Road Book of England.

South East Division

With 500 Maps & Plans.
This Volume


Maps.  

<table>
<thead>
<tr>
<th>Maps</th>
<th>Arrangement</th>
<th>No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>*Plans of Towns</td>
<td></td>
<td>1-13</td>
</tr>
<tr>
<td>Key to Index Maps of the Routes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recommended Main Routes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Index Maps of the Routes</td>
<td></td>
<td>16-28</td>
</tr>
<tr>
<td>*Maps of Environs of Towns</td>
<td></td>
<td>35-76</td>
</tr>
<tr>
<td>*Index to the Maps and Plans</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Letterpress.  

<table>
<thead>
<tr>
<th>Letterpress</th>
<th>Pages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Index of Routes</td>
<td>vii.-xiv.</td>
</tr>
<tr>
<td>Touring Notes</td>
<td>xv.</td>
</tr>
<tr>
<td>Ferries</td>
<td>xv.</td>
</tr>
<tr>
<td>Lamp-Lighting Tables</td>
<td>xvi.-xvii.</td>
</tr>
<tr>
<td>Explanation</td>
<td>xviii.</td>
</tr>
<tr>
<td>*General Description of the Counties</td>
<td>xxv.-xlvi.</td>
</tr>
<tr>
<td>*Pronunciation of Names</td>
<td>xlvii.</td>
</tr>
<tr>
<td>Routes</td>
<td>pp. 272-680</td>
</tr>
<tr>
<td>Index</td>
<td>at end.</td>
</tr>
</tbody>
</table>

*Appear only in the India Paper Edition.*
INDEX
TO THE
KEY MAPS.

The Numbers on the Maps refer to the Routes.
THE

"CONTOUR" ROAD BOOK

OF

ENGLAND.

(SOUTH-EAST DIVISION.)
## Index to the Maps

### Town Plans

<table>
<thead>
<tr>
<th>Town</th>
<th>No.</th>
<th>Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>London &quot;City&quot;</td>
<td>p. xlvi</td>
<td></td>
</tr>
<tr>
<td>Bury St. Edmunds</td>
<td>8</td>
<td>10</td>
</tr>
<tr>
<td>Bedford</td>
<td>3</td>
<td>7</td>
</tr>
<tr>
<td>Brighton</td>
<td>13</td>
<td>1</td>
</tr>
<tr>
<td>Cambridge</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td>Canterbury</td>
<td>9</td>
<td>12</td>
</tr>
<tr>
<td>Dover</td>
<td>11</td>
<td>2</td>
</tr>
<tr>
<td>Guildford</td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>Ipswich</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Leicester</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Norwich</td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>Folkestone</td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>Northampton</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>Wisbech</td>
<td></td>
<td>6</td>
</tr>
</tbody>
</table>

### Maps of Environs

<table>
<thead>
<tr>
<th>Town</th>
<th>No.</th>
<th>Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aylesbury</td>
<td>56</td>
<td>46</td>
</tr>
<tr>
<td>Battle</td>
<td>71</td>
<td>66</td>
</tr>
<tr>
<td>Bedford</td>
<td>39</td>
<td>70</td>
</tr>
<tr>
<td>Broadstairs</td>
<td>70</td>
<td>60</td>
</tr>
<tr>
<td>Brighton</td>
<td>73</td>
<td>38</td>
</tr>
<tr>
<td>Bury St. Edmunds</td>
<td>51</td>
<td>48</td>
</tr>
<tr>
<td>Cambridge</td>
<td>43</td>
<td>57</td>
</tr>
<tr>
<td>Canterbury</td>
<td>67</td>
<td>35</td>
</tr>
<tr>
<td>Colchester</td>
<td>53</td>
<td>75</td>
</tr>
<tr>
<td>Coinbrook</td>
<td>61</td>
<td>70</td>
</tr>
<tr>
<td>Cromer</td>
<td>47</td>
<td>59</td>
</tr>
<tr>
<td>Dover</td>
<td>68</td>
<td>63</td>
</tr>
<tr>
<td>Eastbourne</td>
<td>72</td>
<td></td>
</tr>
<tr>
<td>Ely</td>
<td>45</td>
<td></td>
</tr>
<tr>
<td>Fareham</td>
<td>75</td>
<td></td>
</tr>
<tr>
<td>Felixtowe</td>
<td>52</td>
<td></td>
</tr>
<tr>
<td>Folkestone</td>
<td>69</td>
<td></td>
</tr>
<tr>
<td>Gosport</td>
<td>75</td>
<td></td>
</tr>
<tr>
<td>Gravesend</td>
<td>64</td>
<td></td>
</tr>
<tr>
<td>Guildford</td>
<td>62</td>
<td></td>
</tr>
<tr>
<td>Harwich</td>
<td>52</td>
<td></td>
</tr>
<tr>
<td>Hastings</td>
<td>71</td>
<td></td>
</tr>
<tr>
<td>Hatfield</td>
<td>55</td>
<td></td>
</tr>
<tr>
<td>Hertford</td>
<td>54</td>
<td></td>
</tr>
<tr>
<td>Huntingdon</td>
<td>40</td>
<td>36</td>
</tr>
<tr>
<td>Hythe</td>
<td>69</td>
<td>64</td>
</tr>
<tr>
<td>Ipswich</td>
<td>49</td>
<td>65</td>
</tr>
<tr>
<td>Leicester</td>
<td>37</td>
<td>65</td>
</tr>
<tr>
<td>London</td>
<td>58</td>
<td>54</td>
</tr>
<tr>
<td>Lynn</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maidstone</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Margate</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Newbury</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northampton</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Norwich</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oxford</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peterborough</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Portsmouth</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ramsgate</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reading</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Redhill</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reigate</td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Albans</td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Ives</td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Leonards</td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Neots</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Slough</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southampton</td>
<td>76</td>
<td></td>
</tr>
<tr>
<td>Stamford</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tilbury</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tonbridge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tunbridge Wells</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ware</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Windsor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wisbech</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Worthing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yarmouth</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Excepting the "Plan of London," the Plans are on the scale of two inches to a mile; the Maps of England on the scale of 15 miles to an inch; and the Maps of the Environs on the scale of 3 miles to an inch.
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 (Copyright.)
Uniform with this Volume.

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.


Western Division.—In preparation.

SCOTLAND.—Complete in One Volume.
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.

500 MAPS & PLANS.

<table>
<thead>
<tr>
<th>Edition</th>
<th>Price</th>
<th>Size</th>
<th>Thickness</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ordinary</td>
<td>2/- nett.</td>
<td>6½ x 3¼</td>
<td>¾ inch.</td>
<td>7 ounces.</td>
</tr>
<tr>
<td>India.*</td>
<td>3/6 &quot;</td>
<td>6½ x 3½</td>
<td>⅞ inch.</td>
<td>4 ounces.</td>
</tr>
</tbody>
</table>

*Printed on the finest thin light India Paper.

A few Press Opinions.

**SCOTSMAN.**

"A little book which should prove invaluable to Scottish Cyclists—so complete that no road of any importance seems to escape mention. The routes are admirably arranged, and an excellent index makes the information given readily available."

