 in 19.

Milestones.—Measured from Witney.

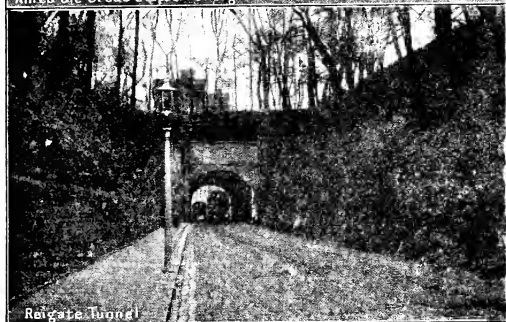
Measurements.—Woodstock.*

3 Long Hanborough.

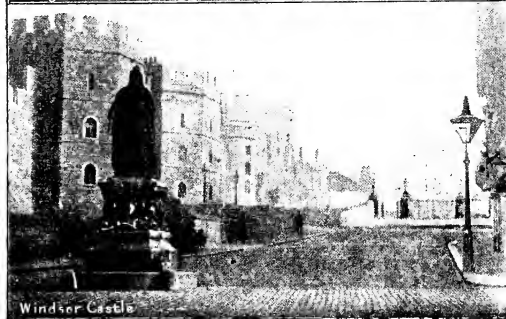
8¾ 5 Witney,* Town Hall.



Alfred the Great Statue Wantage



Reigate Tunnel



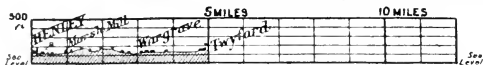
Windsor Castle

Route 553—Continued.

Principal Objects of Interest.—Witney: Church.

Hotels or Inns at places marked*.

HENLEY TO TWYFORD, &c. 554



Description.—Class III. An undulating country road, with very fair surface.

Gradients.—At 1½m. 1 in 22.

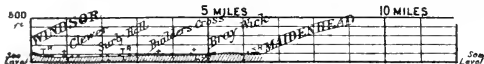
Measurements.—Henley,* Town Hall.

4½ Twyford. (Route 517.)

10 5½ Reading.* King Street.

Principal Objects of Interest.—

WINDSOR TO MAIDENHEAD. 555



Description.—Class III. The road is quite level, but as it lies so low it is often flooded; the surface therefore is very variable, but it is usually fairly good.

Measurements.—Windsor,* Queen's Statue.

5½ Bray Wick.

6¾ 1¼ Maidenhead,* Market.

Principal Objects of Interest.—Clewer: Church. MAIDENHEAD: Bridge, Cliveden, Burnham Beeches.

GUILDFORD TO ALDERSHOT. 556



Description.—Class III. A slightly undulating country road with very good surface. There is another road to Aldershot by turning to the right at 7m. on Route 512, but the road given here is easier.

Gradients.—At 1½m. 1 in 20; 6¾m. 1 in 22.

Measurements.—Guildford,* White Hart Hotel.

8 Ash.

10¼ 2¼ Aldershot,* High Street.

10¾ 2¾ ½ Aldershot, All Saints Ch.

Principal Objects of Interest.—ALDERSHOT: Camp, Cæsar's Camp, &c.

Hotels or Inns at places marked*.

557 NEWBURY TO LAMBOURN.

Description.—Class III. This is a narrow country lane, slightly undulating, but with good surface. The hills are short and steep.

Gradients.—At $1\frac{3}{4}$ m. 1 in 17; $4\frac{1}{2}$ m. 1 in 15; 8m. 1 in 17.

Measurements.

Newbury, * Jubilee Clock.

$7\frac{3}{4}$ West Shefford. (Route 492.)

$12\frac{3}{8}$ $4\frac{5}{8}$ Lambourn.*

Principal Objects of Interest.—Pleasant country road.

Hotels or Inns at places marked *.

558 READING TO WINCHESTER.

Description.—Class II. There is a slight hill out of Reading, immediately after which the surface is fine, although the road is slightly hilly as far as Basingstoke. After Basingstoke, although the road is of good surface, it is continuously up and down, and is a very trying road to travel. None of the hills are dangerous, but they are exceedingly numerous. The road from London to Winchester by Basingstoke is the shortest in point of distance, but it is so hilly that the longer road by Guildford is preferable and quicker.

Gradients.—At $\frac{1}{2}$ m. 1 in 25; 1m. 1 in 25; 16m. 1 in 20; $16\frac{1}{2}$ m. 1 in 16; $19\frac{3}{4}$ m. 1 in 23; 24m. 1 in 22; $24\frac{1}{2}$ m. 1 in 25; 26m. 1 in 19; 27m. 1 in 19; 31m. 1 in 25; $31\frac{3}{4}$ m. 1 in 25.

Milestones.—Measured from London Road, Reading, as far as Basingstoke; thereafter from Hyde Park Corner, London, to Popham Lane, whence from Winchester Cross.

Measurements.

Reading, * King Street.

$6\frac{3}{4}$ Riseley Common.*

$11\frac{1}{2}$ $4\frac{3}{4}$ Sherfield, * Inn.

$16\frac{5}{8}$ $9\frac{7}{8}$ $5\frac{1}{8}$ Basingstoke, * Town Hall.

$22\frac{5}{8}$ $15\frac{7}{8}$ $11\frac{1}{8}$ 6 Popham Lane.*

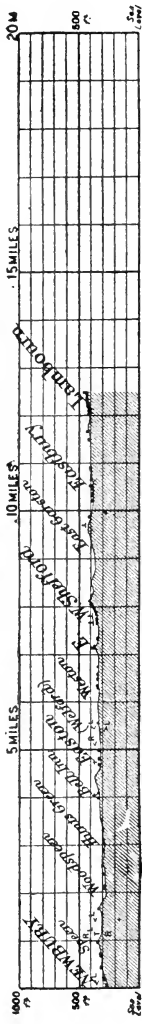
$29\frac{3}{8}$ $22\frac{3}{8}$ $17\frac{5}{8}$ $12\frac{1}{2}$ $6\frac{1}{2}$ Lunways Inn.*

$34\frac{1}{8}$ $27\frac{3}{8}$ $22\frac{5}{8}$ $17\frac{1}{2}$ $11\frac{1}{2}$ 5 Winchester, * George Hotel.

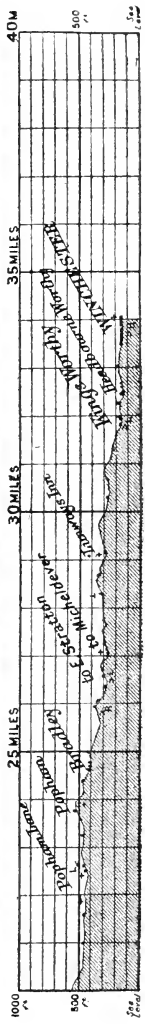
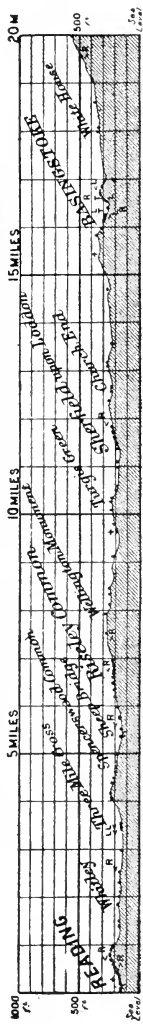
Principal Objects of Interest.—8m., Wellington Monument. BASINGSTOKE: Town Hall, Holy Ghost Chapel Ruins. WINCHESTER: Cathedral, College, Castle, Guild Hall, Cross, Barracks, Hyde Abbey, St. Cross Hospital.

Hotels or Inns at places marked *.

ROUTE 557. NEWBURY TO LAMBOURN.



ROUTE 558. READING TO BASINGSTOKE AND WINCHESTER.



559 READING TO FARINGDON.

Description.—Class II. The road has splendid surface as far as Streatley, whence it becomes poor and rather hilly—one of the hills dangerous—to Blewbury, whence the surface is fairly good, improving very much approaching Wantage. From Wantage to Faringdon the road has fine surface, and there are only two slight hills. This is the best road between London and Wantage, or Faringdon.

Gradients.—At 11m. 1 in 18; 11½m. 1 in 18; 11¾m. 1 in 13 (dangerous); 12¼m. 1 in 20; 14m. 1 in 22; 17½m. 1 in 23; 20¾m. 1 in 13; 21m. 1 in 20; 24½m. 1 in 20; 25¾m. 1 in 17; 32¾m. 1 in 16; 33¼m. 1 in 23.

Milestones.—Measured from Broad Street, Reading; near Wantage from Faringdon Market.

Measurements.

Reading, * King Street.

5¾ Pangbourne. * (Route 490 or 646.)

9¾ 4 Streatley. *

15 9¼ 5¼ Blewbury. *

24¾ 18½ 14¾ 9¾ Wantage, * Market Square.

29¾ 24½ 20½ 14¾ 5½ Stanford.

33½ 27¾ 23¾ 18½ 9½ 3¾ Faringdon, * Market.

Principal Objects of Interest.—4¼m., Purley Hall. 8m., Basildon Park. Streatley: Church. WANTAGE: King Alfred's Statue, Church, Vale of White Horse. FARINGDON: Church, House, Faringdon Clump.

Hotels or Inns at places marked *, & at (East Hendred).

560 READING TO HENLEY & MARLOW.

Description.—Class II. The road has very good surface between Reading and Marlow, but Span Hill is dangerous, having a slight turn at the top. From Henley to Marlow the surface is very good, but there is a steep hill between Medmenham and Marlow.

Gradients.—At 4¼m. 1 in 15 (dangerous); 13¾m. 1 in 16; 15½m. 1 in 17.

Milestones.—Measured from Caversham Bridge.

Measurements.

Reading, * King Street.

8½ Henley, * Town Hall.

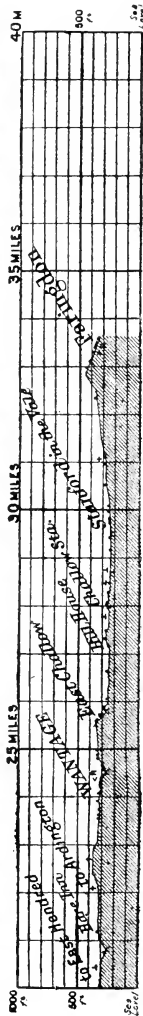
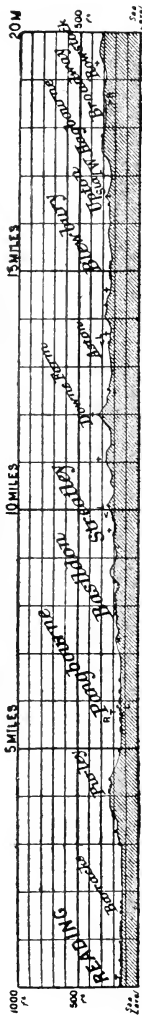
13 4½ Medmenham. *

16¼ 7¼ 3¼ Great Marlow, * Obelisk.

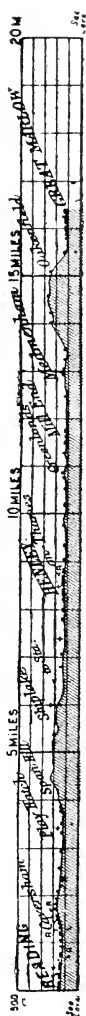
Principal Objects of Interest.—2m., Caversham Park. HENLEY: Town Hall, School. Medmenham: Abbey. Great Marlow: Bisham Abbey.

Hotels or Inns at places marked *.

ROUTE 559. READING TO FARINGDON.



ROUTE 560. READING TO HENLEY AND MARLOW.



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

561 READING TO AMERSHAM.

Description.—Class II. The road has fine surface as far as Knowle Hill; thereafter good surface, but the hills are dangerously steep after Marlow.

Gradients.—Mostly dangerous. At $15\frac{1}{2}$ m. 1 in 12; $17\frac{1}{2}$ m. 1 in 12; $18\frac{1}{2}$ m. 1 in 9; 21m. 1 in 13; $21\frac{1}{4}$ m. 1 in 15; $23\frac{3}{4}$ m. 1 in 14.

Milestones.—From Hyde Park Corner, London, to Knowle Hill, then from Marlow; thereafter from Amersham.

Measurements.

Reading, * King Street.

$5\frac{1}{8}$ Twyford. (Route 554.)

$13\frac{5}{8}$ $8\frac{1}{2}$ Marlow.*

$18\frac{1}{8}$ 13 $4\frac{1}{2}$ High Wycombe.*

$25\frac{1}{2}$ $20\frac{3}{8}$ $11\frac{7}{8}$ $7\frac{3}{8}$ Amersham.*

Principal Objects of Interest.— $10\frac{3}{4}$ m., Bisham Abbey. High Wycombe: Abbey Church. Amersham: Shardeloes.

Hotels or Inns where marked *, & at Burchetts Green, &c.

562 READING TO WHITCHURCH.

Description.—Class I. and III. Fine surface as far as Aldermaston, whence it is a good undulating country road to Kingsclere; thereafter very hilly to Whitchurch.

Gradients.—At $10\frac{3}{4}$ m. 1 in 20; $19\frac{1}{4}$ m. 1 in 10 (dangerous); $19\frac{3}{4}$ m. 1 in 12 (dangerous); $20\frac{1}{2}$ m. 1 in 15; $21\frac{1}{4}$ m. 1 in 23; $23\frac{3}{4}$ m. 1 in 16; $24\frac{1}{4}$ m. 1 in 10 (dangerous); $25\frac{3}{4}$ m. 1 in 13.

Milestones.—Measured from Market Place, Reading.

Measurements.

Reading, * King Street.

5 Theale.*

$10\frac{1}{8}$ $5\frac{1}{8}$ Aldermaston.*

$17\frac{3}{4}$ $12\frac{3}{4}$ $7\frac{5}{8}$ Kingsclere, * Market Place.

$25\frac{7}{8}$ $20\frac{7}{8}$ $15\frac{3}{4}$ $8\frac{1}{2}$ Whitchurch, * Post Office.

Principal Objects of Interest.—Aldermaston: Park.

Hotels or Inns at places marked *, and at Aldermaston Station and Inhurst.

563 GUILDFORD TO WINDSOR.

Description.—Class III. The road has good surface as far as Chertsey, but it is often very loose. From Chertsey to Hythe (Staines) the surface is rather poor; but thereafter it is very good on to Windsor.

Measurements.

Guildford, * White Lion Hotel.

$6\frac{3}{4}$ Woking Station.*

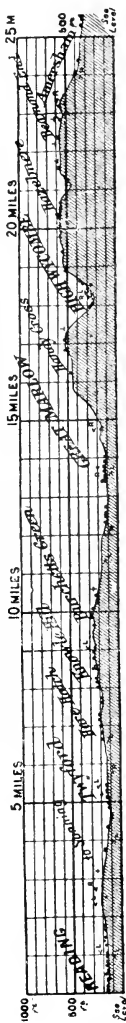
$12\frac{3}{8}$ $5\frac{5}{8}$ Chertsey, * Church.

($15\frac{5}{8}$ $8\frac{7}{8}$ $3\frac{1}{4}$ Staines. *)

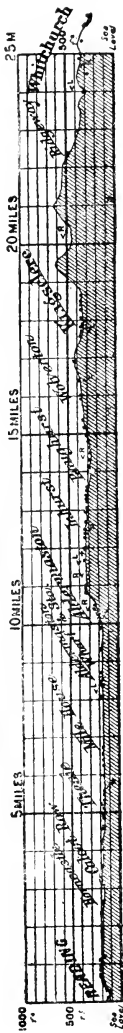
$21\frac{3}{8}$ $14\frac{5}{8}$ 9 Windsor, * Queen's Statue.

[over.]

ROUTE 561. READING TO AMERSHAM.



ROUTE 562. READING TO WHITCHURCH.



ROUTE 563. GUILDFORD TO WINDSOR.



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 563—Continued.

Principal Objects of Interest.—Woking: Newark Priory, Convict Prison. Chertsey: Cowley House, St. Ann's Hill. WINDSOR: Castle, Town Hall, Barracks, Albert Institute, Windsor Park, Eton College.

Hotels or Inns at places marked*.

564 GUILDFORD TO REIGATE.

Description.—Class III. The best road is by Chilworth; the more direct road by Merrow is very steep. Good surface throughout, but it is a very hilly road after Abinger.

Gradients.—At 9½m. 1 in 23; 11m. 1 in 12 (dangerous); 11½m. 1 in 18; 12¼m. 1 in 24; 16¾m. 1 in 22.

Measurements.

<i>Direct.</i>	Guildford,*	White Lion Hotel.		
5 ⁵ / ₈	7	Shere.		
12	13 ³ / ₈	6 ³ / ₈	Dorking,*	Market Place.
18½	19 ⁵ / ₈	12 ⁵ / ₈	6¼	Reigate,*
				Town Hall.

Principal Objects of Interest.—Albury: Park, Silent Pool. Shere: Church. Dorking: Betchworth Castle, Deepdene. REIGATE: Castle Archway, Baron's Cave, School.

565 GUILDFORD TO HORSHAM.

Description.—Class II. The two roads run parallel with one another, but the one by Bramley is the best and easiest. The surface on that road is good, and the gradients are nearly all easy. The road by Cranley is more hilly, and there is one dangerous hill on it near Rowhook.

Gradients.—By Bramley.—At 8¼m. 1 in 20; 8½m. 1 in 17; 12¼m. 1 in 15.

By Cranley.—At 3½m. 1 in 14; 4¾m. 1 in 25; 10¼m. 1 in 19; 10½m. 1 in 19; 15¼m. 1 in 13 (dangerous).

Milestones.—Measured from Town Hall, Guildford.

Measurements.

Guildford,*	White Lion Hotel.		
3¼	Bramley.		
13	9¾	Bucks Green.*	
19½	16¼	6½	Horsham,*
			Carfax.

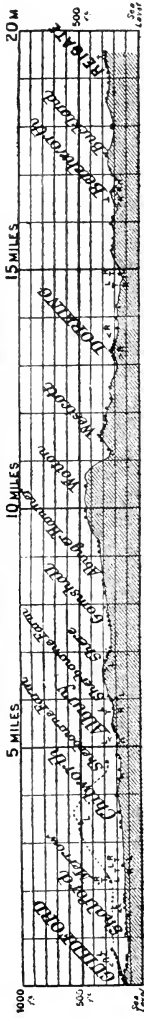
By Cranley—

Guildford,*	White Lion Hotel.		
8½	Cranley,*	Obelisk.	
14 ⁷ / ₈	6 ³ / ₈	Rowhook.*	
19	10½	4½	Horsham,*
			Carfax.

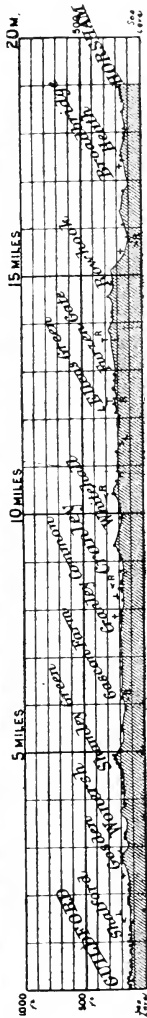
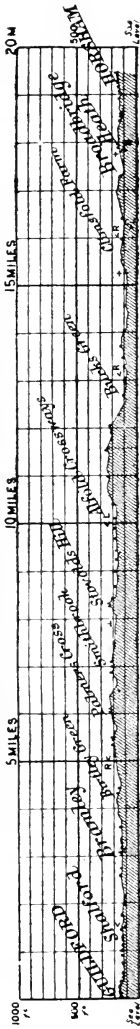
Principal Objects of Interest.—Pleasant, well-wooded country in Sussex. HORSHAM: Church, St. Leonard's Forest, Knapp Castle.

Hotels or Inns at places marked*.

ROUTE 564. GUILDFORD TO REIGATE.



ROUTE 565. GUILDFORD TO HORSHAM. (Two Routes.)



566 GUILDFORD TO CHICHESTER.

Description.—Class II. The best road is by Midhurst. The road has splendid surface as far as Milford; thereafter it is hilly as far as North Chapel, whence easier, and with good surface to Petworth. After Petworth the road becomes somewhat loose and rough on the dangerous hill after Duncton. Good surface near Chichester.

Gradients.—At $\frac{1}{2}$ m. 1/20; $7\frac{1}{2}$ m. 1/17; 8m. 1/17; $8\frac{1}{2}$ m. 1/16; $9\frac{3}{4}$ m. 1/17; $10\frac{1}{4}$ m. 1/19; 11m. 1/22; 13m. 1/13; $14\frac{1}{2}$ m. 1/14; $14\frac{3}{4}$ m. 1/20; $24\frac{1}{2}$ m. 1/10 (very dan.); $26\frac{3}{4}$ m. 1/15; 28m. 1/17; $29\frac{1}{4}$ m. 1/21

Milestones.—Continuation of those from London.

Measurements.

Guildford, * White Lion Hotel.				
4 $\frac{1}{4}$	Godalming, * Town Hall.			
10 $\frac{3}{4}$	6 $\frac{1}{2}$	Chiddingfold.*		
20 $\frac{1}{8}$	15 $\frac{7}{8}$	9 $\frac{3}{8}$	Petworth.*	
31 $\frac{3}{8}$	30 $\frac{1}{8}$	23 $\frac{5}{8}$	14 $\frac{1}{4}$	Chichester, * Cross.

Principal Objects of Interest.— $8\frac{3}{8}$ m., King Edward's School. Petworth: Church. Halnaker: Boxgrove Priory. Chichester: as Route 567.

Hotels or Inns at places marked *, and at Coultershaw Bridge, Duncton, &c.

567 GUILDFORD TO CHICHESTER.

Description.—Class II. The road has splendid surface as far as Milford, whence it is very hilly—several dangerous—as far as Midhurst; thereafter very good surface, but with a dangerous hill at Cocking.