**SCOTTISH CYCLIST.**

"Completeness and accuracy have been the leading aim of the compiler, and both have been achieved in a remarkable degree. . . . Easily takes the first place among the guides to the roads of Scotland."

**C. T. C. GAZETTE.**

"We have applied the test of personal knowledge of several routes given in this book, and have found them carefully and accurately given."

**EVENING DISPATCH.**

"There is hardly a route in Scotland over which a bicycle can conveniently be brought, about which in the body of the volume the intending traveller will not find as much information as he wants to have."

**NORTHERN CHRONICLE.**

"We have tested Mr. Inglis as regards the North Roads, and found his book wonderfully accurate."

**AYR ADVERTISER.**

"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.

Routes 1-271 are in the Northern Division.

<table>
<thead>
<tr>
<th>Route</th>
<th>DERBYSHIRE.</th>
</tr>
</thead>
<tbody>
<tr>
<td>277.</td>
<td>Ashbourne to Bakewell.</td>
</tr>
<tr>
<td>278.</td>
<td>Belper.</td>
</tr>
<tr>
<td>279.</td>
<td>Derby.</td>
</tr>
<tr>
<td>280.</td>
<td>Leek.</td>
</tr>
<tr>
<td>281.</td>
<td>Matlock.</td>
</tr>
<tr>
<td>282.</td>
<td>Bakewell to Buxton.</td>
</tr>
<tr>
<td>283.</td>
<td>Calver.</td>
</tr>
<tr>
<td>284.</td>
<td>Derby.</td>
</tr>
<tr>
<td>285.</td>
<td>Longnor.</td>
</tr>
<tr>
<td>286.</td>
<td>Newhaven Inn.</td>
</tr>
<tr>
<td>287.</td>
<td>Buxton to Ashbourne.</td>
</tr>
<tr>
<td>288.</td>
<td>Castleton.</td>
</tr>
<tr>
<td>289.</td>
<td>Congleton.</td>
</tr>
<tr>
<td>290.</td>
<td>Eyam.</td>
</tr>
<tr>
<td>291.</td>
<td>Glossop.</td>
</tr>
<tr>
<td>292.</td>
<td>Macclesfield.</td>
</tr>
<tr>
<td>293.</td>
<td>Manchester.</td>
</tr>
<tr>
<td>294.</td>
<td>Matlock.</td>
</tr>
<tr>
<td>295.</td>
<td>Chesterfield to Derby.</td>
</tr>
<tr>
<td>296.</td>
<td>Chapel-le-Frith.</td>
</tr>
<tr>
<td>297.</td>
<td>Matlock.</td>
</tr>
<tr>
<td>298.</td>
<td>Nottingham.</td>
</tr>
<tr>
<td>299.</td>
<td>Retford.</td>
</tr>
<tr>
<td>300.</td>
<td>Derby to Ashby de la Zouch.</td>
</tr>
<tr>
<td>301.</td>
<td>Ashbourne.</td>
</tr>
<tr>
<td>302.</td>
<td>Ashopton.</td>
</tr>
<tr>
<td>303.</td>
<td>Buxton.</td>
</tr>
<tr>
<td>304.</td>
<td>Chesterfield.</td>
</tr>
<tr>
<td>305.</td>
<td>Ilkeston.</td>
</tr>
<tr>
<td>306.</td>
<td>Leicester.</td>
</tr>
<tr>
<td>308.</td>
<td>Matlock.</td>
</tr>
<tr>
<td>309.</td>
<td>Newcastle-u'-Lyme</td>
</tr>
<tr>
<td>310.</td>
<td>Sheffield.</td>
</tr>
<tr>
<td>311.</td>
<td>Wirksworth.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Route</th>
<th>NOTTINGHAM.</th>
</tr>
</thead>
<tbody>
<tr>
<td>310.</td>
<td>Bawtry to Gainsborough.</td>
</tr>
<tr>
<td>311.</td>
<td>Mansfield to Chesterfield.</td>
</tr>
<tr>
<td>312.</td>
<td>Derby.</td>
</tr>
<tr>
<td>313.</td>
<td>Matlock.</td>
</tr>
<tr>
<td>314.</td>
<td>Newark.</td>
</tr>
<tr>
<td>315.</td>
<td>Nottingham.</td>
</tr>
<tr>
<td>316.</td>
<td>Winster.</td>
</tr>
<tr>
<td>317.</td>
<td>Worksop.</td>
</tr>
<tr>
<td>318.</td>
<td>Newark to Doncaster.</td>
</tr>
<tr>
<td>319.</td>
<td>Grantham.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Route</th>
<th>LINCOLN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>320.</td>
<td>Newark to Lincoln.</td>
</tr>
<tr>
<td>321.</td>
<td>Mansfield.</td>
</tr>
<tr>
<td>322.</td>
<td>Nottingham.</td>
</tr>
<tr>
<td>323.</td>
<td>Sleaford.</td>
</tr>
<tr>
<td>324.</td>
<td>Southwell.</td>
</tr>
<tr>
<td>325.</td>
<td>Worksop.</td>
</tr>
<tr>
<td>326.</td>
<td>Nottingham to Alfreton.</td>
</tr>
<tr>
<td>327.</td>
<td>Chesterfield.</td>
</tr>
<tr>
<td>328.</td>
<td>Derby.</td>
</tr>
<tr>
<td>329.</td>
<td>Grantham.</td>
</tr>
<tr>
<td>330.</td>
<td>Ilkeston.</td>
</tr>
<tr>
<td>331.</td>
<td>Kettering.</td>
</tr>
<tr>
<td>332.</td>
<td>Lincoln.</td>
</tr>
<tr>
<td>333.</td>
<td>Loughboro'.</td>
</tr>
<tr>
<td>334.</td>
<td>Southwell.</td>
</tr>
<tr>
<td>335.</td>
<td>Wirksworth.</td>
</tr>
<tr>
<td>336.</td>
<td>Retford.</td>
</tr>
<tr>
<td>337.</td>
<td>Doncaster.</td>
</tr>
<tr>
<td>338.</td>
<td>Huntingdon.</td>
</tr>
<tr>
<td>339.</td>
<td>Lincoln.</td>
</tr>
<tr>
<td>340.</td>
<td>Louth.</td>
</tr>
<tr>
<td>341.</td>
<td>Gainsborough to Bawtry.</td>
</tr>
<tr>
<td>342.</td>
<td>Lincoln.</td>
</tr>
<tr>
<td>343.</td>
<td>Louth.</td>
</tr>
<tr>
<td>344.</td>
<td>Retford.</td>
</tr>
<tr>
<td>345.</td>
<td>Doncaster.</td>
</tr>
<tr>
<td>346.</td>
<td>Huntingdon.</td>
</tr>
<tr>
<td>347.</td>
<td>Lincoln.</td>
</tr>
<tr>
<td>348.</td>
<td>Louth.</td>
</tr>
<tr>
<td>349.</td>
<td>Gainsborough.</td>
</tr>
<tr>
<td>350.</td>
<td>Lincoln.</td>
</tr>
<tr>
<td>351.</td>
<td>Wainfleet.</td>
</tr>
</tbody>
</table>
CONTENTS.

312. Lincoln to Gainsborough.
324. " Grantham.
313. " Hull.
303. " Nottingham.
312. " Peterborough.
311. " Retford.
322. " Skegness.
327. Louth to Alford.
310. " Gainsborough.
339. Spalding to Boston.
316. " Donington.
313. " Peterborough.
328. " Stamford to Bourn.
327. " Crowland.
327. " Northampton.
319. " Oakham.
320. " Uppingham.

RUTLAND.
361. Oakham to Grantham.
305. " Kettering.
305. " Nottingham.

LEICESTER.
344. Leicester to Ashby.
350. " Coventry.
345. " Grantham.
346. " Northampton.
348. " Rugby.
349. " Welford.
347. " Loughboro' to Ashby.
285. " Leicester.
370. Market Harboro' to Kettering
346. " Northampton.
352. " Oundle.
345. " Melton Mo. to Grantham.
345. " Leicester.
305. " Nottingham.
305. " Oakham.

NORTHAMPTON.
370. Kettering to Bedford.
370. 346. " Leicester.
305. " Northampton.
305. " Oakham.
362. " Wellingborough.

353. Northampton to Bedford.
356. " Buckingham.
354. " Dunstable.
346. " Leicester.
359. " Lutterworth.
358. " Rugby.
357. " Warwick.
364. Oundle to Wansford.
339. Peterborough to Boston.
348. " Leicester.
323. " Lincoln.
525. " London.
341. " Lynn.
342. " March.
362. Wellingboro' to Kettering.
368. " Kimbolton.
366. " Newport Pag.
360. " Northampton.

BEDFORD.
365. Bedford to Biggleswade.
375. " Buckingham.
374. " Dunstable.
353. " Northampton.
366. " Olney.
373. " St. Albans.
526. Biggleswade to Baldock.
365. " Bedford.
525. " London.
376. " St. Ives.

HUNTINGDON.
386. Huntingdon to Cambridge.
525. " London.
379. " Royston.
413. " Somersham.
376. " St. Ives to Biggleswade.
382. " Whittlesey.
396. " Wisbech.
<table>
<thead>
<tr>
<th>Page</th>
<th>Route</th>
<th>(A)</th>
<th>(B)</th>
<th>(C)</th>
</tr>
</thead>
<tbody>
<tr>
<td>384</td>
<td>St. Neots to Bedford</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>385</td>
<td>Biggleswade</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>386</td>
<td>Cambridge</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>525</td>
<td>Huntingdon</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>381</td>
<td>Thetford</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>384</td>
<td><strong>CAMBRIDGE</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>385</td>
<td>Cambridge to Bedford</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>386</td>
<td>Biggleswade</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>387</td>
<td>Bury St. Ed.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>388</td>
<td>Colchester</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>389</td>
<td>Ely</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>390</td>
<td>Hitchin</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>391</td>
<td>Huntingdon</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>392</td>
<td>King's Lynn</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>393</td>
<td>London</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>535</td>
<td>Newmarket</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>396</td>
<td>Puckeridge</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>397</td>
<td>St. Ives</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>398</td>
<td>St. Neots</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>399</td>
<td>Ely to Cambridge</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>414</td>
<td>Chatteris</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>415</td>
<td>Huntingdon</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>416</td>
<td>King's Lynn</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>417</td>
<td>Newmarket</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>387</td>
<td>N'market to Bury St.Edmunds</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>388</td>
<td>Cambridge</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>393</td>
<td>Ely</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>394</td>
<td>London</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>395</td>
<td>Royston</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>396</td>
<td>Swaffham</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>397</td>
<td>Wisbech to Boston</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>398</td>
<td>Cambridge</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>399</td>
<td>Downham M'ket</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>400</td>
<td>Ely</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>401</td>
<td>King's Lynn</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>402</td>
<td>Peterborough</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>403</td>
<td>Sleaford</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>404</td>
<td>St. Ives</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>384</td>
<td>NORFOLK</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>411</td>
<td>Cromer to Fakenham</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>412</td>
<td>North Walsham</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>413</td>
<td>Norwich</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>409</td>
<td>East Dereham to Holt</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>425</td>
<td>King's Lynn</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>426</td>
<td>Thetford</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>427</td>
<td>Lynn to Aylsham</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>428</td>
<td>Burnham Market</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>429</td>
<td>Cambridge</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>421</td>
<td>Cromer</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>422</td>
<td>Fakenham</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>396</td>
<td>Holbeach</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>423</td>
<td>Hunstanton</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>424</td>
<td>Norwich</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>425</td>
<td>Peterborough</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>426</td>
<td>Thetford</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CAMBRIDGE.**

385. Cambridge.
386. Huntingdon.
387. Oundle.

**CAMBRIDGE.**

384. Cambridge to Bedford.
385. Biggleswade.
386. Bury St. Ed.
387. Colchester.
388. Ely.
389. Hitchin.
390. Huntingdon.
391. King's Lynn.
392. London.
393. Newmarket.
394. Puckeridge.
395. St. Ives.
397. Ely to Cambridge.
398. Chatteris.
399. Huntingdon.
400. King's Lynn.
401. Newmarket.
387. N'market to Bury St.Edmunds
Cambridge.
393. Ely.
394. London.
395. Royston.
396. Swaffham.
397. Wisbech to Boston.
398. Cambridge.
399. Downham M'ket.
400. Ely.
401. King's Lynn.
402. Peterborough.
403. Sleaford.
404. St. Ives.

**NORFOLK.**

411. Cromer to Fakenham.
412. North Walsham.
413. Norwich.
409. East Dereham to Holt.
410. King's Lynn.
411. Thetford.
408. Hunstanton to Fakenham.
409. Lynn.
410. Wells.
407. Lynn to Aylsham.
388. Cambridge.
404. Cromer.
405. Fakenham.
399. Holbeach.
400. Hunstanton.
401. Norwich.
402. Peterborough.
398. Thetford.