Gradients.—At $\frac{1}{2}$ m. 1/20; $8\frac{1}{4}$ m. 1/19; $8\frac{3}{4}$ m. 1/14; $9\frac{1}{2}$ m. 1/12 (dangerous); $9\frac{1}{2}$ m. 1/17; $11\frac{1}{2}$ m. 1/14; $12\frac{1}{2}$ m. 1/20; $12\frac{3}{4}$ m. 1/15; $13\frac{1}{4}$ m. 1/18; $14\frac{1}{2}$ m. 1/13; $15\frac{1}{4}$ m. 1/10 (dangerous); $16\frac{1}{4}$ m. 1/19; $17\frac{1}{2}$ m. 1/15; 19m. 1/17; $19\frac{1}{2}$ m. 1/10 (dangerous); $21\frac{1}{2}$ m. 1/23; 24m. 1/12 (dangerous); $26\frac{1}{4}$ m. 1/18-14.

Milestones.—Continuation of those from London.

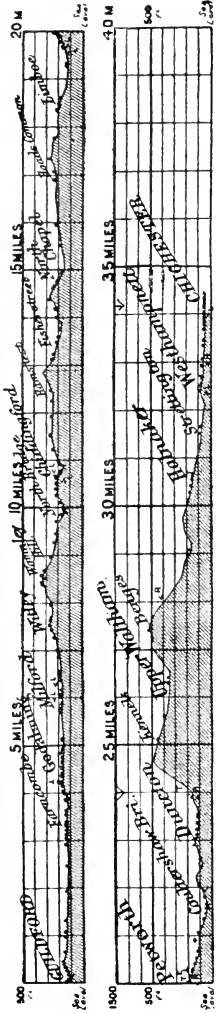
Measurements.

Guildford, * White Lion Hotel.				
4 $\frac{1}{4}$	Godalming, * Town Hall.			
12 $\frac{3}{4}$	8 $\frac{1}{2}$	Haslemere, * Market House.		
21 $\frac{1}{8}$	16 $\frac{7}{8}$	8 $\frac{3}{8}$	Midhurst, * Market Square.	
26 $\frac{1}{2}$	22 $\frac{1}{4}$	13 $\frac{3}{4}$	5 $\frac{3}{8}$	Singleton.*
32 $\frac{3}{4}$	28 $\frac{5}{8}$	20 $\frac{1}{8}$	11 $\frac{3}{4}$	6 $\frac{3}{8}$ Chichester, * Cross.

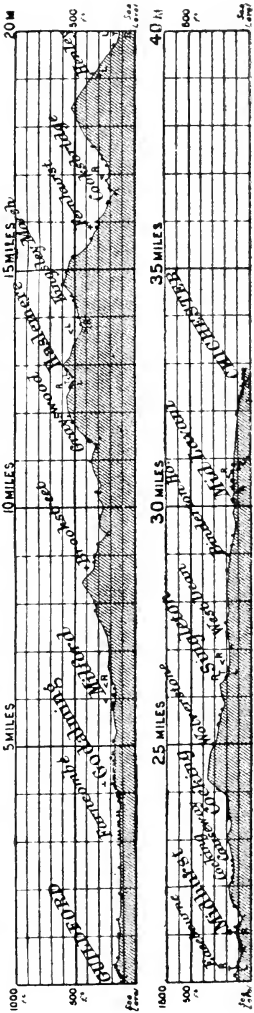
Principal Objects of Interest.—Haslemere: Hynd Head, pretty country. Midhurst: Castle site, School. Singleton: Goodwood Race Course. CHICHESTER: Cathedral, Bell Tower, Cross, St. Mary's Hospital, Canon Gate, City Walls.

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

ROUTE 566. GUILDFORD TO CHICHESTER. (By Petworth.)



ROUTE 567. GUILDFORD TO CHICHESTER. (By Midhurst.)



568 FARNHAM TO PETERSFIELD.

Description.—Class II. The road is slightly undulating, and has good surface, though at times it is loose between Sleaford and Lyss.

Gradients.—At $1\frac{1}{2}$ m. 1 in 21; $6\frac{1}{4}$ m. 1 in 17; 7m. 1 in 21.

Measurements.

Farnham, * Castle Street.

$6\frac{1}{4}$ Sleaford.*

$12\frac{3}{8}$ $6\frac{5}{8}$ Lyss.

$16\frac{5}{8}$ $10\frac{3}{8}$ $3\frac{3}{4}$ Petersfield, * Dolphin Hotel.

Principal Objects of Interest.— $10\frac{1}{4}$ m., Woolmer Pond. A pretty road.

569 REDHILL TO CUCKFIELD.

Description.—Class II. Splendid surface as far as Horley; thereafter the surface deteriorates, and after Pound Hill is a slightly rough and very hilly road.

Gradients.—At $\frac{1}{4}$ m. 1 in 17; 1m. 1 in 18; $9\frac{1}{4}$ m. 1 in 21; 10m. 1 in 17-15; $10\frac{1}{2}$ m. 1 in 13; $10\frac{3}{4}$ m. 1 in 17; $11\frac{1}{4}$ m. 1 in 25; $11\frac{1}{2}$ m. 1 in 13; $12\frac{1}{2}$ m. 1 in 13; $12\frac{3}{4}$ m. 1 in 15; $13\frac{3}{4}$ m. 1 in 17; $14\frac{1}{2}$ m. 1 in 19; 15m. 1 in 20; 16m. 1 in 16.

Measurements.

Redhill, * Market.

$8\frac{3}{4}$ Pound Hill. (Route 618.)

$12\frac{3}{4}$ 4 Balcombe.*

17 $8\frac{1}{4}$ $4\frac{1}{4}$ Cuckfield, * Talbot Hotel.

Principal Objects of Interest.—1m., Earlswood Asylum. Horley: Gatwick Race Course.

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

570 SEVENOAKS TO REIGATE.

Description.—Class II. The road has good surface as far as Westerham, when it becomes very hilly, with a dangerous winding descent to Redhill.

Gradients.—At $\frac{1}{2}$ m. 1 in 14; $1\frac{1}{2}$ m. 1 in 20; $1\frac{3}{4}$ m. 1 in 18; $7\frac{3}{4}$ m. 1 in 15; 9m. 1 in 17; $9\frac{3}{4}$ m. 1 in 13; 10m. 1 in 16; $10\frac{1}{2}$ m. 1 in 22; $11\frac{1}{2}$ m. 1 in 16; 14m. 1 in 22; $14\frac{1}{2}$ m. 1 in 22; 16m. 1 in 21; $17\frac{1}{2}$ m. 1 in 13 (dangerous); 19m. 1 in 19.

Milestones.—Measured from Maidstone.

Measurements.

Sevenoaks.*

$1\frac{1}{2}$ Riverhead.*

$6\frac{1}{8}$ $4\frac{5}{8}$ Westerham.*

$8\frac{3}{4}$ $7\frac{1}{4}$ $2\frac{5}{8}$ Limpsfield.*

$12\frac{7}{8}$ $11\frac{3}{8}$ $6\frac{3}{4}$ $4\frac{1}{2}$ Godstone.*

$17\frac{7}{8}$ $16\frac{3}{8}$ $11\frac{3}{4}$ $9\frac{1}{2}$ 5 Redhill, * Market.

$19\frac{5}{8}$ $18\frac{1}{8}$ $13\frac{1}{2}$ $10\frac{7}{8}$ $6\frac{3}{4}$ $1\frac{3}{4}$ Reigate, * Town Hall.

Principal Objects of Interest.—Pretty road. Redhill: Earlswood Asylum. REIGATE: as Route 564.

Hotels or Inns at places marked *.

571 SEVENOAKS TO ERITH.

Description.—Class III. The road has good surface, but is undulating as far as Farningham, whence good, but apt to be bumpy to Dartford. Thereafter the road is fine to Crayford, whence fairly good to Erith.

Gradients.—At 1m. 1/17; 3¼m. 1/16; 4m. 1/22; 15¾m. 1/13.

Measurements.

Sevenoaks.*

8¾	Farningham.*		
13¾	5	Dartford.*	
15½	6¾	1¾	Crayford.*
17¾	9	4	2¼ Erith.*

Principal Objects of Interest.—A very pretty road. 6m., Shoreham Castle. Eynesford: Castle. Dartford: Nunnery Ruins. Erith: Lessness Abbey.

572 TONBRIDGE TO EASTBOURNE.

Description.—Class II. The road has very good surface, but is steep to Tunbridge Wells; thereafter it is a very hilly road, with several dangerous hills, and with only fairly good surface to Hailsham. There is a more direct road, ½m. shorter, between Mark Cross and Mayfield, and also between Green Hill and Cowden, 1½m. shorter; both are dangerously steep. The Route given here between Hailsham and Eastbourne is good, but apt to be stony. The best road is Route 506.

Gradients.—At 1m. 1 in 13 (dangerous); 4¾m. 1 in 20; 5¾m. 1 in 17; 6¾m. 1 in 19; 7m. 1 in 12 (dangerous); 8m. 1 in 16; 8½m. 1 in 13 (dangerous); 9m. 1 in 18; 9¼m. 1 in 23; 12½m. 1 in 16; 13¾m. 1 in 16; 14¾m. 1 in 17-18 (dangerous); 15m. 1 in 15 (dangerous); 15½m. 1 in 15; 19¾m. 1 in 23.

Milestones.—Measured from London Bridge to Tunbridge Wells; thereafter from Royal Kentish Hotel, Tunbridge Wells.

Measurements.

Tonbridge,* Bridge.

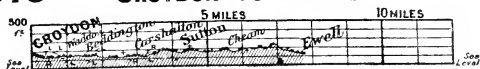
5¼	Tunbridge Wells,* Royal Kentish Hotel		
13¾	8½	Mayfield.*	
18½	13¾	4¾	Cross-in-hand.*
26¾	21½	12½	7¾ Horsebridge.*
27½	22¾	13¾	9 1¼ Hailsham,* Church.
36	30¾	22¼	17¾ 9½ 8¾ Eastbourne,* P.O.

Principal Objects of Interest.—TUNBRIDGE WELLS: Spa, High Rocks, Eridge Castle, Bayham Abbey. Splendid view from Frant. Mark Cross: Church. Cross-in-hand: Heathfield Park. Hailsham: Church, Michelham Priory. EASTBOURNE: Parade, Pier, Devonshire Park, Town Hall.

Hotels or Inns at places marked *, and at Southborough, Frant, Mark Cross, Five Ashes, and Horeham.

573

CROYDON TO EWELL.



Description.—Class II. The road is very bumpy and undulating all the way.

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

Measurements.—Croydon, * Town Hall.

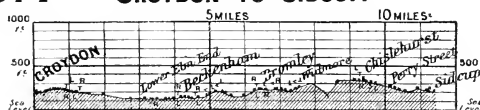
4 $\frac{1}{2}$ Sutton.*

7 $\frac{3}{4}$ 3 $\frac{1}{4}$ Ewell.*

Principal Objects of Interest.—Carshalton: Church. Ewell: Castle. Uninteresting road.

574

CROYDON TO SIDCUP.



Description.—Class III. A bumpy road at first, then good surface, but with a dangerous hill before Chislehurst.

Gradients.—At 5 $\frac{1}{2}$ m. 1 in 24; 6m. 1 in 16; 8 $\frac{1}{4}$ m. 1 in 18; 8 $\frac{1}{2}$ m. 1 in 11 (dangerous).

Measurements.—Croydon, * Town Hall.

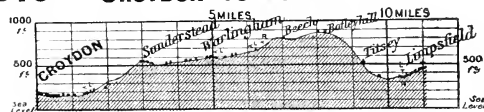
4 $\frac{3}{8}$ Beckenham.*

6 $\frac{3}{8}$ 2 Bromley, * Market.

11 $\frac{1}{4}$ 6 $\frac{7}{8}$ 4 $\frac{7}{8}$ Sidcup.*

575

CROYDON TO LIMPSFIELD.



Description.—Class II. The road is good as far as Warlingham, but with steep hills; thereafter fairly good surface, but with a very dangerous descent to Limpsfield.

Gradients.—At 2m. 1 in 16; 2 $\frac{1}{2}$ m. 1 in 13-15; 6 $\frac{1}{2}$ m. 1 in 16; 9 $\frac{1}{4}$ m. 1 in 8 (highly dangerous).

Milestones.—Continuation of those from London.

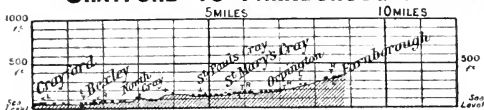
Measurements.—Croydon, * Town Hall.

5 Warlingham.*

11 6 Limpsfield.*

Principal Objects of Interest.—Splendid view from the top of Titsey Hill.

CRAYFORD TO FARNBOROUGH. 576



Description.—Class III. The road is very slightly undulating, but has excellent surface throughout.

Measurements.—Crayford.*

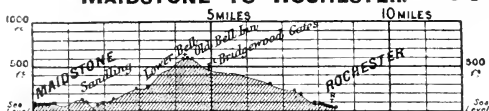
5½ St. Mary's Cray.*

6¾ 1¼ Orpington.*

8½ 3½ 1½ Farnborough.*

Principal Objects of Interest.—A pretty and favourite road. St. Mary's Cray: Paper Mills.

MAIDSTONE TO ROCHESTER. 577



Description.—Class II. The road is very steep, but the surface is good.

Gradients.—At 1½m. 1 in 15; 3½m. 1 in 15; 4m. 1 in 17; 4½m. 1 in 20; 7½m. 1 in 16.

Milestones.—Measured from the Court-house, Maidstone.

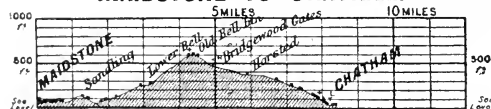
Measurements.—Maidstone,* Cross.

4¼ Old Bell Inn.*

8½ 4½ Rochester,* Corn Exchange.

Principal Objects of Interest.—Sandling: Allington Castle, Boxley Abbey. 3¾m. Kits Coty House. ROCHESTER: Cathedral. Castle Ruins.

MAIDSTONE TO CHATHAM. 578



Description.—Class II. The road is very steep, but the surface is good.

Gradients.—At 1½m. 1 in 15; 3½m. 1 in 15; 4m. 1 in 17; 4½m. 1 in 20; 7¾m. 1 in 15.

Milestones.—Measured from the Court-house, Maidstone.

Measurements.—Maidstone,* Cross.

8½ Chatham,* P.O.

Principal Objects of Interest.—To Old Bell Inn as above. CHATHAM: Dock Yards, Barracks, Fort Pitt, &c.

579 GRAVESEND TO ROMFORD.

Description.—Class III. Ferry to Tilbury ($\frac{3}{4}$ m.). The road has poor surface at first, but improves after Chadwell, and is a fair undulating road to Romford.

Gradients.—At $2\frac{1}{4}$ m. 1 in 13; $14\frac{1}{4}$ m. 1 in 19.

Measurements.

Gravesend.*			
9 $\frac{3}{4}$	South Ockenden.*		
14	4 $\frac{1}{4}$	Upminster.*	
17 $\frac{3}{4}$	8	3 $\frac{3}{4}$	Romford.*

Principal Objects of Interest.—Uninteresting country.

580 GRAVESEND TO BRENTWOOD.

Description.—Class III. Ferry to Tilbury ($\frac{3}{4}$ m.); thereafter the road has poor surface to Chadwell, whence it is a fairly good cross-country road to Brentwood. The surface is often very rough between Orsett and Herongate.

Gradients.—At $2\frac{3}{4}$ m. 1 in 13; $12\frac{1}{2}$ m. 1 in 18; 13m. 1 in 21.

Measurements.

Gravesend.*			
$\frac{3}{4}$	Tilbury,* Station.		
6 $\frac{7}{8}$	6 $\frac{1}{8}$	Orsett.*	
16 $\frac{1}{4}$	15 $\frac{1}{2}$	9 $\frac{3}{8}$	Brentwood,* Monument.

Principal Objects of Interest.—Tilbury: Fort, Docks. 14m., Thorndon Hall. Brentwood: Assize House.

Hotels or Inns at places marked *, and at Baker Street and Herongate.

581 GRAVESEND TO TONBRIDGE.

Description.—Class II. The road has good surface, but after Ightham it is poor and very hilly. There is a dangerous descent to Wrotham and to Shipborne. The best and easiest route is to turn to R. at $13\frac{1}{4}$ m., and follow the road by Ivyhatch and Plaxtol to Hadlow, where join Route 582.

Gradients—At 3m. 1 in 17; 10m. 1 in 14 (dangerous); 13m. 1 in 13 (dangerous); 15m. 1 in 11 (dangerous); $15\frac{3}{4}$ m. 1 in 17; 16m. 1 in 19; $17\frac{1}{2}$ m. 1 in 17.

Milestones.—Measured from Town Pier, Gravesend, as far as Wrotham; thereafter from Tonbridge Station.

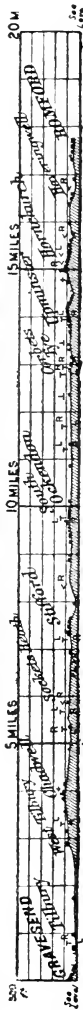
Measurements.

<i>By Hadlow.</i>		Gravesend.*	
10 $\frac{3}{8}$	10 $\frac{3}{8}$	Wrotham.*	
12 $\frac{3}{4}$	12 $\frac{3}{4}$	2 $\frac{3}{8}$	Ightham.*
22 $\frac{3}{8}$	19 $\frac{3}{8}$	9 $\frac{1}{4}$	6 $\frac{1}{8}$ Tonbridge,* Bridge.

Principal Objects of Interest.—Wrotham: Palace Ruins. Ightham: Moat. Shipborne: Church. Hadlow: Castle. TONBRIDGE: Castle, School, Church.

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

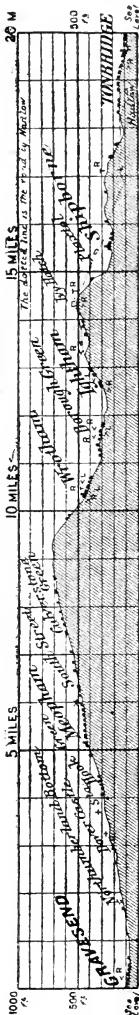
ROUTE 579. GRAVESEND TO ROMFORD.



ROUTE 580. GRAVESEND TO BRENTWOOD.



ROUTE 581. GRAVESEND TO TONBRIDGE.



Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, J Road Junction, 0 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

582 ROCHESTER TO TONBRIDGE.

Description.—Class II. The road has good surface, but is slightly hilly at first, and near Malling. Fine surface approaching Tonbridge.

Gradients.—At 2m.1 in 17; 2 $\frac{3}{4}$ m.1 in 22; 12m.1 in 21.

Milestones.—Measured from Maidstone, Town Clock.

Measurements.

Rochester,* Corn Exchange.

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

9 $\frac{1}{2}$ 3 West Malling.*

15 $\frac{3}{4}$ 9 $\frac{1}{4}$ 6 $\frac{1}{4}$ Hadlow.*

19 $\frac{1}{2}$ 13 10 3 $\frac{3}{4}$ Tonbridge,* Bridge.

Principal Objects of Interest.—6m., Holborough Court. Leybourne: Castle Ruins. Malling: Church. Mereworth: Castle. Hadlow: Castle. TONBRIDGE: Castle, School, Ch.

Hotels or Inns at places marked*.

583 MAIDSTONE TO TUNBRIDGE WELLS.

Description.—Class II. The road has fine surface, but is somewhat hilly as far as Hale Street, whence fairly good to Pembury; thereafter fine surface to Tunbridge Wells.

Gradients.—At $\frac{1}{2}$ m.1 in 17; 1 $\frac{1}{4}$ m.1 in 25; 4m.1 in 23; 5m.1 in 25; 5 $\frac{3}{4}$ m.1 in 20; 11 $\frac{3}{4}$ m.1 in 22; 17 $\frac{1}{2}$ m.1 in 17.

Milestones.—Measured from Maidstone Town Clock as far as Watringbury.

Measurements.

Maidstone,* Fountain.

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

7 $\frac{7}{8}$ 3 Hale Street.*

17 $\frac{7}{8}$ 13 10 Tunbridge Wells,* Royal Kentish Hotel.

Principal Objects of Interest.—Rather pretty country, but uninteresting near Hale Street. TUNBRIDGE WELLS: Spa, High Rocks, Eridge Castle, Bayham Abbey.

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

584 MAIDSTONE TO TONBRIDGE.

Description.—Class II. The road is slightly hilly at first, but it has splendid surface throughout.

Gradients.—At $\frac{1}{2}$ m.1 in 17; 1 $\frac{1}{4}$ m.1 in 25; 4m.1 in 23.

Milestones.—Measured from Maidstone, Town Clock.

Measurements.

Maidstone,* Fountain.

4 $\frac{3}{8}$ Watringbury.*

10 $\frac{1}{8}$ 5 $\frac{1}{4}$ Hadlow.*

13 $\frac{7}{8}$ 9 3 $\frac{3}{4}$ Tonbridge,* Bridge.

Principal Objects of Interest.—Mereworth: Castle. Hadlow: Castle. TONBRIDGE: Castle, School, Church.

Hotels or Inns at places marked*.

585 MAIDSTONE TO SEVENOAKS, &c.

Description.—Class I. & III. The road has fine surface as far as Wrotham Heath, after which it is good as far as Ightham, whence very hilly to Seal. For Sevenoaks turn to L. at 15½m.

Gradients.—At ½m.1 in 21; 12¼m.1 in 16; 12¾m.1 in 17; 13¼m.1 in 16; 14¾m.1 in 15.

Milestones.—Measured from London Bridge as far as Wrotham Heath; thereafter from Maidstone, Clock.

Measurements.

Maidstone,* Fountain.			
(6	West Malling.*)		
11½	6¼	Ightham.*	
17¼	11¾	5½	Sevenoaks,* or Riverhead.*

Principal Objects of Interest.—Malling: Church. Ightham: Moat. SEVENOAKS: Church, Knole Park.