**SUFFOLK.**

441, 435. Aldeburgh to Ipswich.
442. Norwich.
440. Saxmundham.
450. Hadleigh.
451. Ipswich.
448. Scole.
449. Sudbury.
445. Thetford.
455. 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. Norwich.
435. Yarmouth.
349. Southwold to Halesworth.
439. Ipswich.
435. Lowestoft.
433. Norwich.
<table>
<thead>
<tr>
<th>CONTENTS.</th>
<th>BUCKINGHAM.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thetford to Bury St Edmunds</td>
<td>Aylesbury to Banbury.</td>
</tr>
<tr>
<td>Diss.</td>
<td>Buckingham.</td>
</tr>
<tr>
<td>Lynn.</td>
<td>High Wycombe.</td>
</tr>
<tr>
<td>Newmarket.</td>
<td>Leighton Buzzard.</td>
</tr>
<tr>
<td>Norwich.</td>
<td>London.</td>
</tr>
<tr>
<td>Wickham to Harleston.</td>
<td>Uxbridge.</td>
</tr>
<tr>
<td>Woodbridge to Orford.</td>
<td>Buckingham to Aylesbury.</td>
</tr>
<tr>
<td></td>
<td>Banbury.</td>
</tr>
<tr>
<td></td>
<td>Bedford.</td>
</tr>
<tr>
<td></td>
<td>Chip Norton.</td>
</tr>
<tr>
<td></td>
<td>Northampton.</td>
</tr>
<tr>
<td></td>
<td>Oxford.</td>
</tr>
<tr>
<td></td>
<td>Aynho to Deddington.</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>ESSEX.</td>
<td></td>
</tr>
<tr>
<td>Brentwood to Chelmsford.</td>
<td></td>
</tr>
<tr>
<td>Gravesend.</td>
<td></td>
</tr>
<tr>
<td>London.</td>
<td></td>
</tr>
<tr>
<td>Ongar.</td>
<td></td>
</tr>
<tr>
<td>Rochford.</td>
<td></td>
</tr>
<tr>
<td>Southminster.</td>
<td></td>
</tr>
<tr>
<td>Chelmsford to Colchester.</td>
<td></td>
</tr>
<tr>
<td>Dunmow.</td>
<td></td>
</tr>
<tr>
<td>Epping.</td>
<td></td>
</tr>
<tr>
<td>Gravesend.</td>
<td></td>
</tr>
<tr>
<td>London.</td>
<td></td>
</tr>
<tr>
<td>Maldon.</td>
<td></td>
</tr>
<tr>
<td>Southend.</td>
<td></td>
</tr>
<tr>
<td>Sudbury.</td>
<td></td>
</tr>
<tr>
<td>Colchester to Bishops Stortford</td>
<td></td>
</tr>
<tr>
<td>Cambridge.</td>
<td></td>
</tr>
<tr>
<td>Clacton-on-Sea.</td>
<td></td>
</tr>
<tr>
<td>Hadleigh.</td>
<td></td>
</tr>
<tr>
<td>Harwich.</td>
<td></td>
</tr>
<tr>
<td>Ipswich.</td>
<td></td>
</tr>
<tr>
<td>London.</td>
<td></td>
</tr>
<tr>
<td>Maldon.</td>
<td></td>
</tr>
<tr>
<td>Nayland.</td>
<td></td>
</tr>
<tr>
<td>Sudbury.</td>
<td></td>
</tr>
<tr>
<td>Walton-on-Naze.</td>
<td></td>
</tr>
<tr>
<td>Maldon.</td>
<td></td>
</tr>
<tr>
<td>Braintree.</td>
<td></td>
</tr>
<tr>
<td>Burnham.</td>
<td></td>
</tr>
<tr>
<td>Chelmsford.</td>
<td></td>
</tr>
<tr>
<td>Colchester.</td>
<td></td>
</tr>
<tr>
<td>Southend.</td>
<td></td>
</tr>
<tr>
<td>Chelmsford.</td>
<td></td>
</tr>
<tr>
<td>London.</td>
<td></td>
</tr>
<tr>
<td>Maldon.</td>
<td></td>
</tr>
<tr>
<td>Shoeburyness.</td>
<td></td>
</tr>
<tr>
<td>HERTFORD.</td>
<td></td>
</tr>
<tr>
<td>Baldock to Woburn.</td>
<td></td>
</tr>
<tr>
<td>Bishop Stortford to Baldock.</td>
<td></td>
</tr>
<tr>
<td>Hertford.</td>
<td></td>
</tr>
<tr>
<td>Hertford to Hitchin.</td>
<td></td>
</tr>
<tr>
<td>Bishop Stortford.</td>
<td></td>
</tr>
<tr>
<td>London.</td>
<td></td>
</tr>
<tr>
<td>St. Albans.</td>
<td></td>
</tr>
<tr>
<td>Welwyn.</td>
<td></td>
</tr>
<tr>
<td>Royston to Newmarket.</td>
<td></td>
</tr>
<tr>
<td>St. Albans to Dunstable.</td>
<td></td>
</tr>
<tr>
<td>Hertford.</td>
<td></td>
</tr>
<tr>
<td>London.</td>
<td></td>
</tr>
<tr>
<td>Luton.</td>
<td></td>
</tr>
<tr>
<td>Watford.</td>
<td></td>
</tr>
<tr>
<td>Hertford.</td>
<td></td>
</tr>
<tr>
<td>Bishop Stortford.</td>
<td></td>
</tr>
<tr>
<td>London.</td>
<td></td>
</tr>
<tr>
<td>St. Albans.</td>
<td></td>
</tr>
<tr>
<td>Newmarket.</td>
<td></td>
</tr>
<tr>
<td>Hertford.</td>
<td></td>
</tr>
<tr>
<td>London.</td>
<td></td>
</tr>
<tr>
<td>Luton.</td>
<td></td>
</tr>
<tr>
<td>Watford.</td>
<td></td>
</tr>
<tr>
<td>Henley to Abingdon.</td>
<td></td>
</tr>
<tr>
<td>Maidenhead.</td>
<td></td>
</tr>
<tr>
<td>Marlow.</td>
<td></td>
</tr>
<tr>
<td>Reading.</td>
<td></td>
</tr>
<tr>
<td>Twyford.</td>
<td></td>
</tr>
<tr>
<td>Wallingford.</td>
<td></td>
</tr>
<tr>
<td>Oxford to Aylesbury.</td>
<td></td>
</tr>
<tr>
<td>Banbury.</td>
<td></td>
</tr>
<tr>
<td>Buckingham.</td>
<td></td>
</tr>
<tr>
<td>Cheltenham.</td>
<td></td>
</tr>
<tr>
<td>Chipping Norton.</td>
<td></td>
</tr>
<tr>
<td>Faringdon.</td>
<td></td>
</tr>
<tr>
<td>Hungerford.</td>
<td></td>
</tr>
<tr>
<td>London.</td>
<td></td>
</tr>
<tr>
<td>Newbury.</td>
<td></td>
</tr>
<tr>
<td>Reading.</td>
<td></td>
</tr>
<tr>
<td>Towcester.</td>
<td></td>
</tr>
<tr>
<td>Thames to Aylesbury.</td>
<td></td>
</tr>
<tr>
<td>Marlow.</td>
<td></td>
</tr>
<tr>
<td>Oxford.</td>
<td></td>
</tr>
<tr>
<td>Wallingford.</td>
<td></td>
</tr>
<tr>
<td>Woodstock to Banbury.</td>
<td></td>
</tr>
<tr>
<td>Chipping Norton.</td>
<td></td>
</tr>
<tr>
<td>Oxford.</td>
<td></td>
</tr>
<tr>
<td>Witney.</td>
<td></td>
</tr>
</tbody>
</table>
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 to 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, 518m., usual road.
  St. Albans, 524, 373, 504m., hilly, but good.
Biggleswade, by Hitchin, 525, 45½m., best road.
  Stevenage, 526, 45¾m., good, but more hilly.
Bognor, by Dorking, 509, 638, 642m.
Bournemouth, by Winchester, 512, 659, 108½m., fine road.
Brighton, by Redhill, 507, 53m., finest road.
  Reigate, 508, 507, 54m., fine road, but steep in reverse.
  Cuckfield, 507, 569, 508, 522m., poor after Horley.
Buckingham, by Tring, 521, 519, 57½m., best road.
  Uxbridge, 519, 594m., easier road to Aylesbury.
Bury St. Ed., by Sudbury, 540, 462, 448, 72½m., direct and best road.
  Newmarket, 537, 391, 387, 744m., poor near Newmark't.
Cambridge, by Royston, 535, 53¼m., best road, slightly hilly.
  Epping, 537, 555m., least hilly road.
  Barkway, 535, 390, 524m., a poor road, seldom used.
Canterbury, by Chatham, 500, 564m., very hilly, but good surface.
  Maidstone, 501, 589, 622m., less hilly; roundabout.
Chatham, by Gravesend, 500, 311m., very hilly.
Cheltenham, by Oxford, 518, 494, 984m., 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, 643m., very hilly.
  Midhurst, 511, 567, 623m., hilly to Midhurst.
  Islip, 518, 488, 758m., hilly.
Coventry, by Dunstable, 524, 906m., hilly road; fine surface.
Colchester, by Chelmsford, 540, 524m., moderately good surface.
Cromer, by Lynn, 535, 388, 404, 417, 1424m., fine road throughout.
  Ipswich, 540, 426, 419, 135m., fair roads.
  Newmarket, 392, 405, 411, 1306m., rough near Newm'ket.
Dartford, by Eltham, 504, 168m., best road.
  Shooter's Hill, 500, 155m., very steep.
Deal, by Canterbury, 500, 593, 744m., direct road.
Dover, by Canterbury, 500, 714m., direct road, very hilly.
  Folkestone, 501, 605, 771m., hilly.
Dunmow, by Bishop's Stortford, 537, 457, 386m., best road.
  Ongar, 536, 368m., poor surface.
Eastbourne, by E. Grinstead, 506, 64¾m., best road, somewhat hilly.
East Grinstead, 506, 303m., direct road.
Enfield, by Wood Green, 532, 106m., direct road.
Folkestone, by Ashford, 501, 70m., hilly, but good surface.
Grantham, by Hitchin, 525, 334, 1114m., direct road, very good surf.
  Guildford, by Ripley, 511, 306m., splendid road.
  Epsom, 510, 312m., hilly after Leatherhead.
Hastings, by Tonbridge, 502, 622m., best road.
  Kent Street, 502, 608, 62m., more direct, but very steep.
Hertford, by Hoddesdon, 527, 226m., best road from city.
  Barnet, 525, 473, 244m., best road from West end.
Horsham, by Epsom, 509, 376m., slightly hilly.
  Crawley, 507, 618, 38m., less hilly.
Huntingdon, by Hitchin, 525, 654m., usual road, very good surface.
  Royston, 535, 379, 604m., hilly road, poor surface.
CONTENTS.

LONDON TO—

Ipswich, by Chelmsford, 540, 69½m., only moderately good surface.

Kettering, by Bedford, 525, 372, 370, 75½m., good surface.

Leicester, by Rugby, 524, 349, 103½m., best and least hilly road.

" Northampton, 524, 354, 346, 97½m., direct, but hilly.

" Kettering, 525, 372, 370, 346, 101½m., very hilly.

Lewes, by E. Grinstead, 506, 616, 51½m., best road, though hilly.

" Cuckfield, 507-8, 622, 54½m., rather poor, but not so hilly.

Lincoln, by Peterborough, 525, 323, 132½m., best road, mostly level.

Grantham, 525, 334, 324, 135½m., hilly, more picturesquely.

Littlehampton, 509, 638, 637, 60½m., direct road.

Luton, by St. Albans, 524, 373, 31m., direct road.

Lynn, by Cambridge, 535, 388, 98½m., fine roads.

Maidstone, 501, 35½m., direct road.

Margate, by Canterbury, 500, 591, 72½m., fine after Canterbury.

Melton M'by, by Stamford, 525, 334, 319, 305, 111½m., best road.

" Leicester, + 345, 111½m., very hilly, fine after L'cester.

" Kettering, + 305, 106½m., exceedingly hilly.

Newbury, 517, 50m., direct road, very good surface.

Newmarket, by Cambridge, 535, 387, 66½m., best road.

" Chesterford, 537, 391, 60½m., direct road, rough.

Northampton, by Newport Pagnell, 524, 354, 65½m., best road.

" Stony Stratford, 524, 355, 65½m., very hilly.

Norwich, by Ipswich, 540, 426, 112½m., usual and best road.

" Newmarket, 537, 391, 427, 108½m., rough near Newm'ket.

" Oxford, by High Wycombe, 518, 57½m., fine surface, but steep hills.

" Henley, 517, 547, 499, 61½m., poor after Henley.

Peterborough, by Hitchin, 525, 81½m., usual and best road.

" Royston, 535, 379, 334, 525, 79½m., hilly, poor surf.

" Baldock, 526, 525, 82m., more hilly than 525.

Portsmouth, by Guildford, 511m., 7½m., fine road.

Ramsgate, by Canterbury, 500, 592, 73m., fine after Canterbury.

Reading, by Slough, 517, 42½m., direct and best road.

" Ascot, 515, 41½m., hilly after Staines.

Reigate, by Croydon, 507, 22½m., best road.

" Sutton, 508, 22½m., good surface, but one steep hill.

Richmond, by Putney, 530, 11½m., bumpy roads.

" Kew Bridge, 523, 11m., bumpy roads.

St. Albans, by Barnet, 524, 20½m., direct and best road.

" Edgeware, 520, 22m., very steep hills.

Salisbury, by Basingstoke, 513, 84½m., though very hilly, best road.

" Stockbridge, 513, 649, 84½m., poor surf. after Basingstoke

Southampton, by Winchester, 512, 80m., a splendid road.

Southend, by Stanf'rd le Hope, 528, 49½m., good surface, best road.

Tonbridge, 502, 31½m., direct road.

Tunbridge Wells, by Tonbridge, 502, 572, 36½m., several steep hills.

Uckfield, by East Grinstead, 506, 43½m., best road.

" Westerham, 505, 44½m., very hilly.

Wellingbro', by Newport Pagnell, 524, 334, 369, 66½m., good surf.

" Bedford, 525, 372, 370, 368, 70½m., best road.

Waltham Abbey, by Waltham Cross, 539, 14½m.

" Chingford, 539, 15m.

Wantage, by Henley, 517, 548, 63½m., poor and hilly after Henley.

" Reading, 517, 559, 66½m., best road, hilly near Blewbury

Winchester, by Guildford, 512, 68½m., splendid road.

" Staines, 514, 512, 68½m., poor near Aldershot.

" Basingstoke, 513, 558, 66m., a very hilly road.

Windsor, by Datchet, 516, 24½m., direct and best road.