586 MAIDSTONE TO SHEERNESS.

Description.—Class II. The road has good surface to Key Street, but is dangerously steep past Detling. Between Iwade and Sheerness the road mostly lies very low, and is therefore frequently loose. Toll at Queensbridge.

Gradients.—At ½m.1/21; 3m.1/11 (dangerous); 5m.1/24.

Milestones.—Measured from Maidstone.

Measurements.

Maidstone,* Fountain.			
9½	Key Street.		
(11½	1¾	Sittingbourne.*)	
(17½	7¾	8¾	Queenborough.*)
19½	9½	10½	3¼ Sheerness.*

Principal Objects of Interest.—Sittingbourne: Milton Court House. SHEERNESS: Docks, &c.

587 MAIDSTONE TO TENTERDEN.

Description.—Class II. The road is good but somewhat hilly to Headcorn, and with a dangerous hill at Sutton Valence; thence a splendid level road to Tenterden.

Gradients.—At ½m.1/20; 5¾m.1/10 (dangerous); 8m.1/21.

Milestones.—Measured from Maidstone, Clock; near Tenterden, from Market House, Tenterden.

Measurements.

Maidstone,* Fountain.			
5¾	Sutton Valence.*		
9¼	3½	Headcorn.*	
13½	7¾	4¼	Biddenden.*
18½	12¾	9¾	5½ Tenterden,* Market House.

Principal Objects of Interest.—Sutton: Castle Ruins.

Hotels or Inns at places marked *, and at Boars Isle.

588 MAIDSTONE TO GOUDHURST, &C.

Description.—Class III. The road is exceedingly hilly, except near Marden. Rough surface at first, then good.

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

Milestones.—Measured from Maidstone Cross as far as Linton; thereafter from Marden P.O.

Measurements.

Maidstone,* Fountain.

$7\frac{3}{4}$ Marden,* P.O.

13 $5\frac{1}{4}$ Goudhurst.*

$17\frac{1}{2}$ $9\frac{3}{4}$ $4\frac{1}{2}$ Flimwell. (Route 502, 609.)

23 $15\frac{1}{4}$ 10 $5\frac{1}{2}$ Robertsbridge,* George Hotel.

Principal Objects of Interest.—Goudhurst: Church. Fine views of Kent. $15\frac{1}{4}$ m., Bedgebury Park.

Hotels or Inns at places marked *, and at Stile Bridge and Winchet Hill.

589 CANTERBURY TO CRANBROOK.

Description.—Class II. The road has splendid surface as far as Chilham, after which it is hilly as far as Smarden, with dangerous descents at Charing and Pluckley; thereafter it is a good undulating country road to Cranbrook. The best part of the road is near Canterbury and near Biddenden. The surface on the descent to Charing is sometimes rough.

Gradients.—At $8\frac{1}{2}$ m. 1 in 15; $13\frac{1}{2}$ m. 1 in 12 (dangerous); 14m. 1 in 16; $16\frac{1}{2}$ m. 1 in 22; $17\frac{1}{2}$ m. 1 in 12 (dangerous); $26\frac{1}{4}$ m. 1 in 18; 27m. 1 in 20; $29\frac{3}{4}$ m. 1 in 20.

Milestones.—Measured from Canterbury as far as Chilham. After Charing measured from Faversham.

Measurements.

Canterbury,* Guildhall.

$6\frac{1}{8}$ Chilham.*

9 $2\frac{7}{8}$ Molash.*

$14\frac{1}{4}$ $8\frac{1}{8}$ $5\frac{1}{4}$ Charing.*

$21\frac{1}{8}$ 15 $12\frac{1}{8}$ $6\frac{7}{8}$ Smarden.

$24\frac{1}{2}$ $19\frac{3}{8}$ $15\frac{1}{2}$ $10\frac{1}{4}$ $3\frac{3}{8}$ Biddenden.*

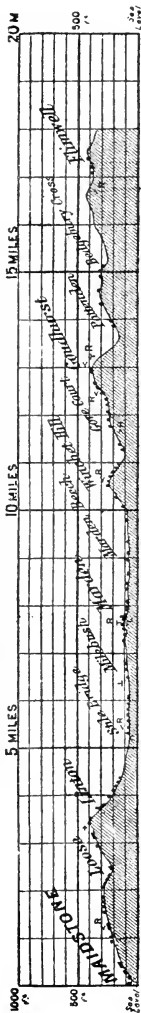
$28\frac{3}{8}$ $22\frac{1}{4}$ $19\frac{3}{8}$ $14\frac{1}{8}$ $7\frac{1}{4}$ $3\frac{7}{8}$ Sissinghurst.*

$30\frac{1}{8}$ 24 $21\frac{1}{8}$ $15\frac{7}{8}$ 9 $5\frac{5}{8}$ $1\frac{3}{4}$ Cranbrook.*

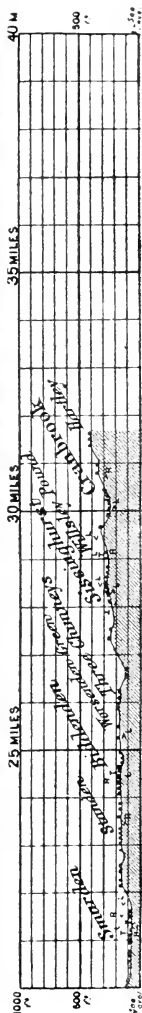
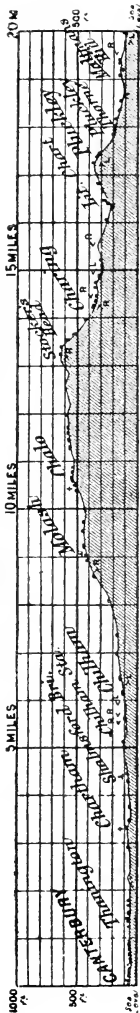
Principal Objects of Interest.—Chilham: Chilham Castle. Charing: Church, Bishop's Palace ruins. Sissinghurst: Castle. There is a splendid view from the hill above Charing; and the road is very pretty near Cranbrook.

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

ROUTE 588. MAIDSTONE TO GOUDHURST, & C.



ROUTE 589. CANTERBURY TO CRANBROOK.



590 CANTERBURY TO ASHFORD.

Description.—Class II. The road is very slightly undulating, and has splendid surface throughout.

Gradients.—At 7m.1 in 24; 7½m.1 in 27.

Milestones.—Measured from Guildhall, Canterbury.

Measurements.

Canterbury,* Guildhall.

8 Godmersham.

14 6 Ashford,* Town Clock.

Principal Objects of Interest.—Chilham: Castle.
ASHFORD: Railway Works.

591 CANTERBURY TO MARGATE.

Description.—Splendid surface throughout.

Gradients.—At 3¼m.1 in 20; 11½m.1 in 17.

Milestones.—Continuation of those from London.

Measurements.

Canterbury,* Guildhall.

6½ Upstreet.*

12¼ 6½ Birchington.*

15¾ 9½ 3½ Margate,* Parade.

Principal Objects of Interest.—Margate: Pier, Sands, &c.

592 CANTERBURY TO RAMSGATE.

Description.—Class I. Splendid surface throughout.

Gradients.—At 3¼m.1 in 20.

Milestones.—Measured from London Bridge.

Measurements.

Canterbury,* Guildhall.

2½ Sturry.

8¼ 5¾ Sarre.*

16½ 14 8¼ Ramsgate,* Town Hall.

Principal Objects of Interest.—RAMSGATE: Pier, Town Hall, Sands, Goodwin Sands.

593 CANTERBURY TO DEAL.

Description.—Class III. Good surface throughout, but many short hills between Canterbury & Ash; thereafter flat.

Gradients.—At 1m.1/15; 2½m.1/16; 6½m.1/12; 7m.1/24.

Milestones.—Measured from Guildhall, Canterbury.

Measurements.

Canterbury,* Guildhall.

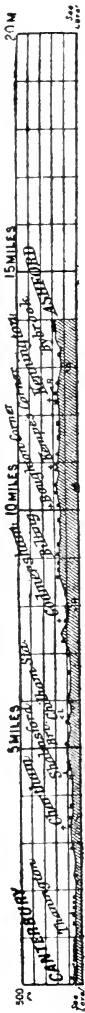
6¼ Wingham.*

12¼ 6 Sandwich.*

17¾ 11½ 5½ Deal,* High Street.

Principal Objects of Interest.—Sandwich: Fishergate, Barbican, Church, St. Thomas Hospital. DEAL: Castle, Walmer Castle, Sandown Castle site, Goodwin Sands
Hotels or Inns at places marked *.

ROUTE 590. CANTERBURY TO ASHFORD.



ROUTE 591. CANTERBURY TO MARGATE.



ROUTE 592. CANTERBURY TO RAMSGATE.



ROUTE 593. CANTERBURY TO DEAL.



594 CANTERBURY TO FOLKESTONE.

Description.—Class II. A very hilly road, but with good surface throughout. Dangerous descent to Folkestone. The easiest route is by the Elham Valley, Route 595.

Gradients.—At 2 $\frac{3}{4}$ m. 1 in 20; 3 $\frac{1}{4}$ m. 1 in 15; 6 $\frac{1}{4}$ m. 1 in 22; 7 $\frac{1}{2}$ m. 1 in 20; 9m. 1 in 19; 14m. 1 in 10 (dangerous); 15m. 1 in 13-16 (dangerous).

Milestones.—On the Dover road measured from London Bridge; thereafter from Folkestone.

Measurements.

Canterbury, * Guildhall.

3 Bridge.*

10 $\frac{1}{4}$ 7 $\frac{1}{4}$ Selsted.*

16 $\frac{1}{4}$ 13 $\frac{1}{4}$ 6 Folkestone, * Town Hall.

Principal Objects of Interest.—FOLKESTONE: Church, Cæsar's Camp, East Wear Bay.

Hotels or Inns at places marked *.

595 CANTERBURY TO FOLKESTONE.

Description.—Class III. This road by the Elham Valley is the easiest and prettiest to Folkestone. The surface is good throughout, and there are no dangerous hills.

Gradients.—At 2 $\frac{3}{4}$ m. 1 in 20; 3 $\frac{1}{4}$ m. 1 in 15; 5m. 1 in 17; 6 $\frac{1}{2}$ m. 1 in 15; 9 $\frac{3}{4}$ m. 1 in 21; 15m. 1 in 14.

Measurements.

Canterbury, * Guildhall.

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

10 $\frac{5}{8}$ 4 $\frac{1}{2}$ Elham.*

14 $\frac{1}{4}$ 8 $\frac{1}{2}$ 3 $\frac{5}{8}$ Etchinghill.* (Route 596.)

19 $\frac{5}{8}$ 13 $\frac{1}{2}$ 9 5 $\frac{3}{8}$ Folkestone, * Town Hall.

Principal Objects of Interest.—FOLKESTONE: as above.

Hotels or Inns at places marked *, and at Cheriton Street.

596 CANTERBURY TO HYTHER.

Description.—Class III. A good road, but with long hills. For Folkestone turn to L. at Farthing Common.

Gradients.—At 4 $\frac{1}{2}$ m. 1 in 18; 12m. 1 in 12 (dangerous); 16m. 1 in 16.

Measurements.

Canterbury, * Guildhall.

8 $\frac{3}{4}$ George Inn.*

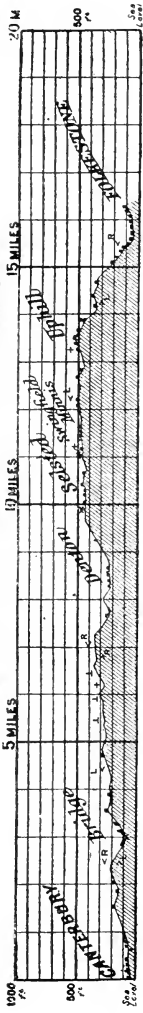
(13 $\frac{5}{8}$ 4 $\frac{7}{8}$ Etchinghill.* Route 595.)

16 $\frac{7}{8}$ 8 $\frac{1}{8}$ Hythe.*

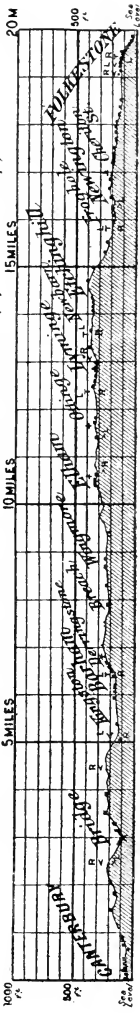
Principal Objects of Interest.—Westenhanger: Manor House. HYTE: Ch., Saltwood Castle, Shorncliffe Camp.

Hotels or Inns at places marked *, and at Chequers and Stanford.

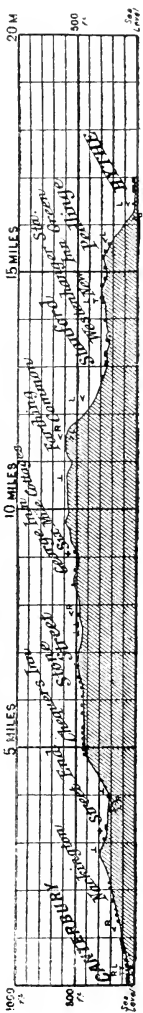
ROUTE 594. CANTERBURY TO FOLKESTONE.



ROUTE 595. CANTERBURY TO FOLKESTONE. (By Elham Valley.)



ROUTE 596. CANTERBURY TO HYTHE.



597 DOVER TO RAMSGATE & MARGATE.

Description.—Class II. The road is hilly at first, but it has very good surface throughout. For Margate turn to L. at 16 $\frac{3}{4}$ m.

Gradients.—At 1 $\frac{1}{2}$ m. 1 in 18; 2 $\frac{3}{4}$ m. 1 in 13 (dangerous); 16 $\frac{3}{4}$ m. 1 in 23.

Milestones.—Continuation of milestones on London Road near Dover, to Eastry.

Measurements.

Dover, * Market Place.

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

12 2 $\frac{1}{2}$ Sandwich.*

18 $\frac{3}{4}$ 19 $\frac{1}{4}$ 6 $\frac{3}{4}$ Ramsgate,* Town Hall, or

21 11 $\frac{1}{2}$ 9 Margate,* Parade.

Principal Objects of Interest.—Waldershare: Park. Sandwich: Fisher Gate, Barbican, Church, St. Thomas' Hospital. 13 $\frac{1}{4}$ m., to Richborough Castle. Ebbsfleet: St. Augustine's Landing Place. RAMSGATE: Town Hall, Pier, Sands. MARGATE: Pier, Trinity Church, Sands, &c.

598 ASHFORD TO FAVERSHAM.

Description.—Class II. The road is hilly, and with fairly good surface throughout, but there is a long, steep, and dangerous hill near Boughton Lees.

Gradients.—At 4 $\frac{1}{2}$ m. 1 in 14 (dangerous).

Milestones.—Measured from Town Clock, Ashford.

Measurements.

Ashford,* Town Clock.

8 $\frac{3}{8}$ Badlesmere Lees.*

13 $\frac{1}{8}$ 4 $\frac{3}{4}$ Faversham,* Town Hall.

Principal Objects of Interest.—Faversham: Church.

599 ASHFORD TO NEW ROMNEY.

Description.—Class II. The road has very good surface as far as Ham Street; thereafter, while it is flat, the surface is loose and sandy.

Gradients.—At 6 $\frac{1}{4}$ m. 1 in 18.

Milestones.—Measured from High Street, Ashford.

Measurements.

Ashford,* Town Clock.

6 $\frac{5}{8}$ Ham Street.*

10 $\frac{7}{8}$ 4 $\frac{1}{4}$ Ivychurch.

14 7 $\frac{3}{8}$ 3 $\frac{1}{8}$ New Romney.*

10 $\frac{7}{8}$ 4 $\frac{1}{4}$ Brenzett Corner.* (Route 611 or 615.)

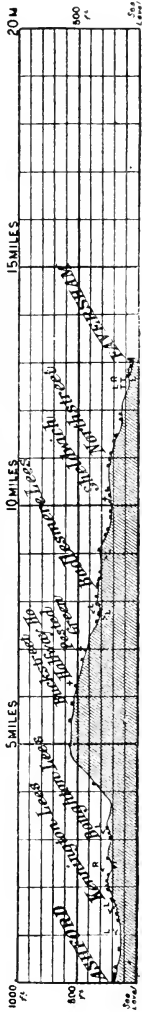
Principal Objects of Interest.—Flat, marsh land after Ham Street. 7 $\frac{1}{4}$ m., Military Canal.

Hotels or Inns at places marked*.

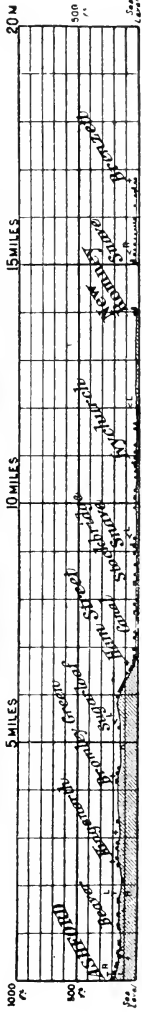
ROUTE 597. DOVER TO RAMSGATE OR MARGATE.

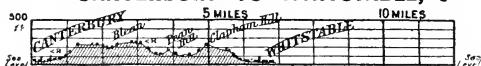


ROUTE 598. ASHFORD TO FAVERSHAM.



ROUTE 599. ASHFORD TO NEW ROMNEY OR BRENZETT.



600 CANTERBURY TO WHITSTABLE, 6½m.

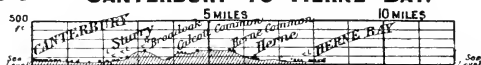
Description.—Class II. Good surface, but a very hilly road; several of the hills are dangerously steep.

Gradients.—At 1¼m. 1 in 12; 2m. 1 in 20; 2½m. 1 in 17; 3¼m. 1 in 16; 4m. 1 in 17; 4¾m. 1 in 13; 5¾m. 1 in 10 (dangerous).

Milestones.—Measured from Guildhall, Canterbury.

Principal Objects of Interest.—Whitstable: Oyster Beds, The Street.

Hotels or Inns at places marked*.

601 CANTERBURY TO HERNE BAY.

Description.—Class II. Fine surface to Sturry, then a hilly road with fairly good surface.

Gradients.—At 2¾m. 1 in 17; 3½m. 1 in 22; 4m. 1 in 12 (dangerous); 6m. 1 in 25.

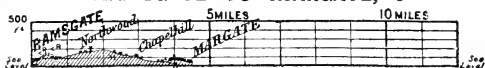
Measurements.—Canterbury,* Guildhall.

6⅔ Herne.

8¼ 1½ Herne Bay,* Clock Tower.

Principal Objects of Interest.—Herne Bay: Pier, Reulver.

Hotels or Inns at places marked*.

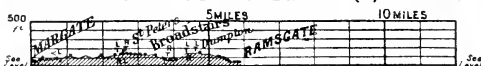
602 RAMSGATE TO MARGATE, 4½m.

Description.—Class II. Good surface.

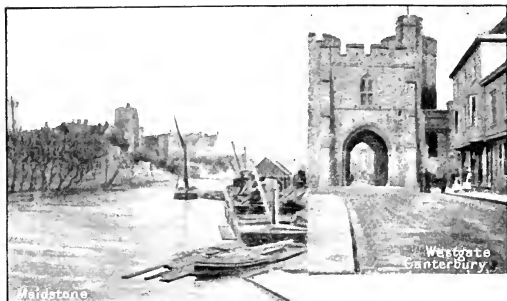
Gradients.—At ¼m. 1 in 19; 3m. 1 in 23.

Principal Objects of Interest.—MARGATE: Pier, Trinity Church, Sands Pier, &c.

Hotels or Inns at places marked*.

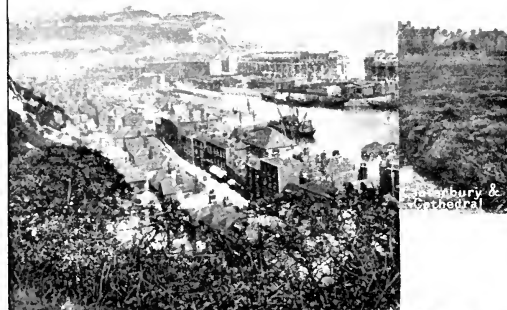
603 MARGATE TO RAMSGATE. (By Broadstairs.)

Description.—Class III. A good undulating road.



Maidstone

Westgate
Canterbury



Dover

Canterbury &
Cathedral



Ashford



St Radigunds Abbey



Margate

Route 603—Continued.

Gradients.—At $4\frac{1}{4}$ m. 1 in 19.

Measurements.—Margate, * Parade.

$3\frac{7}{8}$ Broadstairs, *

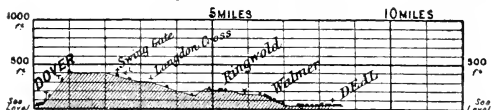
$5\frac{1}{4}$ 2 Ramsgate, * Town Hall.

Principal Objects of Interest.—Broadstairs North Foreland, Sands, Church, Stone House.

Hotels or Inns at places marked.*

DOVER TO DEAL.

604



Description.—Class II. Good surface, but a very dangerous winding hill between Dover Castle and Dover. For Sandwich, by this road, $12\frac{3}{4}$ m., turn to L. in Walmer.

Gradients.—At $\frac{1}{2}$ m. 1 in 11 (very dangerous turns); $4\frac{1}{2}$ m. 1 in 22.

Milestones.—Measured from Trinity Church, Dover.

Measurements.—Dover, * Market.

$6\frac{5}{8}$ Walmer.

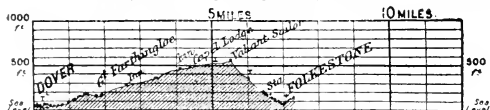
$8\frac{3}{8}$ $1\frac{3}{4}$ Deal.*

Principal Objects of Interest.—Walmer: Castle. DEAL: Castle, Sandown Castle site, Goodwin Sands.

Hotels or Inns at places marked.*

DOVER TO FOLKESTONE.