Worthing, by Horsham, 509, 57½m., direct road.

Yarmouth, by Ipswich, 540, 435, 123½m., direct and best road.

" Norwich, 537, 391, 427, 418, 128½m., seldom used, rough
BERKSHIRE.

547. Maidenhead to Faringdon.
517. "
517. "
546. "
548. "
555. "
549. Newbury to Andover.
550. "
557. "
517. "
517. "
490, 491. "
651. "
561. Reading to Amersham.
559. "
560. "
517. "
517. "
645. "
562. "
558. "
516. "
515. "
544. Windsor to Guildford.
563. "
516. "
555. "
516. "
545. "

SURREY.

568. Farnham to Petersfield.
556. Guildford to Aldershot.
566-7. "
510. "
512. "
565. "
511. "
564. "
563. "
511. Kingston to London.
543. "
542. "
569. Redhill to Cuckfield.
507. Croydon to Brighton.
573. "
576. "
575. "
507. "
574. "

KENT.

590. Ashford to Canterbury.
598. "
591. "
606. "
501. "
599. "

SUSSEX.

590. Canterbury to Ashford.
589. "
593. "
500. "
594-95. "
601. "
596. "
500. "
591. "
600. "
604. Dover to Deal.
605. "
500. "
597. "
597. "
585. "
580. Gravesend to Brentwood.
500. "
500. "
579. "
581. "
591. Maidstone to Ashford.
578. "
538. "
501. "
577. "
586. "
587. "
584. "
583. "
603. Margate to Broadstairs.
591. "
597. "
592. "
597. "
592. "
602. "
582. Rochester to Tonbridge.
571. Sevenoaks to Erith.
502. "
502. "
585. "
570. "
611. Tenterden to Lydd.
572. Tonbridge to Eastbourne.
581. "
502. "
502. "
584. "
582. "
607. Tunbridge Wells to Ashford.
631. "
572. "
610. "
608. "
572, 502. "
609. "

612. Battle to Cuckfield.
CONTENTS.

639. Bognor to Chichester.
638. " Horsham.
639. " Littlehampton.
636. Brighton to Arundel.
635. " Chichester.
620. " Cranbrook.
625. " Ditchling.
626. " Dyke.
617. " Grinstead.
630. " Hastings.
634. " Petersfield.
639. Chichester to Bognor.
635. " Brighton.
656. " Portsmouth.
619. Eastbourne to Battle.
632. " Brighton.
621. " Lewes.
506. " London.
572. " Tunbridge Wells.
617. East Grinstead to Brighton.
618. " Horsham.
616. " Lewes.
613. Hastings to Eastbourne.
615. " Folkestone.
620. Lewes to Cranbrook.
622. " Cuckfield.
621. " Eastbourne.
624. " Newhaven.
637. Littlehampton to Petworth.
627. Steyning to Horsham.
635. Worthing to Brighton.
635. " Chichester.
639. " Littlehampton.
509. " London.

HAMPSHIRE.

645. Alton to Reading.
513. Andover to London.
650. " Marlborough.
653. " Winchester.
628. Basingstoke to Alton.
647. " Farnham.
513. " London.
646. " Pangbourne.
558. " Reading.
558. " Winchester.
672. Beaulieu to Rufus Stone.
642. Fareham to Alton.
656. " Chichester.
656. " Southampton.
640. " Winchester.
678. Lymington to Bournemouth.
664. " Lyndhurst.
665. " Ringwood.
678. " Southampton.
568. Petersfield to Farnham.
644. " Haslemere.
511. " London.
634. " Midhurst.
511. " Portsmouth.
654. " Winchester.
656. Portsmouth to Chichester.
511. " London.
656. " Southampton.
666. " Ventnor.
640. " Winchester.
663. Romsey to Botley.
660. " Southampton.
657. Southampton to B. Waltham.
659. " Bournemouth.
656. " Chichester.
662. " Cranborne.
673. " Hythe.
512. " London.
678. " Lymington.
656. " Portsmouth.
512, 658. " Winchester.
653. Winchester to Andover.
558. " Basingstoke.
640, 629. " Bis. Waltham.
512. " London.
651. " Newbury.
655. " Poole.

ISLE OF WIGHT.

670. Coves to Ventnor.
675. Newport to Brading.
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 Coves.
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 wearsome, 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 oppose 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.