605



Description.—Class II. Fairly good surface to summit, then a highly dangerous winding descent with a very bad turn at the steepest part.

Gradients.—At $1\frac{1}{4}$ m. 1/17; $5\frac{1}{4}$ m. 1/10 (very dangerous turns).

Milestones.—From Dover Castle Hotel, Folkestone.

Measurements.—Dover, * Market.

$7\frac{1}{4}$ Folkestone, * Town Hall.

Principal Objects of Interest.—Splendid views. FOLKESTONE: Church, Cæsar's Camp, East Wear Bay.

Hotels or Inns at places marked.*

606 ASHFORD TO HAWKHURST.

Description.—Class II. Very good undulating road to Tenterden; thereafter hilly, and with poorer surface.

Gradients.—At $\frac{1}{2}$ m. 1 in 24; $6\frac{3}{4}$ m. 1 in 18; $8\frac{1}{2}$ m. 1 in 14; $13\frac{1}{2}$ m. 1 in 14; 14m. 1 in 20; $15\frac{1}{2}$ m. 1 in 15; $16\frac{1}{2}$ m. 1 in 13; $17\frac{3}{4}$ m. 1 in 15; $20\frac{1}{2}$ m. 1 in 20; $22\frac{3}{4}$ m. 1 in 18.

Milestones.—Measured from “Barrow Hill,” Ashford.

Measurements.

Ashford,* Town Clock.

$9\frac{1}{8}$ High Halden.*

$12\frac{1}{2}$ $3\frac{3}{8}$ Tenterden,* Market House.

$19\frac{7}{8}$ $10\frac{3}{4}$ $7\frac{3}{8}$ Sandhurst.*

$22\frac{3}{4}$ $13\frac{5}{8}$ $10\frac{1}{4}$ $2\frac{7}{8}$ Hawkhurst (Highgate).*

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

607 TUNBRIDGE WELLS TO ASHFORD.

Description.—Class II. The road has very fine surface to Hope Mill, whence it is hilly, but with fair surface. This route by Pembury is the best road to Lamberhurst, &c.

Gradients.—At $\frac{1}{2}$ m. & $9\frac{1}{2}$ m. 1/17; 10m. 1/11 (dangerous); $12\frac{3}{4}$ m. 1/24; $13\frac{1}{2}$ m. 1/23; 14m. 1/21; $16\frac{1}{2}$ m. 1/20; 17m. 1/18.

Measurements.

Tunbridge Wells,* Royal Kentish Hotel.

(8 Lamberhurst,* Bridge. Route 502 or 609.)

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

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

$18\frac{7}{8}$ $12\frac{1}{8}$ $8\frac{5}{8}$ $3\frac{7}{8}$ Biddenden.*

$22\frac{7}{8}$ $16\frac{7}{8}$ $12\frac{5}{8}$ $7\frac{7}{8}$ 4 High Halden.* (Route 606.)

32 $25\frac{1}{4}$ $21\frac{3}{4}$ 17 $13\frac{1}{8}$ $9\frac{1}{8}$ Ashford.*

Principal Objects of Interest.—Goudhurst: Bedgebury Park. Sissinghurst: Castle ruins.

608 TUNBRIDGE WELLS TO HASTINGS.

Description.—Class I. The road is exceedingly hilly, but has good surface throughout. The best road to Hastings is Route 607 to Pembury, thence as Route 502.

Gradients.—At $\frac{1}{2}$ m. 1 in 17; $1\frac{1}{2}$ m. 1 in 19; $1\frac{3}{4}$ m. 1 in 12 (dangerous); 3m. 1 in 18; 4m. 1 in 16-13; $4\frac{1}{2}$ m. 1 in 16; $5\frac{1}{2}$ m. 1 in 15; 6m. 1 in 22; 11m. 1 in 19; 12m., $12\frac{1}{4}$ m., and 15m. 1 in 15; $16\frac{1}{2}$ m. 1 in 19; $20\frac{1}{4}$ m. 1 in 21; $23\frac{1}{2}$ m. 1 in 13; $24\frac{1}{2}$ m. 1 in 18, &c.

Milestones.—Irregular.

Measurements.

Tunbridge Wells,* Royal Kentish Hotel.

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

$16\frac{1}{4}$ $9\frac{3}{4}$ Robertsbridge,* George Hotel.

$28\frac{1}{4}$ $20\frac{3}{4}$ 11 Hastings,* Albert Memorial.

Principal Objects of Interest.—Fine view from Frant. Hurst Green: Bodiam Castle. HASTINGS: as Route 502.

[over.

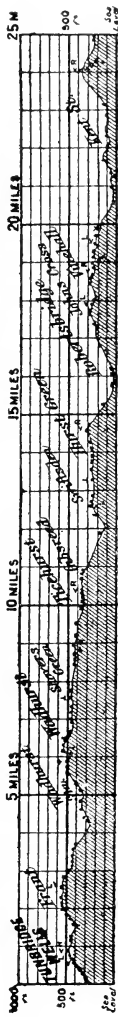
ROUTE 606. ASHFORD TO HAWKHURST.



ROUTE 607. TUNBRIDGE WELLS TO ASHFORD. (Last 9m. as Route 606.)



ROUTE 608. TUNBRIDGE WELLS TO HASTINGS. (Last 3 1/2 m. as Route 614.)



Route 608—Continued.

Hotels or Inns at places marked *, and at Frant, Hurst Green, and Vinehall.

609 TUNBRIDGE WELLS TO RYE.

Description.—Class II. The road is hilly, but with very good surface as far as Flimwell; thereafter it is undulating, with very fair surface to Newenden, whence it is slightly loose to Rye. The descent to Rye is very dangerous. There is a shorter road between Newenden and Four Oaks, $1\frac{1}{2}$ m. shorter, but somewhat rough.

Gradients.—At $\frac{1}{2}$ m. 1 in 15; $\frac{3}{4}$ m. 1 in 15; $1\frac{1}{4}$ m. 1 in 25; $1\frac{3}{4}$ m. 1 in 22; 2m. 1 in 21; $4\frac{1}{2}$ m. 1 in 18; $5\frac{1}{2}$ m. 1 in 19; $5\frac{3}{4}$ m. 1 in 14; $6\frac{1}{4}$ m. 1 in 15; 8m. 1 in 18; $18\frac{1}{2}$ m. 1 in 25; 25m. 1 in 12; $27\frac{1}{2}$ m. 1 in 18; $28\frac{1}{2}$ m. 1 in 11 (dangerous).

Milestones.—After Lamberhurst Down measured from London Bridge.

Measurements.

Tunbridge Wells, * Royal Kentish Hotel.						
($7\frac{1}{4}$ Lamberhurst, * Bridge. Route 502 & 607.)						
$10\frac{3}{4}$	$4\frac{1}{4}$	Flimwell.				
$13\frac{3}{8}$	$7\frac{1}{8}$	$2\frac{3}{8}$	Hawkhurst (Highgate).*			
$18\frac{3}{8}$	$12\frac{3}{8}$	$8\frac{1}{8}$	$5\frac{1}{4}$	Newenden.*		
21	$14\frac{1}{2}$	$10\frac{1}{4}$	$7\frac{3}{8}$	$2\frac{1}{8}$	Northiam.	
29	$22\frac{1}{2}$	$18\frac{1}{4}$	$15\frac{3}{8}$	$10\frac{1}{8}$	8	Rye.*

Principal Objects of Interest.—5m., Bayham Abbey. Northiam: pretty village. RYE: a quaint old town, Church, Ypres Tower, Landgate.

Hotels or Inns at places marked *, and at Newenden, Beckley, and Peasmarsch.

610 TUNBRIDGE WELLS TO EAST GRINSTEAD

Description.—Class II. The road is very hilly throughout, with numerous steep and slightly dangerous hills. The surface, however, is very good, except between Groombridge and Hartfield.

Gradients.—At $\frac{1}{2}$ m. 1 in 19; $3\frac{3}{4}$ m. 1 in 11 (dangerous); $6\frac{3}{4}$ m. 1 in 13; $8\frac{1}{2}$ m. 1 in 21; 9m. 1 in 20; $10\frac{1}{2}$ m. 1 in 13; 13m. 1 in 21; $13\frac{3}{4}$ m. 1 in 24.

Milestones.—Measured from "Swan" Hotel, Tunbridge Wells, to Forest Row; thereafter from London Bridge.

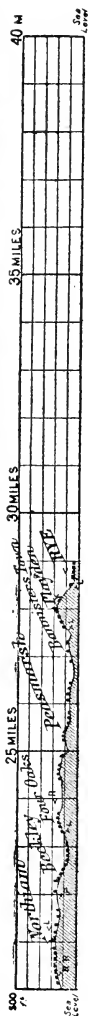
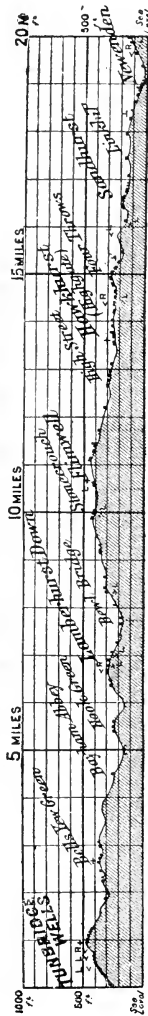
Measurements.

Tunbridge Wells, * Royal Kentish Hotel.						
4	Groombridge.*					
$8\frac{1}{4}$	$4\frac{1}{4}$	Hartfield.*				
$12\frac{1}{2}$	$8\frac{1}{2}$	$4\frac{1}{4}$	Forest Row.*			
$15\frac{3}{8}$	$11\frac{3}{8}$	$7\frac{1}{8}$	$2\frac{3}{8}$	East Grinstead.*		

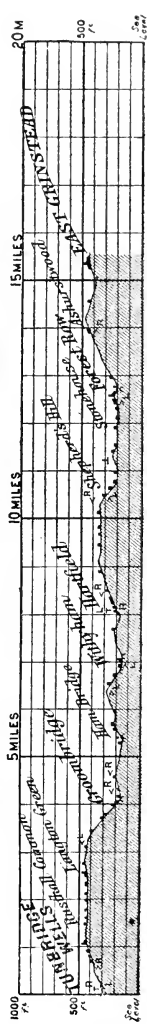
Principal Objects of Interest.—Groombridge: Moat House. EAST GRINSTEAD: Church Sackville College.

Hotels or Inns at places marked * and at Withyham.

ROUTE 609. TUNBRIDGE WELLS TO RYE.



ROUTE 610. TUNBRIDGE WELLS TO EAST GRINSTEAD.



611 TENTERDEN TO LYDD.

Description.—Class II. Good surface to Appledore, then rather loose surface across the marsh.

Gradients.—At 3m.1 in 18.

Milestones.—Measured from Tenterden Market House to Appledore, then from New Romney.

Measurements.

Tenterden,* Market House.

6½ Appledore.*

9½ 3¼ Brenzett Corner.* (Route 615 or 599.)

16 9½ 6½ Lydd,* Church.

Principal Objects of Interest.—Appledore: Church.

Hotels or Inns at places marked *, and at Old Romney.

612 BATTLE TO CUCKFIELD.

Description.—Class III. A very hilly, cross country road; indifferent surface throughout. The more direct road from Newick to Haywards Heath by Scaynes Hill is steeper than the route given here.

Gradients.—At 3m.1/13; 3½m.1/17; 4¼m.1/10 (dangerous); 4½m.1/11 (dangerous); 5m.1/13; 6¾m.1/11-13 (dangerous); 7¾m.1/15; 8¼m.1/19; 17m.1/17; 19m.1/13; 19½m.1/21; 19¾m.1/25; 22¼m. and 23½m.1/17; 25½m.1/21; 31m.1/16.

Measurements.

Battle,* Abbey Gateway.

13½ Cross-in-hand.* (Route 572 or 620.)

21 7½ Maresfield.*

31½ 18¾ 10¾ Haywards Heath,* Sussex Hotel.

34 20½ 13 2½ Cuckfield,* Talbot Hotel.

Principal Objects of Interest.—2m., Ashburnham Park and Castle.

Hotels or Inns at places marked *, and at Woods Corner, Heathfield, Hadlow Down, Buxted. Newick, & Wivelsfield.

613 HASTINGS TO EASTBOURNE.

Description.—Class III. Good surface to Bexhill, then bad to Sewers Bridge, whence fairly good to Eastbourne. The best road is Route 630 to Ninfield, thence Route 619.

Gradients.—At 4m.1 in 23; 5¼m.1 in 12 (dangerous); 6¼m.1 in 17; 7m.1 in 21; 8¾m.1 in 14.

Measurements.

Hastings,* Albert Memorial.

1 St. Leonards,* Saxon Hotel.

5 4 Bexhill.*

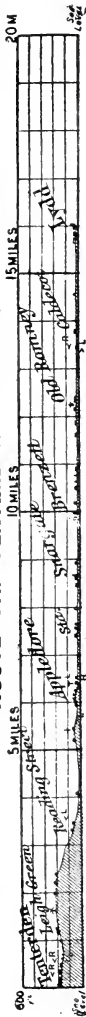
12½ 11½ 7½ Pevensey,* Town Hall.

17½ 16½ 12½ 5 Eastbourne,* Post Office.

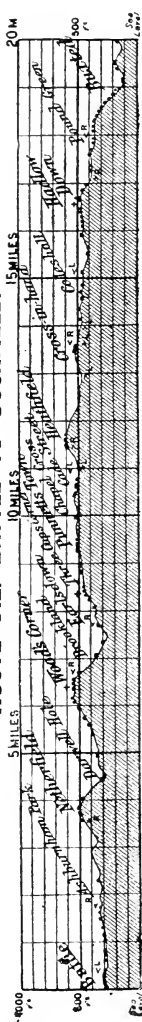
Principal Objects of Interest.—Bexhill: Town Hall. Pevensey: Cas. ruins, Ch., Town Hall. EASTBOURNE: R. 506.

Hotels or Inns at places marked *, and at Little Common.

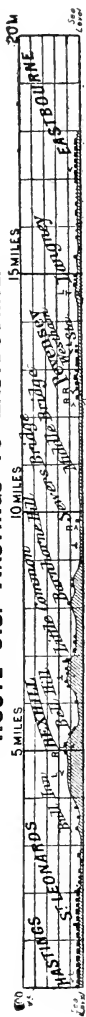
ROUTE 611. TENTERDEN TO LYDD.



ROUTE 612. BATTLE TO CUCKFIELD.



ROUTE 613. HASTINGS TO EASTBOURNE.



614 HASTINGS TO MAIDSTONE.

Description.—Class I. This road is very hilly as far as Cranbrook, but thereafter it is easier until close to Maidstone, when it again becomes hilly. Lumpy surface at first; thereafter good surface. There is a short cut, $\frac{1}{2}$ m. less, at 18m., leaving Cranbrook to the east.

Gradients.—At $\frac{1}{2}$ m. 1/17; 3m. 1/18; $3\frac{3}{4}$ m. 1/13-15; $5\frac{1}{4}$ m. 1/17; $5\frac{1}{2}$ m. 1/15; $6\frac{1}{2}$ m. 1/19; 7m. 1/17; $8\frac{3}{4}$ m. 1/13; $9\frac{1}{2}$ m. 1/16; $11\frac{1}{2}$ m. 1/15; 12m. 1/19; $13\frac{1}{4}$ m. 1/15; $14\frac{1}{4}$ m. 1/19; $14\frac{1}{2}$ m. 1/18; $14\frac{3}{4}$ m. 1/17; $15\frac{1}{2}$ m. and 21m. 1/20; $21\frac{1}{2}$ m. 1/25; 29m. 1/12 (dangerous); 30m. 1/18; $30\frac{1}{4}$ m. and $32\frac{1}{2}$ m. 1/20.

Milestones.—Measured from St. Leonards to Cripps Corner; after Hawkhurst from Maidstone Town Clock.

Measurements.

Hastings, * Albert Memorial.

$6\frac{1}{2}$ Sedlescombe Street.

($11\frac{1}{2}$ 5 Bodiam Inn. *)

$14\frac{5}{8}$ $8\frac{1}{8}$ 4 Hawkhurst (Highgate). *

$18\frac{3}{4}$ $12\frac{1}{4}$ $8\frac{1}{8}$ $4\frac{1}{8}$ Cranbrook. *

$23\frac{5}{8}$ $17\frac{1}{8}$ 13 9 $4\frac{7}{8}$ Staplehurst. *

$32\frac{3}{4}$ $26\frac{1}{4}$ $22\frac{3}{8}$ $18\frac{1}{8}$ 14 $9\frac{1}{8}$ Maidstone, * Fountain.

Principal Objects of Interest.—Sedlescombe: Ch. Bodiam: Cas. Cranbrook: Sissinghurst Cas. MAIDSTONE: R. 501.

Hotels or Inns at places marked *, and at Baldslow, Cripps Corner, Hartley, and Stile Bridge.

615 HASTINGS TO FOLKESTONE.

Description.—Class II. Good surface, but a very hilly road to Rye; thereafter good, but inclined to be very loose on the marsh to New Romney, whence rather better surface to Folkestone. For the "low" road between Sandgate and Folkestone, see Route 501.

Gradients.—At $1\frac{1}{4}$ m. 1/12; $3\frac{1}{2}$ m. 1/10 (both dangerous); $8\frac{1}{4}$ m. 1/16; $8\frac{3}{4}$ m. 1/16; $9\frac{1}{2}$ m. 1/14 (dangerous turn); 36m. 1/13.

Milestones.—Measured from Hastings, Market.

Measurements.

Hastings, * Albert Memorial.

$9\frac{1}{4}$ Winchelsea, * Court House.

$11\frac{5}{8}$ $2\frac{3}{8}$ Rye. *

$19\frac{3}{8}$ $10\frac{5}{8}$ $8\frac{1}{4}$ Brenzett Corner. * (Route 611.)

$23\frac{3}{8}$ $14\frac{5}{8}$ $12\frac{1}{4}$ 4 New Romney. *

$32\frac{3}{4}$ $23\frac{1}{2}$ $21\frac{1}{8}$ $12\frac{7}{8}$ $8\frac{7}{8}$ Hythe. * (Route 501.)

$37\frac{1}{4}$ 28 $25\frac{5}{8}$ $17\frac{3}{8}$ $13\frac{3}{8}$ $4\frac{1}{2}$ Folkestone, * Town Hall.

Principal Objects of Interest.—Winchelsea: Town Well, Church, The Friars, Gateways. RYE: Church, Ypres Tower, Landgate. HYTHE: Church, Saltwood Castle. Sandgate: Shorncliffe Camp. FOLKESTONE: Church, East Wear Bay, Caesar's Camp.

Hotels or Inns where marked *, & Brookland & Dymchurch

616 EAST GRINSTEAD TO LEWES.

Description.—Class I. Hilly road, but fine surface to Wytch Cross, where it is often rough; thereafter undulating, but with fine surface the whole way to Lewes.

Gradients.—At 2m.1 in 24; 2½m.1 in 21; 3m.1 in 19; 4¾m. & 6½m.1 in 18; 8½m.1 in 23; 11¾m.1 in 20; 20¼m.1 in 15 (dan).

Milestones.—Measured from London Bridge.

Measurements.

East Grinstead.*

2⅞ Forest Row.*

8 5⅞ Dane Hill.

13¾ 10⅞ 5¾ Chailey.

20⅞ 17½ 12⅞ 6⅞ Lewes,* County Hall.

Principal Objects of Interest.—Fine scenery near Wytch Cross. 10m., Sheffield Park. Lewes: Castle ruins, Priory ruins, Southover Ch., Fitzroy Library, Battlefield, 1264.

Hotels or Inns at places marked *, and at Wytch Cross and Cooksbridge.

617 EAST GRINSTEAD TO BRIGHTON.

Description.—Class II. Very hilly road at first, but good surface throughout. The direct road from Hapstead Green and Haywards Heath, shown by dotted lines, is shorter by ¾m., but is more hilly. The best road to Brighton is either by Lewes (28¾m.) or Crawley (32m.)

Gradients.—At ¼m.1 in 18-13; ¾m.1 in 12 (dangerous); 2½m.1 in 19; 4¼m.1 in 18; 8½m.1 in 22; 9¾m.1 in 13; 10¾m.1 in 15.

Measurements.

East Grinstead.*

4⅞ Turners Hill.*

11¼ 7⅞ Lindfield.* (Route 622.)

12⅞ 8½ 1⅞ Haywards Heath,* Station.

16¾ 12⅞ 5½ 4⅞ St. Johns Common.*

27½ 23 15½ 14½ 10⅞ Brighton,* Jubilee Clock.

Hotels or Inns at places marked *.

618 EAST GRINSTEAD TO HORSHAM.

Description.—Class II. The road has fine surface throughout.

Gradients.—At 7½m.1 in 20; 10m.1 in 22.

Milestones.—After Crawley, measured from London Br.

Measurements.

East Grinstead.*

7½ Pound Hill. (Route 569.)

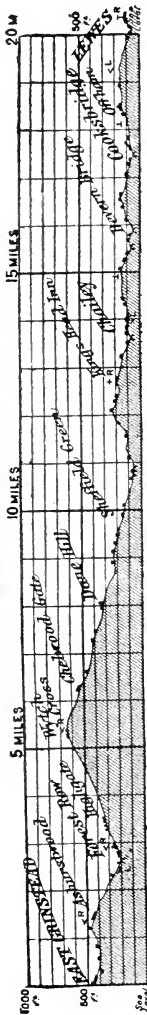
9½ 2 Crawley,* George Hotel.

17 9½ 7½ Horsham,* Carfax.

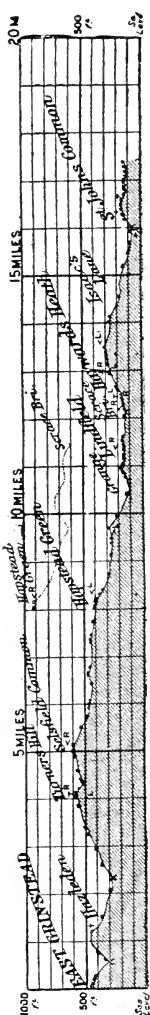
Principal Objects of Interest.—12m., St. Leonards Forest. HORSHAM: Church, Knapp Castle, Denne Park.

Hotels or Inns at places marked *, and at Three Bridges.

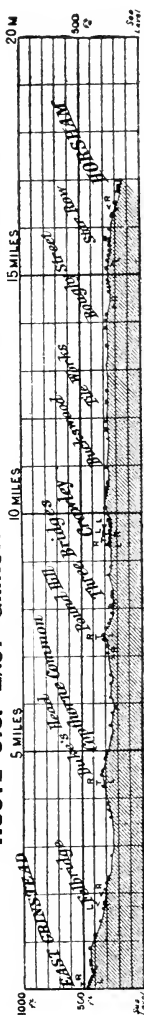
ROUTE 616. EAST GRINSTEAD TO LEWES.



ROUTE 617. EAST GRINSTEAD TO BRIGHTON. (Last 10m. as Route 508.)



ROUTE 618. EAST GRINSTEAD TO CRAWLEY AND HORSHAM.



619 EASTBOURNE TO BATTLE.

Description.—Class III. The road has good surface as far as Pevensey; thereafter good, but apt to be very loose across the marsh to Sewers Bridge, whence good surface to Battle.

Gradients.—At 8m. 1 in 13; 12m. 1 in 17; 12½m. 1 in 17; 14½m. 1 in 22.

Milestones.—At first from London by East Grinstead; after Ninfield from Lewes.

Measurements.

Eastbourne,* Post Office.

5 Pevensey,* Town Hall.

11½ 6½ Ninfield,* Kings Arms Inn. (R. 630.)

16½ 11½ 5 Battle,* Abbey Gateway.

Principal Objects of Interest.—Pevensey: Castle, Church, Town Hall. Ninfield: Hurstmonceaux Castle. 14m., Normanhurst Court. 14½m., Ashburnham Park. Battle: Abbey, Church.

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

620 LEWES TO CRANBROOK.

Description.—Class II. The road is undulating with long hills, but the surface is good throughout. This is the best main route from Brighton eastwards for Canterbury, Ashford, Folkestone, &c. Steep descent in Lewes.

Gradients.—At ¼m. 1 in 13 (dangerous); 1m. 1 in 20; 7m. 1 in 17; 8m. 1 in 23; 9¾m. 1 in 16; 12m. & 14¼m. 1 in 21; 16m. 1 in 19; 16½m. 1 in 21; 18m. 1 in 18; 19m. 1 in 18; 20¾m. 1 in 15; 23½m. 1 in 20; 25½m. 1 in 12 (dangerous); 26¼m. 1 in 16; 27¼m. 1 in 20; 28m. 1 in 17; 28½m. 1 in 20.

Milestones.—Measured from East end of High Street, Lewes.

Measurements.

Brighton,* Jubilee Clock. (Route 630.)

8½ Lewes,* County Hall.

14¾ 6¼ Shortgate.*

21¼ 12¾ 6½ Cross-in-hand.*

29 20½ 14¼ 7¾ Burwash,* Church.

33 24½ 18¼ 11¾ 4 Hurst Green.*

36¾ 27¾ 21¾ 15½ 7¾ 3¾ Hawkhurst (Highgate).*

40½ 32 25¾ 19¼ 11½ 7½ 4½ Cranbrook.*

Principal Objects of Interest.—Heathfield: Park. Hurst Green: Bodiam Castle. Cranbrook: Sissinghurst Castle.

Hotels or Inns at places marked *, and at Ringmer, Blackboys, Heathfield, Burwash Wheel, Etchingham, and Hartley.

621 LEWES TO EASTBOURNE.

Description.—Class II. Steep descent in Lewes; thereafter undulating road, but splendid surface.

Gradients.—At $\frac{1}{2}$ m. 1 in 13 (dangerous); $1\frac{1}{2}$ m. 1 in 22; $6\frac{1}{2}$ m. 1 in 19; $7\frac{1}{2}$ m. 1 in 25; $14\frac{1}{2}$ m. 1 in 19.

Milestones.—Measured from Post Office, Old Eastbourne.

Measurements.

Lewes,*	County Hall.		
$9\frac{3}{8}$	Wilmington.		
$(12\frac{1}{8}$	$2\frac{3}{8}$	Polegate.*)	
$16\frac{1}{4}$	$6\frac{1}{2}$	$4\frac{3}{8}$	Eastbourne,* Post Office.

Principal Objects of Interest.—Wilmington: Priory Church, "Long Man." EASTBOURNE: Parade, Pier, Town Hall, &c.

Hotels or Inns at places marked*.

622 LEWES TO CUCKFIELD.

Description.—Class III. A hilly road, but with good surface to Ditchling, thence poor to Haywards Heath.

Gradients.—At $\frac{1}{4}$ m. 1 in 15; $3\frac{1}{2}$ m. 1 in 18; $6\frac{1}{2}$ m. 1 in 20; $12\frac{1}{2}$ m. 1 in 16.

Measurements.

Lewes,*	County Hall.		
$7\frac{3}{4}$	Ditchling.*	(Route 625.)	
$13\frac{1}{8}$	$5\frac{3}{8}$	Haywards Heath,*	Sussex Hotel.
$15\frac{1}{4}$	$7\frac{1}{2}$	$2\frac{1}{8}$	Cuckfield,* Talbot Hotel.
$14\frac{7}{8}$	$7\frac{1}{8}$	$1\frac{3}{4}$	Lindfield.* (Route 617.)

Principal Objects of Interest.—Pleasant road at the foot of the South Downs.

Hotels or Inns at places marked*.

623 LEWES TO HORSHAM.

Description.—Class III. A hilly road, but with good surface to Ditchling, thence a good cross country road to Crouch Hill Gate, where join the Brighton and Horsham road.—Route 633.

Gradients.—At $\frac{1}{4}$ m. 1 in 15; $3\frac{1}{2}$ m. 1 in 18; $6\frac{1}{2}$ m. 1 in 20.

Measurements.

Lewes,*	County Hall.		
$8\frac{1}{2}$	Keymer,*	P.O.	
$10\frac{3}{4}$	$2\frac{1}{4}$	Hurstpierpoint.*	
$19\frac{1}{8}$	$10\frac{5}{8}$	$8\frac{3}{8}$	Cowfold.*
$25\frac{3}{4}$	$17\frac{1}{4}$	15	$6\frac{5}{8}$ Horsham,* Carfax. (R. 633.)

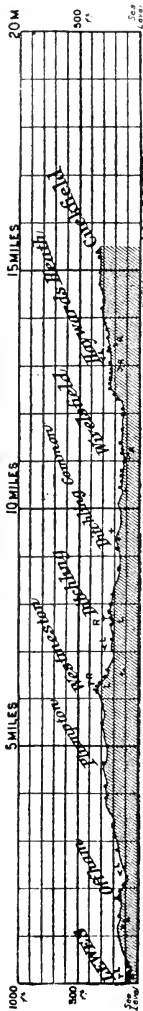
Principal Objects of Interest.—Pleasant road at first at the foot of the South Downs.

Hotels or Inns at places marked*.

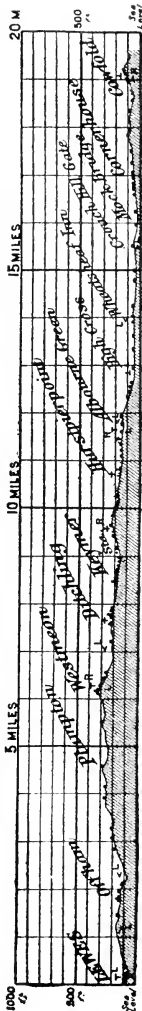
ROUTE 621. LEWES TO EASTBOURNE.



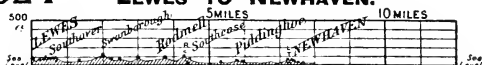
ROUTE 622. LEWES TO CUCKFIELD.



ROUTE 623. LEWES TO HORSHAM. (Last 6m. as Route 633.)



624 LEWES TO NEWHAVEN.



Description.—Class III. Fair surface, but many short steep hills.

Gradients.—At $\frac{1}{4}$ m. 1 in 9 (very dangerous); 4m. 1 in 13; 7m. 1 in 16.

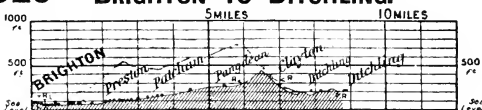
Measurements.—Lewes, * County Hall.

$3\frac{5}{8}$ Rodmell.*

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

Principal Objects of Interest.—NEWHAVEN: Ch., Fort.

625 BRIGHTON TO DITCHLING.



The dotted line is the road by Ditchling Beacon.

Description.—Class III. & II. Fine surface to Pangdean, whence very steep to Clayton; thereafter fair surface. The road by Ditchling Beacon, shown in dotted lines, is a steep and very rough road, though 1m. shorter.

Gradients.—At $6\frac{3}{4}$ m. 1 in 13 (dangerous).

Milestones.—Measured fr. St. Peter's Church, Brighton.

Measurements.—Brighton, * Jubilee Clock.

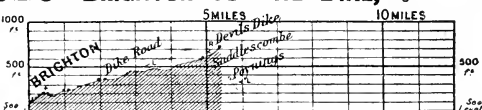
7 Clayton.*

$8\frac{7}{8}$ $1\frac{7}{8}$ Ditchling.* (Route 622.)

Principal Objects of Interest.—Ditchling Beacon.

Hotels or Inns at places marked.*

626 BRIGHTON TO THE DIKE, $5\frac{3}{8}$ m.

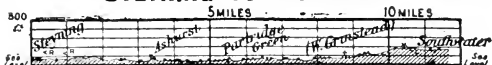


Description.—Class III. Fair surface, but a very steep road. By turning to R. at $3\frac{1}{4}$ m. the Brighton-Horsham road is joined at $6\frac{1}{2}$ m. ($1\frac{1}{8}$ m. shorter).

Gradients.—At $\frac{1}{4}$ m. 1 in 10 (dangerous); $2\frac{1}{4}$ m. 1 in 17; $5\frac{1}{4}$ m. 1 in 12 (dangerous). On the Poynings road at 4m. 1 in 9; $4\frac{3}{4}$ m. 1 in 13; $5\frac{1}{2}$ m. 1 in 14 (all dangerous).

Principal Objects of Interest.—The Devil's Dyke.

Hotels or Inns at places marked.*

STEYNING TO HORSHAM. 627


Description.—Class II. An excellent undulating road, joining Rt. 509 at West Grinstead P.O., thence fine surface.

Gradients.—At 1½m. 1 in 20; 2m. 1 in 16.

Milestones.—Measured from London.

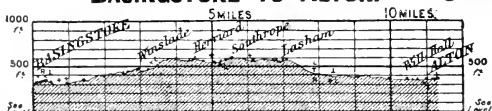
Measurements.—Steyning.*

5½ Partridge Green.*

11¼ 5¾ Southwater.

14¼ 8¾ 3 Horsham,* Carfax.

Principal Objects of Interest.—Southwater: Knapp Castle. HORSHAM: Church.

BASINGSTOKE TO ALTON. 628


Description.—Class II. A slightly hilly road, but with good surface.

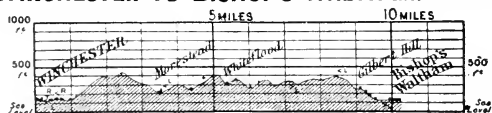
Gradients.—3½m. 1 in 11 (dangerous); 7½m. 1 in 17.

Milestones.—Measured from London St., Basingstoke.

Measurements.—Basingstoke,* Town Hall.

5½ Southrope.*

11¼ 5¾ Alton,* Market Street.

WINCHESTER TO BISHOP'S WALTHAM. 629


Description.—Class III. An exceedingly hilly road with poor surface; the usual road is Route 640.

Gradients.—Mostly dangerous. At 1½m. 1/12; 2½m. 1/22; 3¼m. 1/10; 3¾m. 1/24; 4¾m. 1/16; 5¼m. 1/13; 5¾m. 1/13; 6¼m. and 6½m. 1/15; 7m. 1/17; 8¾m. 1/18; 9¼m. 1/13.

Milestones.—Measured from City Bridge, Winchester.

Measurements.—Winchester,* George Hotel.

3½ Morestead.

10¼ 6¾ Bishop's Waltham.*

Principal Objects of Interest.—Bishop's Waltham: Palace ruins, School.

630 BRIGHTON TO HASTINGS.

Description.—Class III. The road is bumpy for the first three miles from Brighton, but thereafter it is in splendid condition to Lewes. Steep descent in Lewes; thereafter the road is slightly undulating, but usually with very good surface.

Gradients.—At $4\frac{1}{4}$ m. 1 in 20; $7\frac{1}{4}$ m. 1 in 25; $8\frac{1}{2}$ m. 1 in 13 (dangerous); $9\frac{1}{4}$ m. 1 in 20; $23\frac{1}{2}$ m. 1 in 18; $23\frac{3}{4}$ m. 1 in 20; $26\frac{3}{4}$ m. 1 in 17; $27\frac{1}{2}$ m. 1 in 20; $28\frac{1}{2}$ m. 1 in 17; 34 m. 1 in 23.

Milestones.—At first measured from St. Mary's Church, Lewes; thereafter from East end of High Street, Lewes.

Measurements.

Brighton,* Jubilee Clock.

$8\frac{1}{2}$ Lewes,* County Hall.

$20\frac{3}{8}$ $11\frac{7}{8}$ Horsebridge.*

$29\frac{1}{4}$ $20\frac{3}{8}$ $8\frac{7}{8}$ Ninfield,* Kings Arms Inn.

$36\frac{3}{4}$ $28\frac{1}{4}$ 16 $7\frac{1}{2}$ St. Leonards,* Saxon Hotel.

$37\frac{3}{4}$ $29\frac{1}{4}$ 17 $8\frac{1}{2}$ 1 Hastings,* Albert Memorial.

Principal Objects of Interest.—Falmer: Stanmer Park. LEWES: Castle, Priory Remains, Southover Church, Fitzroy Library, County Prison, Battlefield, 1264. Boreham Street: Hurstmonceaux Castle. HASTINGS: Castle, Esplanade, Albert Memorial, Gardens, St. Clements Caves, &c.

Hotels or Inns at places marked *, & at Ringmer, Laugh-ton, Gardner Street, Boreham Street, and Sidley Green.

631 BRIGHTON TO TUNBRIDGE WELLS.

Description.—Class II. As above to Lewes; thence the road has good surface, but is somewhat hilly to Uckfield, whence it becomes loose over the hill, improving again in quality, but with numerous steep hills to Tunbridge Wells.

Gradients.—At $4\frac{1}{4}$ m. 1/20; $7\frac{1}{4}$ m. 1/25; $8\frac{1}{2}$ m. 1/13 (dangerous); $9\frac{1}{4}$ m. 1/20; 15 m. 1/18; $15\frac{3}{4}$ m. 1/22; 16 m. 1/15; $16\frac{3}{4}$ m. 1/17; $17\frac{1}{4}$ m. & $21\frac{1}{2}$ m. 1/19; $23\frac{1}{4}$ m. 1 in 16; $24\frac{1}{2}$ m. & $25\frac{3}{4}$ m. 1/17; $26\frac{3}{4}$ m. 1/11-17 (dangerous); $27\frac{1}{2}$ m. 1/20; $27\frac{3}{4}$ m. 1/16; $28\frac{3}{4}$ m. 1/23; 29 m. 1/14; $29\frac{1}{4}$ m. 1/17; $29\frac{3}{4}$ m. 1/16; $30\frac{1}{2}$ m. 1/25.

Milestones.—Measured from St. Mary's Church, Lewes; thereafter from East end of High Street, Lewes.

Measurements.

Brighton,* Jubilee Clock.

$8\frac{1}{2}$ Lewes,* County Hall.

$17\frac{1}{8}$ $8\frac{5}{8}$ Uckfield,* Post Office.

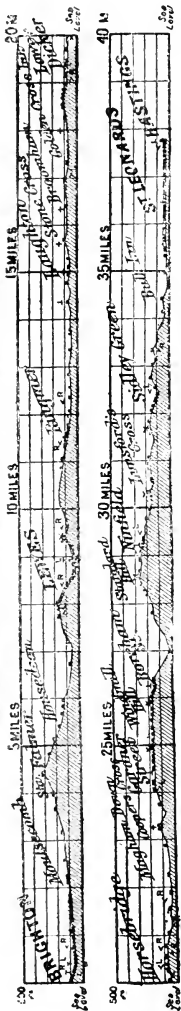
$24\frac{1}{2}$ 16 $7\frac{3}{8}$ Crowborough Cross.*

$31\frac{3}{8}$ $22\frac{7}{8}$ $14\frac{1}{4}$ $6\frac{7}{8}$ Tunbridge Wells,* Royal Kentish Hotel.

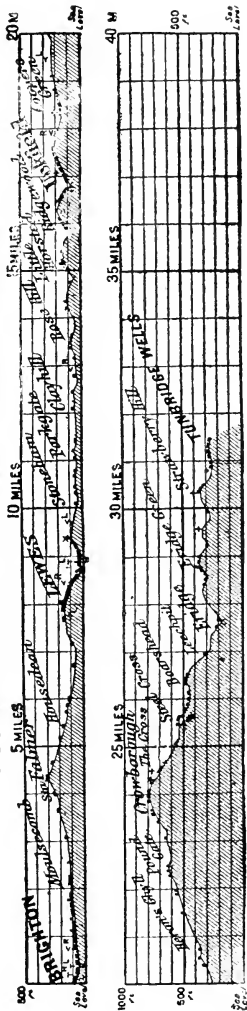
Principal Objects of Interest.—Falmer and LEWES: as above. Fine scenery near Crowborough. Eridge: Castle. TUNBRIDGE WELLS: Spa, High Rocks, Bayham Abbey.

Hotels or Inns at places marked *, and at Ridgewood, Boarshead, and Eridge Station.

ROUTE 630. BRIGHTON TO HASTINGS.



ROUTE 631. BRIGHTON TO TUNBRIDGE WELLS.



632 BRIGHTON TO EASTBOURNE.

Description.—Class III. Hilly road, but good surface to Newhaven, whence it is a poor road, with steep and dangerous hills. The best road is by Lewes.

Gradients.—Mostly 1 in 15 to Newhaven; 13m. 1 in 13; 15m. 1 in 14; 16m. 1 in 11; 17m. 1 in 13; 18½m. 1 in 19; 19m. 1 in 13; 20½m. 1 in 9 (all dangerous).

Measurements.

Brighton,* Jubilee Clock.
 9½ Newhaven.*
 13½ 4½ Seaford.*
 22½ 13¼ 9½ Eastbourne,* Post Office.

Principal Objects of Interest.—NEWHAVEN: Church, Fort. Seaford: Town Hall, Friston Place, Beachy Head. EASTBOURNE: Parade, Pier, Devonshire Park, Town Hall.

633 BRIGHTON TO HORSHAM.

Description.—Class II. A very good undulating road.

Gradients.—At 6½m. 1 in 18; 16½m. 1 in 20; 18m. 1 in 19; 21m. 1 in 20; 21½m. & 21¾m. 1 in 25.

Milestones.—After Henfield, from London *via* Dorking.

Measurements.

Brighton,* Jubilee Clock.
 11¼ Henfield,* P.O.
 16¼ 4½ Cowfold.*
 22½ 11½ 6½ Horsham,* Carfax.

Principal Objects of Interest.—Horsham: Church.

634 BRIGHTON TO PETERSFIELD.

Description.—Class II. & III. Fine surface to Portslade, then a bumpy road to Shoreham, whence a good undulating country road to Petersfield; numerous short hills.

Gradients.—At 17¾m. 1 in 23; 24½m. 1 in 20; 25m. 1 in 18½; 26m., 26¾m., & 27¾m. 1 in 21; 28½m. 1 in 15; 31¾m. 1 in 18; 38½m. & 38¾m. 1 in 15; 39¼m. 1 in 21; 43½m. 1 in 17.

Measurements.

Brighton,* Jubilee Clock.
 6 Shoreham,* Church Street.
 11½ 5½ Steyning.*
 15¼ 9½ 4½ Washington.* (Route 509.)
 22½ 16¾ 11½ 7½ Pulborough.*
 28½ 22½ 17 12½ 5½ Petworth.*
 35 29 23½ 19¼ 12½ 6½ Midhurst,* Market Square.
 45 39 33½ 29¼ 22½ 16½ 10½ Petersfield,* Dolphin Hotel.

Principal Objects of Interest.—Shoreham: Ch. Bramber: Cas. Steyning: Ch. 24m., Stopham Old Bridge. Petworth: Ch., House. Midhurst: School. Trotton: Church.

Hotels or Inns at places marked*, and at Storrington and Rogate.

635 BRIGHTON TO CHICHESTER.

Description.—Class II. This road, though not the most direct, is the best. Good surface to Hove, then very bumpy to Shoreham, whence good to Arundel; thereafter a hilly road, but with good surface to Chichester.

Gradients.—At 21m. 1 in 15 (dangerous); 21½m. 1 in 13; 22¼m. 1 in 17.

Milestones.—From Municipal Boundary, Brighton.

Measurements.

Brighton,* Jubilee Clock.

6 Shoreham,* Church Street.

10½ 4½ Worthing,* Town Hall.

17½ 11½ 7 Angmering.*

21¾ 15¾ 11¼ 4¼ Arundel.*

26½ 20½ 15½ 8½ 4¾ Balls Hut Inn.* (Route 638.)

32¼ 26¼ 21¾ 14¾ 10½ 6½ Chichester,* Cross.

Principal Objects of Interest.—Shoreham: Church. WORTHING: Pier, Town Hall. Arundel: Castle, Churches. CHICHESTER: Cathedral, Bell Tower, Cross, Walls, &c.

Hotels or Inns at places marked *, and at South Lancing, Crossbush, and Royal Oak Inn.