<table>
<thead>
<tr>
<th>Date</th>
<th>P.M.</th>
<th>P.M.</th>
<th>P.M.</th>
<th>P.M.</th>
<th>P.M.</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>H</th>
<th>I</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan. 1</td>
<td>4:47</td>
<td>4:49</td>
<td>4:52</td>
<td>4:55</td>
<td>5:0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>4:58</td>
<td>4:59</td>
<td>5:2</td>
<td>5:4</td>
<td>5:9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>5:0</td>
<td>5:17</td>
<td>5:13</td>
<td>5:18</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>5:12</td>
<td>5:20</td>
<td>5:22</td>
<td>5:26</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>5:23</td>
<td>5:25</td>
<td>5:29</td>
<td>5:33</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>5:31</td>
<td>5:33</td>
<td>5:35</td>
<td>5:36</td>
<td>5:40</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Feb. 1</td>
<td>5:38</td>
<td>5:39</td>
<td>5:41</td>
<td>5:42</td>
<td>5:46</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>5:45</td>
<td>5:46</td>
<td>5:48</td>
<td>5:49</td>
<td>5:52</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>5:51</td>
<td>5:52</td>
<td>5:54</td>
<td>5:55</td>
<td>5:58</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>5:57</td>
<td>5:58</td>
<td>6:0</td>
<td>6:1</td>
<td>6:3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>6:3</td>
<td>6:4</td>
<td>6:5</td>
<td>6:6</td>
<td>6:9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mar. 2</td>
<td>6:34</td>
<td>6:35</td>
<td>6:36</td>
<td>6:36</td>
<td>6:37</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>6:40</td>
<td>6:40</td>
<td>6:40</td>
<td>6:40</td>
<td>6:40</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>6:44</td>
<td>6:44</td>
<td>6:45</td>
<td>6:45</td>
<td>6:46</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>6:49</td>
<td>6:49</td>
<td>6:49</td>
<td>6:49</td>
<td>6:50</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>6:53</td>
<td>6:53</td>
<td>6:54</td>
<td>6:54</td>
<td>6:54</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>7:3</td>
<td>7:3</td>
<td>7:3</td>
<td>7:3</td>
<td>7:3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>7:7</td>
<td>7:7</td>
<td>7:7</td>
<td>7:7</td>
<td>7:7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>7:11</td>
<td>7:11</td>
<td>7:11</td>
<td>7:11</td>
<td>7:11</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>7:16</td>
<td>7:16</td>
<td>7:16</td>
<td>7:16</td>
<td>7:16</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>7:21</td>
<td>7:20</td>
<td>7:20</td>
<td>7:20</td>
<td>7:19</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>7:25</td>
<td>7:26</td>
<td>7:26</td>
<td>7:25</td>
<td>7:24</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>7:30</td>
<td>7:30</td>
<td>7:30</td>
<td>7:29</td>
<td>7:28</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>7:34</td>
<td>7:34</td>
<td>7:34</td>
<td>7:33</td>
<td>7:32</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>7:40</td>
<td>7:39</td>
<td>7:38</td>
<td>7:37</td>
<td>7:36</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>7:44</td>
<td>7:43</td>
<td>7:42</td>
<td>7:41</td>
<td>7:40</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>7:48</td>
<td>7:47</td>
<td>7:46</td>
<td>7:45</td>
<td>7:44</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>7:52</td>
<td>7:51</td>
<td>7:50</td>
<td>7:49</td>
<td>7:48</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>7:56</td>
<td>7:55</td>
<td>7:54</td>
<td>7:53</td>
<td>7:52</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>7:59</td>
<td>7:58</td>
<td>7:57</td>
<td>7:56</td>
<td>7:55</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>8:03</td>
<td>8:02</td>
<td>8:01</td>
<td>8:00</td>
<td>8:00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>8:07</td>
<td>8:06</td>
<td>8:05</td>
<td>8:04</td>
<td>8:03</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>8:11</td>
<td>8:10</td>
<td>8:09</td>
<td>8:08</td>
<td>8:07</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>8:15</td>
<td>8:14</td>
<td>8:13</td>
<td>8:12</td>
<td>8:11</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>8:19</td>
<td>8:18</td>
<td>8:17</td>
<td>8:16</td>
<td>8:15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>8:23</td>
<td>8:22</td>
<td>8:21</td>
<td>8:20</td>
<td>8:19</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>8:27</td>
<td>8:26</td>
<td>8:25</td>
<td>8:24</td>
<td>8:23</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>8:31</td>
<td>8:30</td>
<td>8:29</td>
<td>8:28</td>
<td>8:27</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>8:35</td>
<td>8:34</td>
<td>8:33</td>
<td>8:32</td>
<td>8:31</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>8:39</td>
<td>8:38</td>
<td>8:37</td>
<td>8:36</td>
<td>8:35</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>June 1</td>
<td>8:43</td>
<td>8:42</td>
<td>8:41</td>
<td>8:40</td>
<td>8:39</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>8:47</td>
<td>8:46</td>
<td>8:45</td>
<td>8:44</td>
<td>8:43</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>8:51</td>
<td>8:50</td>
<td>8:49</td>
<td>8:48</td>
<td>8:47</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>8:55</td>
<td>8:54</td>
<td>8:53</td>
<td>8:52</td>
<td>8:51</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>8:59</td>
<td>8:58</td>
<td>8:57</td>
<td>8:56</td>
<td>8:55</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>9:03</td>
<td>9:02</td>
<td>9:01</td>
<td>9:00</td>
<td>8:59</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>9:07</td>
<td>9:06</td>
<td>9:05</td>
<td>9:04</td>
<td>9:03</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>9:11</td>
<td>9:10</td>
<td>9:09</td>
<td>9:08</td>
<td>9:07</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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 oppose 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.
### Index of Towns—Lamp-lighting Tables.

(See previous page.)

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

<table>
<thead>
<tr>
<th>G.P.O.</th>
<th>Angel, Islington</th>
<th>Bank</th>
<th>Charing Cross</th>
<th>Elephant and Castle</th>
<th>Hyde Park Corner</th>
<th>Kennington Gate</th>
<th>King’s Cross</th>
<th>Liverpool Street Station</th>
<th>Marble Arch</th>
<th>Paddington Station</th>
<th>Shoreditch Church</th>
<th>Victoria Station</th>
<th>Whitechapel Church</th>
<th>Waterloo Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>G.P.O. ..</td>
<td>Angel, Islington</td>
<td>Bank</td>
<td>Charing Cross</td>
<td>Elephant and Castle</td>
<td>Hyde Park Corner</td>
<td>Kennington Gate</td>
<td>King’s Cross</td>
<td>Liverpool Street Station</td>
<td>Marble Arch</td>
<td>Paddington Station</td>
<td>Shoreditch Church</td>
<td>Victoria Station</td>
<td>Whitechapel Church</td>
<td>Waterloo Station</td>
</tr>
<tr>
<td>Acton</td>
<td>73</td>
<td>73</td>
<td>83</td>
<td>7</td>
<td>81</td>
<td>53</td>
<td>73</td>
<td>7</td>
<td>55</td>
<td>4</td>
<td>9</td>
<td>62</td>
<td>95</td>
<td>78</td>
</tr>
<tr>
<td>Angel, Islington</td>
<td>73</td>
<td>73</td>
<td>83</td>
<td>7</td>
<td>81</td>
<td>53</td>
<td>73</td>
<td>7</td>
<td>55</td>
<td>4</td>
<td>9</td>
<td>62</td>
<td>95</td>
<td>78</td>
</tr>
<tr>
<td>Bank</td>
<td>83</td>
<td>83</td>
<td>73</td>
<td>7</td>
<td>81</td>
<td>53</td>
<td>73</td>
<td>7</td>
<td>55</td>
<td>4</td>
<td>9</td>
<td>62</td>
<td>95</td>
<td>78</td>
</tr>
<tr>
<td>Camberwell Green</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Charing Cross</td>
<td>13</td>
<td>13</td>
<td>13</td>
<td>13</td>
<td>13</td>
<td>13</td>
<td>13</td>
<td>13</td>
<td>13</td>
<td>13</td>
<td>13</td>
<td>13</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td>Clapham Common</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Elephant &amp; Castle</td>
<td>15</td>
<td>15</td>
<td>15</td>
<td>15</td>
<td>15</td>
<td>15</td>
<td>15</td>
<td>15</td>
<td>15</td>
<td>15</td>
<td>15</td>
<td>15</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>Greenwich</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Hammersmith</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Hampstead</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Highgate</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Hyde Park Corner</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>King’s Cross</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Kennington Gate</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Kew Bridge</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>Liverpool St. Sta.</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Marble Arch</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Paddington Station</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Putney</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>Shoreditch Church</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Stratford Fountain</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Streatham</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Sydenham(Cr.Pal.)</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Tottenham</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Victoria Station</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Waterloo Station</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Whitechapel Ch.</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Wood Green</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
</tr>
</tbody>
</table>
GENERAL DESCRIPTION

OF

ENGLAND.

(SOUTH-EAST COUNTIES.)
Contents.

BEDFORD, ... ... ... ... ... ... xxxi.
BERKSHIRE, ... ... ... ... ... ... xxxix.
BUCKINGHAM, ... ... ... ... ... ... xxxvi.
CAMBRIDGE, ... ... ... ... ... ... xxxii.
ESSEX, ... ... ... ... ... ... xxxv.
HAMPSHIRE, ... ... ... ... ... ... xliv-vi.
HERTFORDSHIRE, ... ... ... ... ... ... xxxvi.
HUNTINGDON, ... ... ... ... ... ... xxxii.
KENT, ... ... ... ... ... ... ... xli.
LEICESTER, ... ... ... ... ... ... xxx.
LINCOLN, ... ... ... ... ... ... ... xxix.
MIDDLESEX, ... ... ... ... ... ... xxxviii.
NORFOLK, ... ... ... ... ... ... xxxiii.
NORTHAMPTON, ... ... ... ... ... ... xxx.
OXFORDSHIRE, ... ... ... ... ... ... xxxvii.
RUTLAND, ... ... ... ... ... ... ... xxx.
SUFFOLK, ... ... ... ... ... ... ... xxxiv.
SURREY, ... ... ... ... ... ... ... xl.
SUSSEX, ... ... ... ... ... ... ... xlii.
Pages i.-xxviii.