636 BRIGHTON TO ARUNDEL.

Description.—Class II. Fine surface to Hove, then very bumpy to Shoreham, whence hilly, but with good surface.

Gradients.—At 12¼m. 1 in 23; 14m. 1 in 24; 15m. 1 in 24; 16m. 1 in 21; 18¾m. 1 in 15 (dangerous).

Measurements.

Brighton,* Jubilee Clock.

6 Shoreham,* Church Street.

10 4 Sompting.*

19½ 13½ 9½ Arundel.*

Principal Objects of Interest.—Shoreham: Church. Sompting: Church. Arundel: Castle, Churches.

637 LITTLEHAMPTON TO PETWORTH.

Description.—Class II. Good surface, but a very hilly road, with a steep and dangerous descent to Bury.

Gradients.—At 4m. 1 in 13; 4½m. 1 in 13; 6¼m. 1 in 23; 6½m. 1 in 22; 7½m. 1 in 10 (dangerous); 8¼m. 1 in 17; 9¾m. 1 in 23; 11½m. 1 in 13; 12m. 1 in 24; 12½m. 1 in 21; 13m. 1 in 25; 13½m. 1 in 22; 14¼m. 1 in 21; 14¾m. 1 in 15.

Milestones.—Measured from Arundel.

Measurements.

Littlehampton.*

3¾ Arundel.*

6½ 2¾ Whiteways Lodge. (Route 638.)

11½ 7¾ 5 Fittleworth.*

15 11¼ 8½ 3½ Petworth.* [Over.]

Route 637—Continued.

Principal Objects of Interest.—Arundel: Cas., Church, R. C. Church. Petworth: Church, House.

Hotels or Inns at places marked *.

638 BOGNOR TO HORSHAM, &c.

Description.—Class II. Level road with good surface to Balls Hut, whence fair surface to Whiteways Lodge, after which there is a dangerous descent to Bury, thence it is a hilly road to Pulborough. Thereafter the road is undulating, with good surface, but inclined to be loose. For Dorking turn to L. at 27 $\frac{3}{8}$ m. For Horsham turn to R.

Gradients.—At 7 $\frac{1}{2}$ m. 1 in 18; 7 $\frac{3}{4}$ m. 1 in 17; 10 $\frac{1}{2}$ m. 1 in 22; 11 $\frac{1}{2}$ m. 1 in 10 (dangerous); 12 $\frac{1}{4}$ m. 1 in 17; 14 $\frac{1}{2}$ m. 1 in 21; 17 $\frac{1}{4}$ m. 1 in 18; 18m. 1 in 16; 21 $\frac{1}{2}$ m. 1 in 20; 25 $\frac{1}{4}$ m. 1 in 18; 28 $\frac{1}{2}$ m. 1 in 22; 28 $\frac{3}{8}$ m. 1 in 24; 29 $\frac{1}{2}$ m. 1 in 18; 30m. 1 in 15; 30 $\frac{1}{4}$ m. 1 in 24; 32m. 1 in 24.

Measurements.

Bognor, * Post Office.

6 $\frac{1}{2}$ Balls Hut Inn. * (Route 635.)

10 $\frac{1}{4}$ 4 $\frac{1}{2}$ Whiteways Lodge. (Route 637.)

16 $\frac{5}{8}$ 10 $\frac{1}{2}$ 6 $\frac{3}{8}$ Pulborough. *

21 $\frac{7}{8}$ 15 $\frac{3}{4}$ 11 $\frac{5}{8}$ 5 $\frac{1}{4}$ Billinghamst. *

29 22 $\frac{3}{8}$ 18 $\frac{3}{4}$ 12 $\frac{3}{8}$ 7 $\frac{1}{8}$ Horsham, * Carfax, or

39 $\frac{1}{4}$ 33 $\frac{5}{8}$ 29 $\frac{1}{2}$ 23 $\frac{1}{2}$ 17 $\frac{3}{8}$ Dorking, * Market. (Rt. 509.)

Principal Objects of Interest.—Pretty road between Balls Hut and Pulborough; thereafter rather uninteresting.

Hotels or Inns at places marked *, and at Westgate, Five Oaks, Kingsford, Capel, &c.

639 CHICHESTER TO LITTLEHAMPTON, &c.

Description.—Class III. A level road, surface very variable; generally good in summer, but very rough in winter. The road is used for traffic between these towns, but not as a main route from Chichester.

Measurements.

Chichester, * Cross.

6 $\frac{3}{4}$ Bognor, * Post Office.

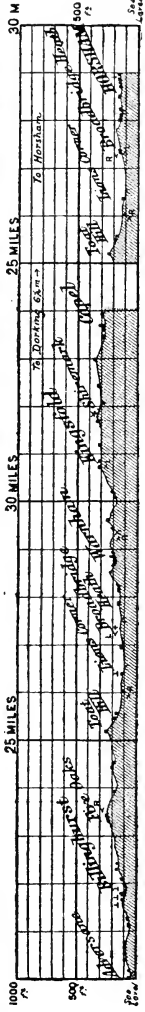
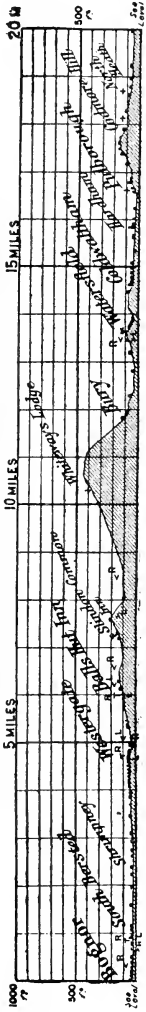
13 $\frac{3}{8}$ 7 $\frac{1}{4}$ Littlehampton. *

22 $\frac{5}{8}$ 16 $\frac{1}{2}$ 9 $\frac{1}{4}$ Worthing, * Town Hall.

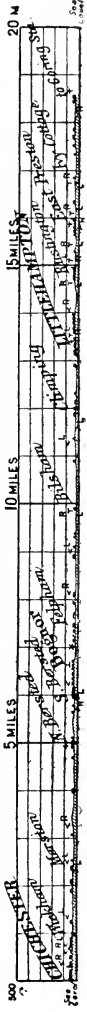
Principal Objects of Interest.—Bognor and Littlehampton: pleasant seaside watering-places.

Hotels or Inns at places marked *.

ROUTE 638. BOGNOR TO DORKING, OR HORSHAM.



ROUTE 639. CHICHESTER TO LITTLEHAMPTON AND WORTHING.



640 PORTSMOUTH TO WINCHESTER.

(By Waltham.)

Description.—Class II. Ferry to Gosport $\frac{3}{4}$ m. Level road to Fareham, whence undulating, and with only one steep hill to Winchester. Good surface throughout. The route by Botley is rather less hilly.

Gradients.—At 10m. 1 in 17; 11m. 1 in 25.

Milestones.—Measured from Gosport.

Measurements.

Portsmouth,* Town Hall.

$1\frac{1}{2}$ Gosport,* Landing.

$7\frac{1}{4}$ $5\frac{3}{4}$ Fareham.*

$10\frac{3}{4}$ $9\frac{1}{4}$ $3\frac{1}{2}$ Wickham.*

$14\frac{7}{8}$ $13\frac{3}{8}$ $7\frac{5}{8}$ $4\frac{1}{8}$ Bishop's Waltham.*

$25\frac{1}{2}$ 24 $18\frac{1}{4}$ $14\frac{3}{4}$ $10\frac{5}{8}$ Winchester,* George Hotel.

Principal Objects of Interest.—GOSPORT: Haslar Hospital, Clarence Victualling Yard. WALTHAM: Palace ruins, School. ST. CROSS: Hospital. WINCHESTER: Cathedral, College, Castle, Guildhall, Cross, Westgate, Barracks.

Hotels or Inns at places marked *, and at Lower Upham and Fisher's Pond.

641 PORTSMOUTH TO WINCHESTER.

(By Botley.)

Description.—Class II. Ferry to Gosport $\frac{3}{4}$ m. Undulating road with good surface throughout. Care is required descending to Titchfield.

Gradients.—At $8\frac{1}{4}$ m. 1/20; $9\frac{1}{4}$ m. & $19\frac{1}{2}$ m. 1/21; $20\frac{1}{2}$ m. 1/20.

Milestones.—Measured from Botley.

Measurements.

Portsmouth,* Town Hall.

$1\frac{1}{2}$ Gosport,* Landing Place.

$9\frac{1}{4}$ $7\frac{3}{4}$ Titchfield.* (Route 656.)

$15\frac{1}{2}$ 14 $6\frac{1}{4}$ Botley.*

$23\frac{3}{8}$ $21\frac{5}{8}$ $13\frac{7}{8}$ $7\frac{5}{8}$ Twyford.* (Route 640.)

$26\frac{1}{2}$ 25 $17\frac{1}{4}$ 11 $3\frac{3}{8}$ Winchester,* George Hotel.

Principal Objects of Interest.—Pretty road near Botley. ST. CROSS: Hospital. WINCHESTER: as above.

Hotels or Inns at places marked *, and at Stubbington, Fair Oak, and Fisher's Pond.

642 FAREHAM TO ALTON.

Description.—Class II. Very good surface throughout, but stiff hills near West Meon.

Gradients.—At 3m. 1 in 17; 8m. 1 in 25; $8\frac{1}{2}$ m. 1 in 25; $13\frac{1}{2}$ m. 1 in 19; $14\frac{1}{4}$ m. 1 in 23; 15m. 1 in 23; $15\frac{1}{2}$ m. 1 in 17.

Measurements.

Fareham.*

$9\frac{3}{4}$ Corhampton.* Route 650.

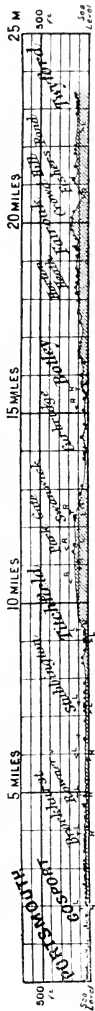
$14\frac{5}{8}$ $4\frac{7}{8}$ West Meon (George Inn*). Route 654.

$24\frac{1}{4}$ $14\frac{1}{2}$ $9\frac{5}{8}$ Alton,* Market Street.

ROUTE 640. PORTSMOUTH TO WINCHESTER. (By Waltham.)



ROUTE 641. PORTSMOUTH TO WINCHESTER. (By Botley. Last 3m. as Route 640.)



ROUTE 642. FAREHAM TO ALTON.



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 642—Continued.

Principal Objects of Interest.—Warnford: Church and Manor House. 20m., Selborne to west. Pretty road.

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

643 PETERSFIELD TO NEW ALRESFORD.

Description.—Class III. The road has fairly good surface, but the hills are very steep as far as Ropley; thereafter an easy road with splendid surface. For Alton (12 $\frac{1}{2}$ m), turn to R. at 6 $\frac{1}{2}$ m.

Gradients.—At 2m.1 in 12 (dangerous); 6 $\frac{1}{2}$ m.1 in 17; 7m.1 in 15; 8 $\frac{1}{2}$ m.1 in 17.

Measurements.

Petersfield,* Dolphin Hotel.

10 $\frac{3}{4}$ Ropley Dean,* Anchor Inn.

13 $\frac{3}{8}$ 2 $\frac{3}{8}$ New Alresford,* Market House.

Principal Objects of Interest.—New Alresford: Tichborne Park.

Hotels or Inns at places marked *, and at Bishops Sutton.

644 PETERSFIELD TO HASLEMERE.

Description.—Class III. Fine surface to Black Fox Inn, where leave the London Road. Thence poor surface, but improving approaching Haslemere.

Gradients.—At 1 $\frac{1}{2}$ m.1 in 21; 2 $\frac{3}{4}$ m.1 in 17; 4 $\frac{1}{2}$ m.1 in 17; 9m.1 in 18; 10m.1 in 14.

Measurements.

Petersfield,* Dolphin Hotel.

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

12 $\frac{1}{8}$ 7 $\frac{3}{8}$ Haslemere,* Market House.

Principal Objects of Interest.—Pretty country.

Hotels or Inns at places marked *.

645 ALTON TO ODIHAM, &C.

Description.—Class II. Very fair surface throughout. The road is finely engineered.

Gradients.—At 3 $\frac{1}{4}$ m.1 in 21; 6 $\frac{1}{2}$ m.1 in 25; 7 $\frac{3}{4}$ m.1 in 15; 8m.1 in 17; 11 $\frac{1}{2}$ m.1 in 21.

Milestones.—Measured from London Road, Reading.

Measurements.

Alton,* Market Street.

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

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

16 $\frac{7}{8}$ 8 $\frac{7}{8}$ 6 $\frac{1}{4}$ Riseley Common.*

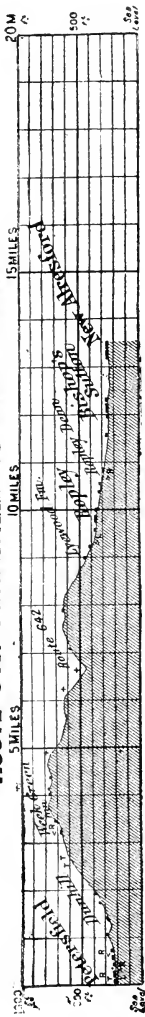
23 $\frac{5}{8}$ 15 $\frac{5}{8}$ 13 6 $\frac{3}{4}$ Reading,* King Street.

Odiham to Blackwater (Route 513), 10 $\frac{1}{4}$ m.

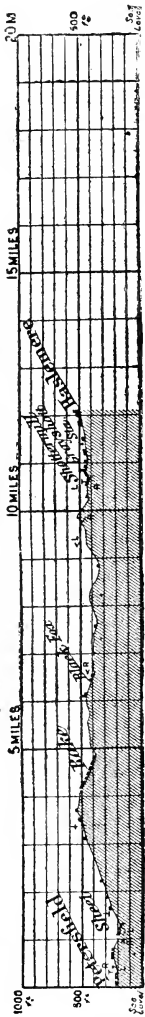
Principal Objects of Interest.—Pretty road. Reading as Route 517.

Hotels or Inns at places marked *.

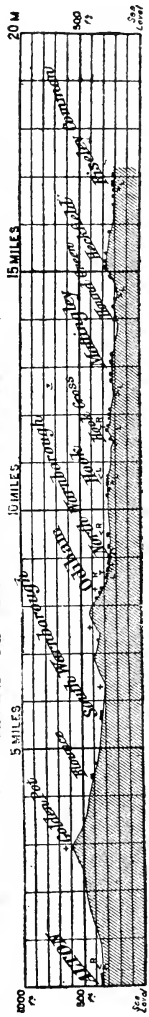
ROUTE 643. PETERSFIELD TO NEW ALRESFORD.



ROUTE 644. PETERSFIELD TO HASLEMERE.



ROUTE 645. ALTON TO ODIHAM AND READING. (Last 7 m. as Route 558.)



646 BASINGSTOKE TO PANGBOURNE, &C.

Description.—Class II. The road is undulating but has good surface to Aldermaston, whence splendid surface to Pangbourne. From Aldermaston to Reading see Route 562.

Gradients.—At $\frac{1}{2}$ m. 1 in 21; $1\frac{1}{2}$ m. 1 in 19; 2m. 1 in 22; $6\frac{1}{2}$ m. 1 in 21; $6\frac{1}{2}$ m. 1 in 20; $9\frac{1}{2}$ m. 1 in 20.

Measurements.

Basingstoke,* Town Hall.

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

$9\frac{5}{8}$ $3\frac{1}{8}$ Aldermaston,* Hinds Head Hotel.

$17\frac{5}{8}$ $11\frac{1}{8}$ 8 Pangbourne.* (Route 490 or 559.)

$19\frac{3}{4}$ $13\frac{1}{4}$ $10\frac{3}{8}$ Reading,* King Street.

Principal Objects of Interest.—Aldermaston: Park. Silchester.

Hotels or Inns at places marked *, and at Falcon Inn.

647 BASINGSTOKE TO FARNHAM.

Description.—Class II. Fine surface to Hook Common, then a narrow country road with fair surface.

Gradients.—At $\frac{3}{4}$ m. 1 in 17; 1m. 1 in 17; $4\frac{1}{4}$ m. 1 in 17; $12\frac{3}{4}$ m. 1 in 14; 14m. 1 in 15; $15\frac{1}{4}$ m. 1 in 11 (dangerous).

Milestones.—To Hook Common, measured from Hyde Park Corner, London; thereafter from Odiham.

Measurements.

Basingstoke,* Town Hall.

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

$15\frac{3}{8}$ $7\frac{3}{4}$ Farnham,* Castle Street.

Principal Objects of Interest.—FARNHAM: Castle, Moor Park.

Hotels or Inns at places marked.*

648 BASINGSTOKE TO CANDOVER, &C.

Description.—Class III. A narrow country lane with fairly good surface throughout. The direct Winchester Road is joined at Lunways Inn. Thence good surface.

Gradients.—At $2\frac{1}{2}$ m. 1/11 (dangerous); 6m. 1/17; 11m. 1/21.

Milestones.—Measured from Basingstoke, Town Hall.

Measurements.

Basingstoke,* Town Hall.

$7\frac{1}{4}$ Preston Candover*.

$9\frac{1}{2}$ $2\frac{1}{4}$ Brown Candover P.O.

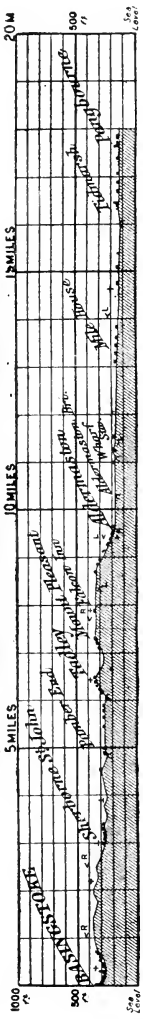
$14\frac{3}{8}$ $7\frac{7}{8}$ $4\frac{3}{8}$ Lunways Inn.*

$19\frac{3}{8}$ $12\frac{3}{8}$ $9\frac{7}{8}$ 5 Winchester,* George Hotel.

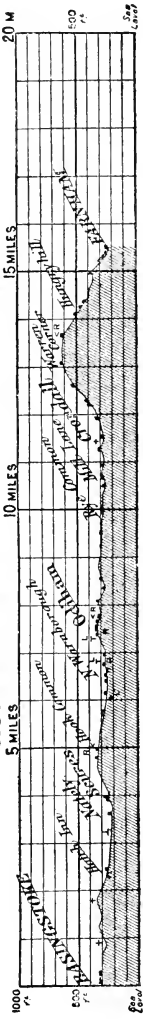
Principal Objects of Interest.—Pleasant country road.

Hotels or Inns at places marked*.

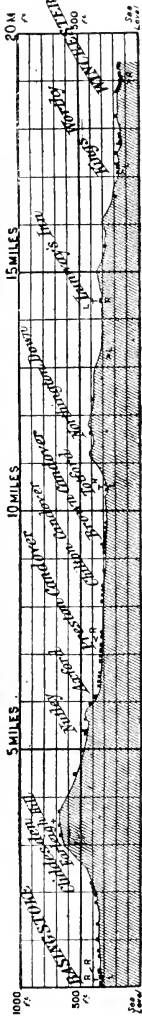
ROUTE 646. BASINGSTOKE TO PANGBOURNE.



ROUTE 647. BASINGSTOKE TO FARNHAM.



ROUTE 648. BASINGSTOKE TO CANDOVER AND WINCHESTER.



649 BASINGSTOKE TO STOCKBRIDGE, &C.

Description.—Class II. Good surface, but a hilly road to Popham Lane, whence the surface rather degenerates, and is poor to Stockbridge. The road is usually loose and stony.

Gradients.—2m. 1/21; 3¼m. 1/23; 20¼m. 1/16 (dangerous).

Milestones.—Measured from Hyde Park Corner, London.

Measurements.

Basingstoke, * Town Hall.

6 Popham Lane.*

13½ 7½ Sutton Scotney.*

21¼ 15¼ 7½ Stockbridge, * Town Hall.

35½ 29½ 22¼ 14½ Salisbury.* (Route 652.)

Principal Objects of Interest.—Uninteresting road.

650 ANDOVER TO MARLBOROUGH.

Description.—Class II. The road has splendid surface to Burbage, thence poorer, and with a highly dangerous descent with two acute turns to Marlborough. The distance from Burbage to Savernake Station * is 1½m.

Gradients.—At 17m. 1/13; 20¼m. 1/11 (both dangerous).

Milestones.—Measured from Marlborough, Town Hall.

Measurements.

Andover.*

7½ Ludgershall,* Cross.

15½ 5½ Burbage,* Inn.

16¼ 15½ 9½ Marlborough,* Town Hall.

Principal Objects of Interest.—Ludgershall: Cas., Cross. Burbage: Savernake Forest. MARLBOROUGH: see Rt. 517.

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

651 WINCHESTER TO NEWBURY.

Description.—Class II. Good surface for the first three miles, when the road begins to degenerate, and is poor and hilly the whole way to Newbury.

Gradients.—At ½m., ¾m., and 1¼m. 1 in 19; 2¼m. 1 in 18; 4½m. 1 in 17; 6½m. 1 in 19; 8½m. 1 in 16; 9m. 1 in 14; 11m. 1 in 18; 12¼m. 1 in 14; 13¾m. and 17¾m. 1 in 17; 18m. 1 in 11 (dangerous); 19m. 1 in 16; 22¼m. 1 in 22; 22¾m. 1 in 19; 23¼m. 1 in 16.

Milestones.—Measured from Winchester Cross.

Measurements.

Winchester,* George Hotel.

6½ Sutton Scotney.*

12 5½ Whitchurch,* P.O.

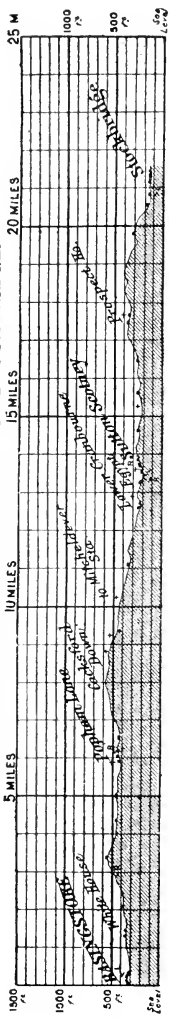
19½ 12½ 7½ Whitway,* Inn.

24½ 18¼ 12½ 5½ Newbury,* Jubilee Clock.

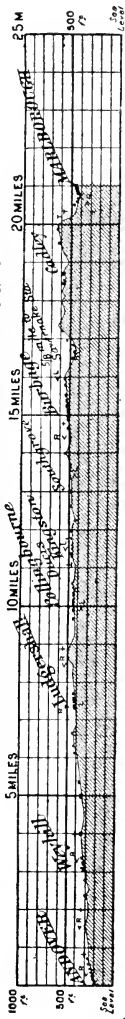
Principal Objects of Interest.—8¾m., Tidbury Ring. 16¾m., "Seven Barrows." NEWBURY: see Route 517.

Hotels or Inns at places marked *.

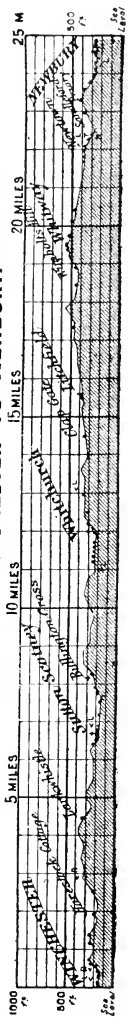
ROUTE 649. BASINGSTOKE TO STOCKBRIDGE.



ROUTE 650. ANDOVER TO MARLBOROUGH.



ROUTE 651. WINCHESTER TO NEWBURY.



2 M

652 WINCHESTER TO SALISBURY.

Description.—Class II. A very rough and exceedingly hilly road, but the surface improves approaching Salisbury. The usual and best road is by Romsey, 26½m.

Gradients.—At 1m.1 in 16; 1½m.1 in 24; 1¾m.1 in 19; 2¼m.1 in 22; 2½m.1 in 19; 2¾m.1 in 15; 3m.1 in 21; 4¾m.1 in 20; 5¾m. and 6m.1 in 21; 6¾m.1 in 16; 7¼m.1 in 17; 8¼m.1 in 15-16 (dangerous); 9½m.1 in 14 (dangerous turn); 10m.1 in 21; 10¼m.1 in 16; 12½m.1 in 14; 15½m. and 16m.1 in 17; 17¼m.1 in 22; 17½m.1 in 23; 18½m.1 in 17; 19m.1 in 16.

Measurements.

Winchester,* George Hotel.
9 Stockbridge,* Town Hall.
25½ 14½ Salisbury,* Market Place.

Principal Objects of Interest.—SALISBURY: as Rt. 513.

653 WINCHESTER TO ANDOVER.

Description.—Class II. A very hilly road for the first three miles, thereafter easier gradients and good surface.

Gradients.—At ½m. and ¾m.1 in 19; 1m.1 in 20; 2½m.1 in 18; 3½m. in 23; 5¾m. and 7½m.1 in 22; 10m.1 in 15 (very dangerous turn); 11½m.1 in 13.

Milestones.—For first three miles from Winchester Cross, thereafter from Andover.

Measurements.

Winchester,* George Hotel.
10 Wherwell.*
13¼ 3¼ Andover.*

Principal Objects of Interest.—Wherwell: pretty village. ANDOVER: Town Hall, Bury Hill, Abbots Ann.

654 WINCHESTER TO PETERSFIELD.

Description.—Class II. A hilly road to Bramdean, thence level to Bordean, whence hilly. Fairly good surface.

Gradients.—At 2m.1 in 24; 3m.1 in 15 (dangerous); 4¾m.1 in 22; 7m. and 7¾m.1 in 17; 15¾m.1 in 14; 16½m.1 in 24; 16¾m.1 in 18.

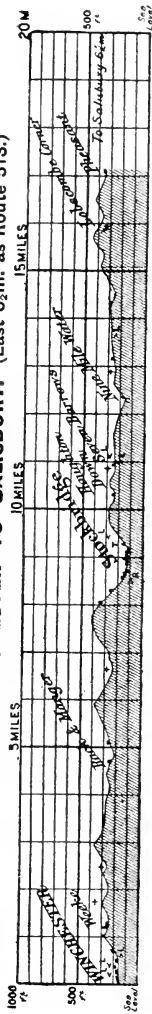
Measurements.

Winchester,* George Hotel.
9¾ Bramdean,* P.O.
12 2½ George Inn.*
19¼ 9¾ 7¼ Petersfield,* Dolphin Inn.

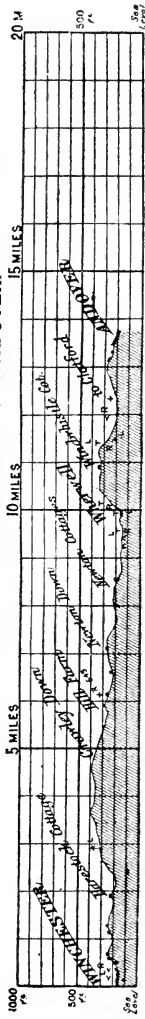
Principal Objects of Interest.—A pleasant road.

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

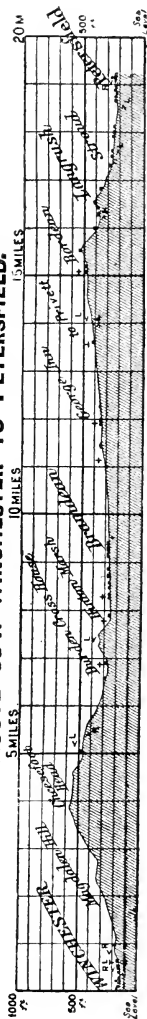
ROUTE 652. WINCHESTER TO SALISBURY. (Last 6½m. as Route 513.)



ROUTE 653. WINCHESTER TO ANDOVER.



ROUTE 654. WINCHESTER TO PETERSFIELD.



655 WINCHESTER TO POOLE.

Description.—Class II. Although the road is very hilly in parts, the surface throughout is splendid and almost always in first-class condition. In dry seasons it is, however, very apt to be loose. This is the best through road to Poole, Weymouth, Dorchester, &c.

Gradients.—At $\frac{1}{2}$ m. 1 in 16 (dangerous); 2m. 1 in 22; $2\frac{1}{2}$ m. 1 in 15; 3m. 1 in 25; $3\frac{1}{2}$ m. 1 in 20; $6\frac{1}{2}$ m. 1 in 25; 10m. 1 in 20; $11\frac{3}{4}$ m. 1 in 13; $13\frac{1}{4}$ m. 1 in 18; $18\frac{1}{2}$ m. 1 in 17; $20\frac{1}{2}$ m. 1 in 15; 22m. 1 in 23; $22\frac{1}{2}$ m. 1 in 21; $26\frac{1}{4}$ m. 1 in 23; 38m. 1 in 21; $39\frac{3}{4}$ m. 1 in 21.

Milestones.—From Westgate, Winchester, to Romsey; thereafter fr. Romsey to Ringwood, whence fr. Ringwood.

Measurements.

Winchester, * George Hotel.

$10\frac{7}{8}$ Romsey, * Town Hall.

$14\frac{1}{2}$ $3\frac{5}{8}$ Ower.

$17\frac{1}{4}$ $6\frac{3}{8}$ $2\frac{3}{4}$ Cadnam.*

$28\frac{3}{8}$ $17\frac{1}{2}$ $13\frac{7}{8}$ $11\frac{1}{2}$ Ringwood.*

$40\frac{1}{8}$ $29\frac{1}{4}$ $25\frac{5}{8}$ $22\frac{7}{8}$ $11\frac{3}{4}$ Poole, * Post Office.

Principal Objects of Interest.—Romsey: Abbey Church, Palmerston Statue. $18\frac{3}{4}$ m., Castle Malwood; and Rufus Stone to N. Pretty scenery in the New Forest.

Hotels or Inns at places marked *, and at Stony Cross.

656 SOUTHAMPTON TO CHICHESTER.

Description.—Class II. The road is very hilly to Cosham, but has fine surface; thereafter it is an almost level road in splendid condition. The road by Northam Bridge, instead of by Itchen Ferry, is a mile longer and more hilly.

Gradients.—At $1\frac{1}{4}$ m. 1 in 21; $4\frac{1}{2}$ m. 1 in 21; $5\frac{1}{2}$ m. 1 in 20; $8\frac{3}{4}$ m. 1 in 21; $9\frac{1}{4}$ m. 1 in 13.

Milestones.—Measured from Palmerston Monument, Southampton, by Northam Bridge to Cosham.

Measurements.

Southampton, * Bargate.

9 Titchfield.* (To Portsmouth $9\frac{1}{2}$ m., Route 641.)

$11\frac{5}{8}$ $2\frac{5}{8}$ Fareham.*

$16\frac{1}{2}$ $7\frac{1}{2}$ $4\frac{7}{8}$ Cosham.*

($20\frac{1}{8}$ $11\frac{1}{8}$ $8\frac{1}{2}$ $3\frac{3}{4}$ Portsmouth, * Town Hall.)

$20\frac{1}{2}$ $11\frac{1}{2}$ $8\frac{7}{8}$ 4 $7\frac{3}{4}$ Havant.*

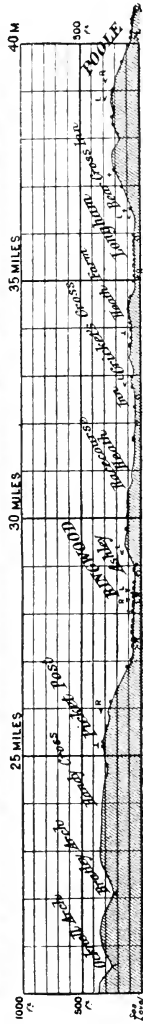
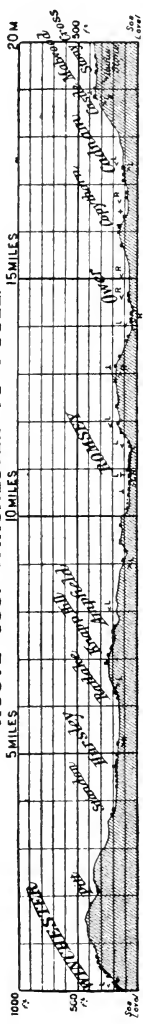
$22\frac{1}{2}$ $13\frac{1}{2}$ $10\frac{7}{8}$ 6 $9\frac{3}{4}$ 2 Emsworth.*

$29\frac{3}{8}$ $20\frac{3}{8}$ 18 $13\frac{1}{8}$ $16\frac{7}{8}$ $9\frac{1}{8}$ $7\frac{1}{8}$ Chichester, * Cross.

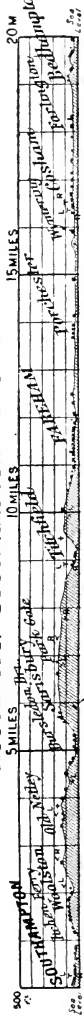
Principal Objects of Interest.—Porchester: Castle. Cosham: Portsdown Forts, &c. CHICHESTER: Cathedral, Bell Tower, Cross, St. Mary's Hospital, Walls.

Hotels or Inns at places marked *, and at Bedhampton and Fishbourne.

ROUTE 655. WINCHESTER TO POOLE.



ROUTE 656. SOUTHAMPTON TO CHICHESTER.



657 SOUTHAMPTON TO BISHOP'S WALTHAM.

Description.—Class II. A hilly road, with good surface.

Gradients.—At $2\frac{1}{2}$ m. 1 in 15; 3m. 1 in 22; $3\frac{1}{2}$ m. 1 in 16; $4\frac{1}{4}$ m. 1 in 25; $7\frac{1}{2}$ m. 1 in 18; 8m. 1 in 24; $9\frac{3}{4}$ m. 1 in 23; $11\frac{1}{2}$ m. 1 in 16; 14m. 1 in 19; $14\frac{1}{2}$ m. 1 in 17.

Milestones.—Irregular. After Botley, from London.

Measurements.

Southampton,* Bar Gate.

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

$10\frac{5}{8}$ $3\frac{7}{8}$ Bishop's Waltham.*

15 $8\frac{1}{4}$ $4\frac{3}{8}$ Corhampton. (Route 642.)

Principal Objects of Interest.—Bishops Waltham: Palace Ruins, School. Warnford: Church, Manor House.

658 SOUTHAMPTON TO WINCHESTER.

(By Eastleigh.)

Description.—Class II. A narrow road with variable surface, often rough. Route 512 has better surface and is prettier, though more hilly.

Measurements.

Southampton,* Bar Gate.

$5\frac{1}{2}$ Eastleigh.*

13 $7\frac{1}{2}$ Winchester,* George Hotel,

Principal Objects of Interest.—Eastleigh: Raily. works. Twyford: St. Catherine's Hill. WINCHESTER; as Rt. 512.

659 SOUTHAMPTON TO BOURNEMOUTH, &c.

Description.—Class II. Splendid surface throughout, as a general rule, but very liable to be loose and flinty to Christchurch, whence good, but apt to be bumpy on to Poole.

Gradients.—At $5\frac{3}{4}$ m. 1 in 20; $10\frac{1}{2}$ m. 1 in 17; $13\frac{1}{2}$ m. 1 in 18; $14\frac{3}{4}$ m. 1 in 17; $16\frac{3}{4}$ m. & 26m. 1 in 19; $29\frac{1}{4}$ m. 1 in 18; 32m. 1 in 16.

Milestones.—To Redbridge, measured from Southampton; after Lyndhurst measured from High St., Christchurch.

Measurements.

Southampton,* Bar Gate.

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

$16\frac{3}{8}$ $6\frac{3}{4}$ Holmsley Station.

$23\frac{1}{4}$ $14\frac{1}{8}$ $7\frac{3}{8}$ Christchurch,* Town Hall.

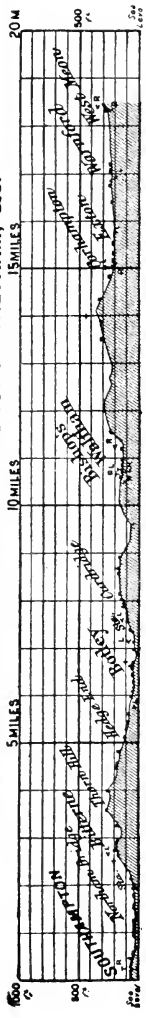
29 $19\frac{3}{8}$ $12\frac{5}{8}$ $5\frac{1}{4}$ Bournemouth,* The Square.

$33\frac{3}{4}$ $24\frac{1}{8}$ $17\frac{3}{8}$ 10 $4\frac{3}{4}$ Poole,* P.O.

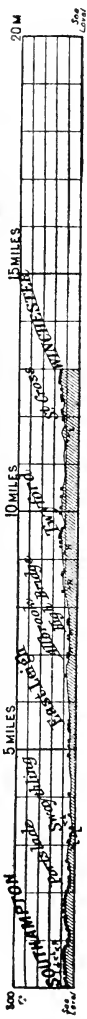
Principal Objects of Interest.—Lyndhurst: Queen's House, Church. CHRISTCHURCH: Abbey Church. BOURNEMOUTH: Pier, Chines, Gardens, &c. POOLE: Public Park. A charming road through the New Forest.

Hotels or Inns where marked *, and at Redbridge, Totton, Rumbridge, Lyndhurst Road Sta., Boscombe, and Parkstone.

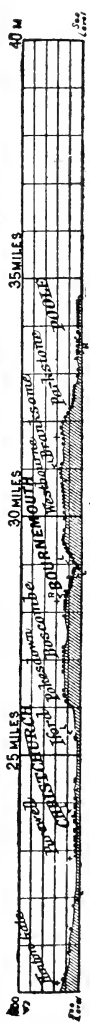
ROUTE 657. SOUTHAMPTON TO BISHOP'S WALTHAM, & C.



ROUTE 658. SOUTHAMPTON TO WINCHESTER. (By Eastleigh.)



ROUTE 659. SOUTHAMPTON TO BOURNEMOUTH AND POOLE.



660 SOUTHAMPTON TO STOCKBRIDGE, &C.

Description.—Class II. & III. Fine surface to Romsey, then a narrow country road to Andover; fairly good surface. There is another road, $\frac{3}{8}$ m. longer, by Mottisfont.

Gradients.—At $13\frac{3}{4}$ m. 1 in 18; $14\frac{1}{2}$ m. 1 in 15 (dangerous); $22\frac{1}{4}$ m. 1 in 22; 23m. 1 in 18.

Milestones.—Measured from Bar Gate, Southampton.

Measurements.

Southampton,* Bar Gate.			
8	Romsey,* Town Hall.		
$18\frac{1}{4}$	$10\frac{1}{4}$	Stockbridge,* Town Hall.	
$25\frac{7}{8}$	$17\frac{7}{8}$	$7\frac{5}{8}$	Andover.*

Principal Objects of Interest.—ROMSEY: Abbey Church, Palmerston Statue. ANDOVER: Town Hall, Bury Hill, &c.

Hotels or Inns at places marked *, and at Horns Hill and Fullerton Station.

661 SOUTHAMPTON TO SALISBURY.

Description.—Class II. Splendid surface throughout.

Gradients.—At 14m. 1 in 19; 16m. 1 in 21; $16\frac{3}{4}$ m. 1 in 17; $17\frac{3}{4}$ m. 1 in 20; 19m. 1 in 25.

Milestones.—Measured fr. Southampton Road, Salisbury.

Measurements.

Southampton,* Bar Gate.			
$3\frac{3}{4}$	Redbridge.*		
$10\frac{5}{8}$	$6\frac{7}{8}$	West Wellow.*	
$18\frac{1}{8}$	$14\frac{3}{8}$	$7\frac{1}{2}$	Whaddon.
$22\frac{5}{8}$	$18\frac{7}{8}$	12	$4\frac{1}{2}$ Salisbury,* Market.

Principal Objects of Interest.—Salisbury as Route 513.

Hotels or Inns where marked *, and at Ower, Totton, &c.

662 SOUTHAMPTON TO CRANBORNE, &C.

Description.—Class III. Fine surface to Cadnam, thence a somewhat loose road on to Cranborne. For Downton turn to R. at $13\frac{1}{4}$ m., but a better road is by Rt. 661 to Landford, where turn to L., same distance exactly, but better surface.

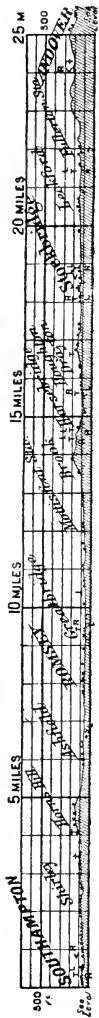
Gradients.—At $10\frac{3}{4}$ m. 1 in 15; $12\frac{1}{4}$ m. 1 in 22; $12\frac{3}{4}$ m. 1 in 16; 18m. 1 in 15; 20m. 1 in 21; 24m. 1 in 13.

Measurements.

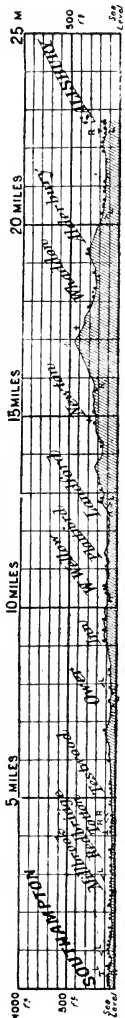
Southampton,* Bar Gate.			
$8\frac{3}{4}$	Cadnam.*		
19	$10\frac{1}{4}$	Fordingbridge.*	
$25\frac{3}{4}$	17	$6\frac{3}{4}$	Cranborne.*
18	$9\frac{3}{4}$	Downton.*	

Principal Objects of Interest.—New Forest. Fordingbridge: Church.

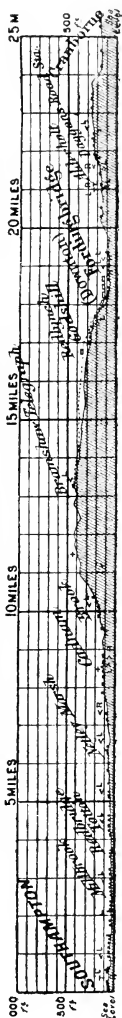
ROUTE 660. SOUTHAMPTON TO STOCKBRIDGE AND ANDOVER.



ROUTE 661. SOUTHAMPTON TO SALISBURY.



ROUTE 662. SOUTHAMPTON TO CRANBORNE OR DOWNTON.



663 ROMSEY TO BOTLEY, ETC.

Description.—Class II. An excellent undulating road.

Gradients.—At 1m. 1/16; 4m. 1/23; 6 $\frac{3}{4}$ m. 1/18; 8m. 1/17; 13m. 1/18; 13 $\frac{1}{2}$ m. 1/24; 14m. 1/14; 14 $\frac{1}{2}$ m. 1/24; 16 $\frac{1}{2}$ m. 1/25.

Milestones.—Measured from Romsey.

Measurements.			
Romsey, * Town Hall.			
7 Swaythling.*			
12 $\frac{3}{8}$	5 $\frac{3}{8}$	Botley.*	
16 $\frac{1}{4}$	9 $\frac{1}{4}$	4 $\frac{3}{8}$	Wickham.* (Route 540.)

Romsey to Southampton, by Chilworth, 9m.

Hotels or Inns at places marked *, and at Chilworth and Shidfield.

664 LYMINGTON TO LYNDHURST, ETC.

Description.—Class II. The road has usually fine surface to Lyndhurst, but after Cadnam it is very apt to be loose. The Southampton and Salisbury Road is joined at Landford. For Romsey turn to R. at 11 $\frac{3}{4}$ m., without touching Cadnam.

Gradients.—At 1 $\frac{1}{2}$ m. 1 in 15; 4 $\frac{3}{4}$ m. 1 in 17; 6 $\frac{3}{4}$ m. 1 in 20; 8 $\frac{3}{4}$ m. 1 in 20; 13 $\frac{1}{2}$ m. 1 in 25; 14 $\frac{1}{2}$ m. 1 in 17; 15m. 1 in 15.

Milestones.—Measured from Lymington to Lyndhurst, thereafter from Salisbury.

Measurements.			
Lymington.*			
4 $\frac{1}{8}$	Brockenhurst.*		
8 $\frac{3}{8}$	3 $\frac{7}{8}$	Lyndhurst.*	
12 $\frac{1}{8}$	7 $\frac{1}{4}$	3 $\frac{3}{8}$	Cadnam.* (Route 655.)
27 $\frac{1}{2}$	22 $\frac{5}{8}$	18 $\frac{1}{4}$	15 $\frac{3}{8}$ Salisbury,* Market. (Rt. 501.)
18 $\frac{1}{4}$	13 $\frac{3}{8}$	9 $\frac{1}{2}$	Romsey.*

Principal Objects of Interest.—New Forest. A pretty road. Lyndhurst: Queen's House, Church.

Hotels or Inns at places marked *.

665 LYMINGTON TO RINGWOOD.

Description.—Class II. An undulating road with fair surface, but usually rather loose.

Gradients.—At 1 $\frac{1}{2}$ m. 1/15; 3 $\frac{1}{2}$ m. 1/19; 5 $\frac{1}{4}$ m. 1/17; 5 $\frac{1}{2}$ m. 1/24; 9 $\frac{1}{2}$ m. 1/20; 9 $\frac{3}{4}$ m. 1/22; 11m. 1/19; 13m. 1/23; 13 $\frac{1}{2}$ m. 1/22.

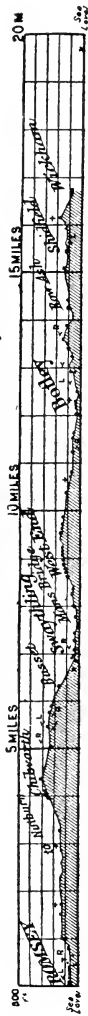
Milestones.—Continuation of those near Ringwood.

Measurements.	
Lymington.*	
9 $\frac{1}{2}$	Burley.*
15 $\frac{1}{8}$	5 $\frac{5}{8}$ Ringwood.*

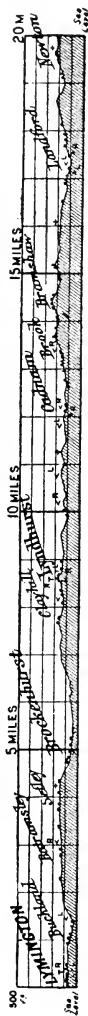
Principal Objects of Interest.—New Forest.

Hotels or Inns at places marked*.

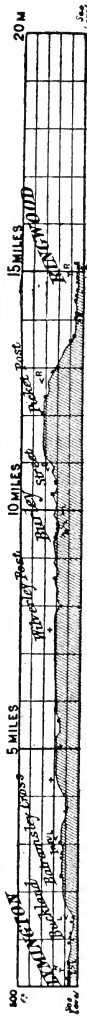
ROUTE 663. ROMSEY TO BOTLEY, ETC.



ROUTE 664. LYMINGTON TO SALISBURY OR ROMSEY.



ROUTE 665. LYMINGTON TO RINGWOOD.



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

666 PORTSMOUTH TO VENTNOR.

Description.—Class II. Ferry to Ryde. Fairly good surface to Shanklin, thereafter very steep to Ventnor. The road from Ryde to Brading described here is easier than the main road. At 17m. there is a steeper (1 in 8), but less winding descent to Ventnor. The principal part of Sandown lies to the east of the main road.

Gradients.—All dangerous. At 5½m. 1 in 15; 6¾m. 1 in 15; 7½m. 1 in 14; 14½m. 1 in 10; 15¼m. 1 in 9; 17m. 1 in 12.

Milestones.—On the Isle all measured from Newport.

Measurements.

Portsmouth,* Town Hall.

5⅝ Ryde,* Pier Hotel.

10¼ 4⅝ Brading,* P.O.

12 6⅜ 1¾ Sandown,* Hotel.

14½ 8⅞ 4¼ 2⅝ Shanklin,* Daish Hotel.

18¼ 12⅝ 8 6⅝ 3¼ Ventnor,* Clock.

Principal Objects of Interest.—RYDE: Pier, Quarr Abbey. BRADING: Church. SANDOWN and SHANKLIN: Chines. VENTNOR: Undercliffe. Magnificent views.

667 RYDE TO THE NEEDLES.

Description.—Class III. A very hilly road, but with good surface through Newport to Calbourne, whence it is easier.

Gradients.—At ¼m. 1/15; 1½m., 1¾m., 2½m., 2¾m., & 3¼m. 1/13; 4½m. 1/24; 8½m. 1/10 (very dangerous); 10m. 1/17; 10¼m. 1/15; 10½m. 1/11; 12m. 1/17; 12½m. 1/13; 13¼m. 1/16; 19¼m. 1/14.

Measurements.

Ryde,* Pier Hotel.

7⅓ Newport,* St. James Square.

17⅞ 10¾ Freshwater Gate.*

20⅝ 13½ 2¾ Needles Hotel.

Principal Objects of Interest.—At 2½m. Quarr Abbey. NEWPORT: Town Hall, School, Museum. CARISBROOKE: Castle. Fine scenery at Freshwater and Needles. Freshwater Gate; Faringford House, Caves, Needles, &c.

668 VENTNOR TO FRESHWATER.

Description.—Class III. A very undulating road, but with good surface, though inclined to be loose.

Gradients.—Mostly dangerous. At ½m. 1/11; 1¾m. 1/18; 3¼m. 1/14; 3¾m. 1/17; 4m. 1/12; 5m. 1/13; 6m. 1/14; 15¼m. 1/12.

Measurements.

Ventnor,* Clock.

6⅓ Chale.*

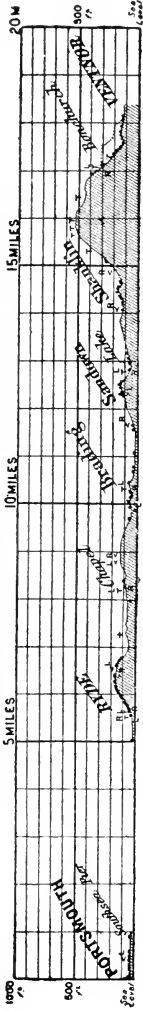
10¾ 4⅝ Shorwell.*

19⅝ 13½ 8¾ Freshwater Gate.*

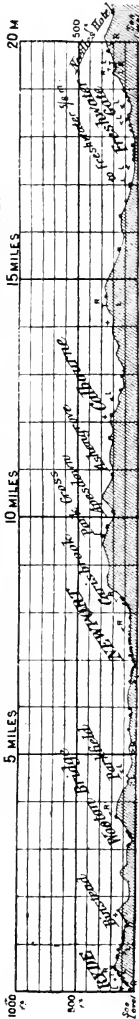
Principal Objects of Interest.—3¾m. Puckaster Cove. 5½m. Blackgang Chine. MOTTISTONE: Stone. Freshwater: as Route 667.

Hotels or Inns where marked *; Sandrock and Blackgang.

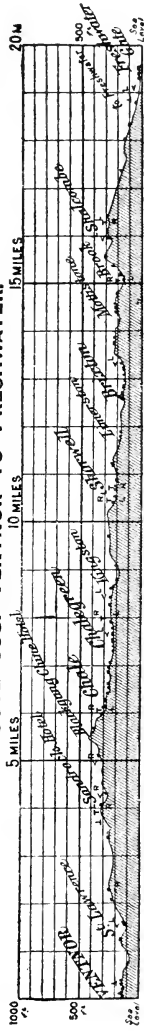
ROUTE 666. PORTSMOUTH TO RYDE AND VENTNOR.



ROUTE 667. RYDE TO NEWPORT AND THE NEEDLES.



ROUTE 668. VENTNOR TO FRESHWATER.



669 NEWPORT TO YARMOUTH, &C.

Description.—Class III. A good undulating road. This is the best road to Yarmouth; surface rough near the Needles.

Gradients.—At $\frac{1}{2}$ m. 1 in 15; $3\frac{1}{4}$ m. 1 in 20; 7m. 1 in 16; $10\frac{3}{4}$ m. 1 in 15; $11\frac{1}{2}$ m. 1 in 16; 13m. 1 in 16 (mostly dangerous).

Measurements.

Newport, * St. James Square.

$9\frac{3}{4}$ Yarmouth, * Town Hall.

$14\frac{1}{8}$ $4\frac{3}{8}$ Needles Hotel.*

Principal Objects of Interest.—Yarmouth: Fort. Fine scenery at the Needles.

Hotels or Inns at places marked,* and at Colwell Bay and Totlands Bay.

670 COWES TO VENTNOR.

Description.—Class III. A hilly road, good surface. There is a rather shorter way to Ventnor by Wroxall, but this road is usually preferred.

Gradients.—All dangerous, specially the last with its sharp turns. At $\frac{1}{2}$ m. 1 in 14; 1m. 1 in 25; $3\frac{1}{4}$ m. 1 in 13; $4\frac{1}{2}$ m. 1 in 15; 5m. 1 in 15; $5\frac{1}{4}$ m. 1 in 21; $7\frac{1}{2}$ m. 1 in 19; $8\frac{1}{4}$ m. 1 in 22; 9m. 1 in 18; 13m. 1 in 16; $14\frac{1}{2}$ m. 1 in 7.

Measurements.

Cowes, * Pier.

$4\frac{1}{4}$ Newport, * St. James Square.

$12\frac{3}{8}$ $8\frac{1}{8}$ Whitwell, * Inn.

$16\frac{1}{4}$ $11\frac{1}{2}$ $3\frac{3}{8}$ Ventnor, * Clock.

Principal Objects of Interest.—NEWPORT: as Rt. 667. Cowes: Yacht Club House. Fine views near Ventnor.

Hotels or Inns at places marked*.

671 COWES TO NEWPORT, &C.

Description.—Class III. Good surface to Newport, thence fairly good. For Ryde ($8\frac{1}{4}$ m.), keep to L. at $3\frac{1}{4}$ m., and join Route 667 at Parkfield.

Gradients.—At 1m. 1 in 17; $2\frac{1}{2}$ m. 1 in 14; $6\frac{1}{4}$ m. 1 in 15; $8\frac{3}{4}$ m. 1 in 19; $9\frac{1}{4}$ m. 1 in 22; 10m. 1 in 19; $11\frac{1}{4}$ m. 1 in 19; 13m. 1 in 14; $14\frac{1}{2}$ m. 1 in 11; $14\frac{3}{4}$ m. 1 in 12 (dangerous).

Measurements.

West Cowes, * Pier.

$\frac{5}{8}$ East Cowes, * Pier. (To Ryde Pier $7\frac{3}{4}$ m.)

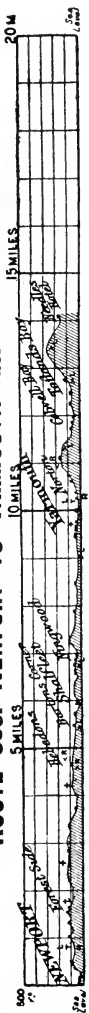
$4\frac{3}{4}$ $4\frac{1}{8}$ Newport, * St. James Square.

$14\frac{3}{8}$ $14\frac{1}{4}$ $10\frac{1}{8}$ Sandrock Hotel.*

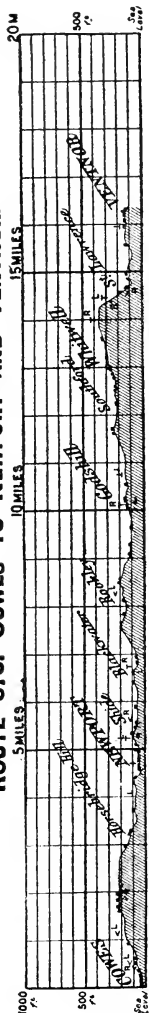
Principal Objects of Interest.— $1\frac{1}{2}$ m. Osborne House. Whippingham: Church. NEWPORT: as Rt. 667. Sandrock: St. Catherine's Lighthouse, Blackgang Chine.

Hotels or Inns at places marked*, and at Niton, &c.

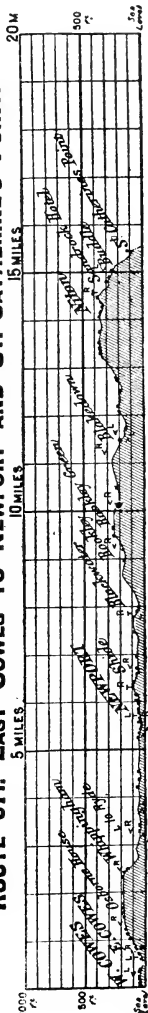
ROUTE 669. NEWPORT TO YARMOUTH AND THE NEEDLES.



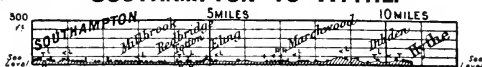
ROUTE 670. COWES TO NEWPORT AND VENTNOR.



ROUTE 671. EAST COWES TO NEWPORT AND ST. CATHERINE'S POINT.



672 SOUTHAMPTON TO HYTHE.



Description.—Class II. A fine level road to Eling, thence slightly undulating to Hythe. Good surface.

Measurements.—Southampton, * Bar Gate.

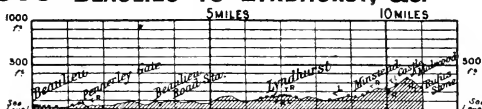
3 $\frac{3}{4}$ Redbridge, * Anchor Hotel.

5 $\frac{1}{8}$ 1 $\frac{3}{8}$ Eling.

10 $\frac{3}{4}$ 7 5 $\frac{5}{8}$ Hythe, * Pier.

Principal Objects of Interest.—Hythe: Pier.

673 BEAULIEU TO LYNDHURST, &C.



Description.—Class III. A rather loose road to Lyndhurst, with numerous short, steep hills. After Lyndhurst, fine surface to Minstead, whence steep to Castle Malwood. Rufus Stone lies down a steep, rough hill on N. of the road.

Gradients.—5m. 1/17; 10 $\frac{1}{4}$ m. 1/13; 10 $\frac{3}{4}$ m. 1/10 (dangerous).

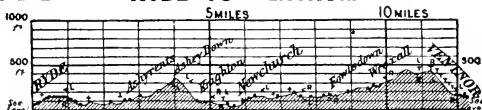
Measurements.—Beaulieu.*

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

11 3 $\frac{3}{4}$ Rufus Stone.

Principal Objects of Interest.—Pretty road. Lyndhurst. Queen's House, Ch. 10 $\frac{1}{2}$ m. Castle Malwood. Rufus Stone.

674 RYDE TO VENTNOR.



Description.—Class III. Although this road has some steep hills, it is easier than the road by Sandown. Surface usually good. The descent to Ventnor is by a series of zig-zags down the face of the hill.

Gradients.—At $\frac{1}{4}$ m. 1 in 15; 1 $\frac{1}{4}$ m. 1 in 15; 3 $\frac{1}{2}$ m. 1 in 14; 4m. 1 in 13; 4 $\frac{1}{2}$ m. 1 in 8 (very dangerous); 6m. 1 in 14; 10m. 1 in 15; 11 $\frac{3}{4}$ m. 1 in 10 (8 dangerous turns).

Measurements.—Ryde, * Pier Hotel.

6 Newchurch.

12 $\frac{1}{4}$ 6 $\frac{1}{4}$ Ventnor, * Clock.

Principal Objects of Interest.—Fine view above Ventnor. Hotels or Inns at places marked *, and at Stroud.



Southampton



Bournemouth



Freshwater

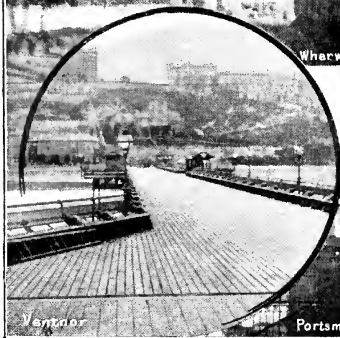


Ridge Hill, New Forest



Wharwell

Winchester

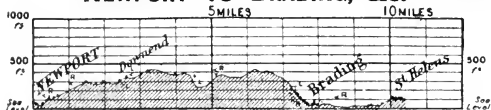


Ventnor



Portsmouth

NEWPORT TO BRADING, &C. 675



Description.—Class III. A very hilly road; fairly good surface.

Gradients.—At 1m. 1 in 17; 4½m. 1 in 11 (very dangerous); 5m. 1 in 13; 7¼m. 1 in 8 (very dangerous); 10m. 1 in 16.

Milestones.—Measured from Coppins Bridge, Newport.

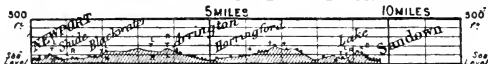
Measurements.—Newport, * St. James Sq.

7¾ Brading, * P.O.

10¾ 2½ St. Helens.*

Principal Objects of Interest.—Brading: Church.

NEWPORT TO SANDOWN. 676



Description.—Class II. A slightly undulating road with good surface. This is about the best road in the island.

Gradients.—At ½m. 1 in 15; ¾m. 1 in 21; 2m. 1 in 15; 4m. 1 in 20; 6¾m. 1 in 18; 7½m. 1 in 22; 9m. 1 in 13; 9¼m. 1 in 19.

Milestones.—Measured from Newport, Town Hall.

Measurements.—Newport, * St. James Sq.

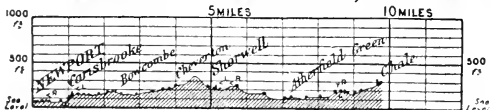
4 Arrington.*

8½ 4½ Lake.*

9¼ 5¾ 1½ Sandown, * Hotel.

Principal Objects of Interest.—Sandown: Fort, Chines.

NEWPORT TO SHORWELL, &C. 677



Description.—Class III. A hilly road with fairly good surface, but poor after Shorwell, to Chale.

Gradients.—At 1m. 1 in 16; 4½m. 1 in 13; 4¾m. 1 in 10 (both dangerous); 8½m. 1 in 13.

Milestones.—Measured from Newport, Town Hall.

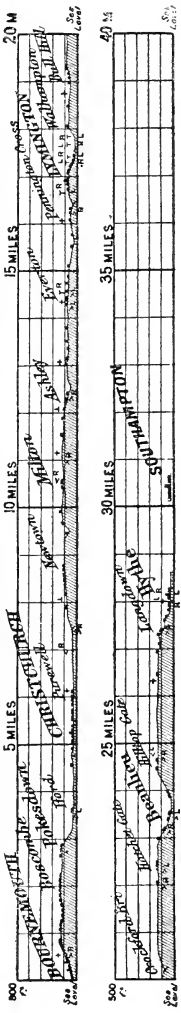
Measurements.—Newport, * St. James Sq.

5½ Shorwell.*

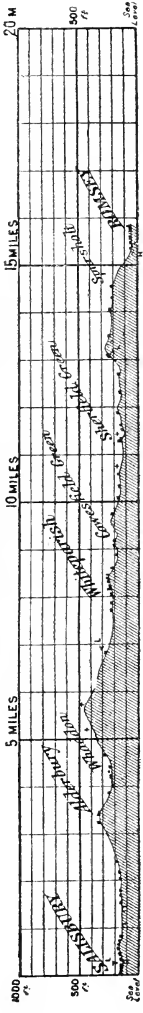
9¾ 4¾ Chale.*

Principal Objects of Interest.—Carisbrooke: Castle, Roman Villa.

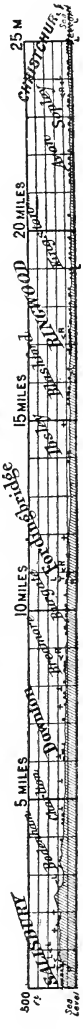
ROUTE 678. BOURNEMOUTH TO HYTHE AND SOUTHAMPTON.



ROUTE 679. SALISBURY TO ROMSEY.



ROUTE 680. SALISBURY TO CHRISTCHURCH.



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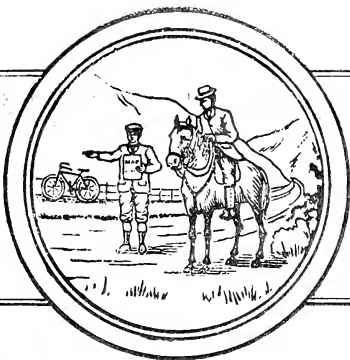
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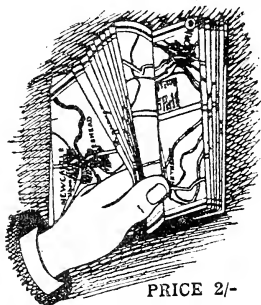
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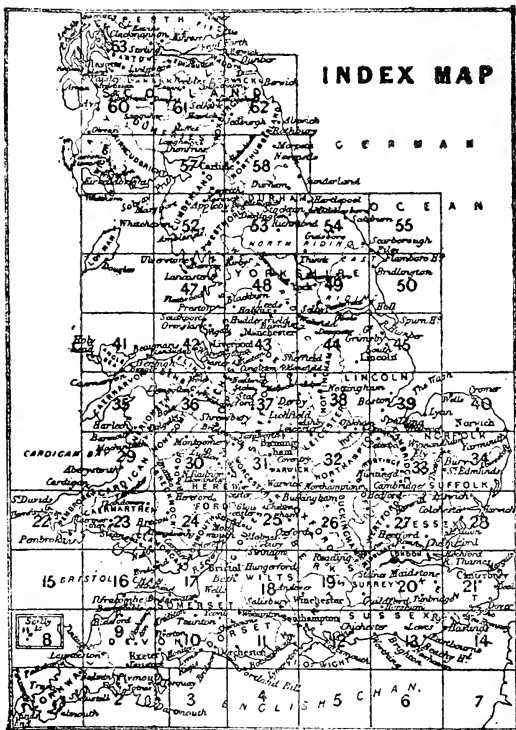
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