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.

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

**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 Burgilely 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.


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, Caister 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 prettiest 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 flitch 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 Felixstowe.

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 inter-
esting, 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 county 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. Caesar 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 Fiteroy Memorial Library. Rather pretty county.

**Littlehampton.**—A pleasant watering-place, at the mouth of the River Arun, 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.

**Steyning.**—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.

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

Battlefields.

1066. Hastings (Battle); William of Normandy defeated Harold II., and was crowned William I.

1064. 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.


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

Gradients.—At 4½ m. 1 in 11; 8m. 1 in 11 (dangerous); 9½ m. 1 in 17; 10m. 1 in 14; 11½ m. 1 in 10 (dangerous).

Principal Objects of Interest.—Belper: Church.

**Bakewell to Newhaven Inn.**

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

Gradients.—At 5m. 1/15; 6½ m. 1/10 (dangerous); 8½ m. 1/15.

Measurements.—Bakewell,* Rutland Square.

4½ Youlgrave,*

9 4½ Newhaven Inn.*

Principal Objects of Interest.—A pretty road.

**Bakewell to Longnor.**

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

Gradients.—At 2½ m. 1 in 7-9; 4½ m. 1 in 14; 6m. 1 in 15; 8m. 1 in 13; 9m. 1 in 10; 9½ m. 1 in 10. (All highly dangerous.)

Measurements.—Bakewell,* Rutland Square.

5½ Monyash.

10½ 4½ Longnor.*

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

Hotels or Inns at places marked*. 

---

* Numbers refer to miles and gradients.
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 $\frac{1}{4}$m. 1 in 21; $\frac{4}{3}$m. 1 in 19; $\frac{7}{4}$m. 1 in 10 (dangerous); $\frac{8}{4}$m. 1 in 14; $\frac{9}{4}$m. 1 in 15; $\frac{10}{4}$m. 1 in 20; $\frac{11}{4}$m. 1 in 10 (dangerous); $\frac{13}{4}$m. 1 in 11 (dangerous).

Measurements.
Buxton, * Spring Gardens.
$3\frac{1}{4}$ Dove Holes.*
( 6 $2\frac{1}{4}$ Chapel-le-Frith.* )
10 6$\frac{1}{4}$ 4$\frac{1}{4}$ Hayfield.*
13$\frac{1}{2}$ 9$\frac{1}{2}$ 7$\frac{1}{2}$ 3$\frac{1}{2}$ Chunal.*
14$\frac{1}{2}$ 11$\frac{1}{4}$ 9$\frac{1}{4}$ 4$\frac{3}{8}$ 1$\frac{1}{8}$ Glossop,* Town Hall.

Principal Objects of Interest.—4$\frac{1}{4}$m., Ebbing Well to N. Moorland road after Milton. 12$\frac{1}{4}$m., Abbot's Chair to west.

Hotels or Inns at places marked*, and at Bold Hector Inn, Milton, Chinleyhead, and Grouse Inn.

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 $3\frac{1}{4}$m. 1 in 15; $5\frac{1}{3}$m. 1 in 14; $6\frac{1}{4}$m. 1 in 16; $7$m. 1 in 17; $8\frac{1}{4}$m. 1 in 25; $10$m. 1 in 19; $13\frac{1}{4}$m. 1 in 17. Descent to Stony Middleton 1 in 11 (dangerous).

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

Eym to Stony Middleton,* 1$\frac{1}{4}$m.

Principal Objects of Interest.—4$\frac{1}{2}$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.
277 Ashbourne to Bakewell.

Description.—Class II. Although the road is well engineered the surface is not very good, and apt to be somewhat stony. Near Winster the road is rather rough, but improves very much at the foot of the hill, and thereafter is a fine road to Bakewell.

Gradients.—At $1 \frac{1}{2}$m.1 in 16; $6 \frac{1}{4}$m.1 in 18; $10 \frac{1}{2}$m.1 in 14; $11 \frac{1}{4}$m.1 in 16; $12 \frac{1}{2}$m.1 in 19.

Milestones.—Measured from Post Office, Bakewell.

Measurements.

Ashbourne.*

9\frac{3}{4} Grange Mill.*

11\frac{3}{4} 2 Winster.*

17\frac{3}{4} 8\frac{1}{4} 6\frac{1}{4} 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 $17 \frac{1}{2}$m.1 in 23; $22 \frac{1}{4}$m.1 in 20; $25 \frac{1}{2}$ and $26 \frac{1}{4}$m.1 in 20; $31 \frac{1}{4}$m.1 in 26; $34 \frac{1}{4}$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}{4} 7\frac{1}{4} Sudbury.

16\frac{1}{4} 12\frac{1}{4} 5\frac{1}{4} Uttoxeter,* Market.

25\frac{1}{4} 19\frac{1}{4} 12\frac{1}{4} 6\frac{1}{4} 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}{4} 28\frac{1}{4} 21\frac{1}{4} 15\frac{1}{4} 9\frac{1}{4} 2\frac{1}{4} Stoke.*

36\frac{1}{4} 30\frac{1}{4} 23\frac{3}{4} 18 11\frac{1}{4} 4\frac{1}{4} 2\frac{1}{4} 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; 9½m. 1 in 23; 10m. 1 in 19; 12½m. 1 in 25; 13½m. 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; 28½m. 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.*
22½ 15½ 9½ Newhaven Inn.*
27½ 20½ 14½ 5½ Duke of York Inn.*
33½ 26½ 20½ 11½ 5½ Buxton,* Spring Gardens.

Principal Objects of Interest.—Mackworth: Castle ruins. Ashbourne: Church. 15m. and 18½m., 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 Dove Dale).

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; 31½m. 1 in 15; 36½m. 1 in 15.

Milestones.—Measured from Bridgegate, Derby. After Bakewell, from Bakewell Post Office. [over.]
Measurements.

Derby,* Market Place. 71
7 1/2 Belper.*
10 1/2 2 1/2 Ambergate Inn.*
12 1/2 4 1/2 2 1/2 Whatstandwell Inn.*
15 5 1/2 3 1/2 Cromford.*
16 1/2 9 1/2 6 1/2 4 1/2 Matlock Bath.*
18 1/2 10 1/2 7 1/2 5 1/2 2 1/2 1 1/4 Matlock Bridge.*
22 1/2 14 1/2 12 1/2 10 1/2 6 1/2 5 1/2 4 1/2 Rowsley,* Station.
26 1/2 18 1/2 15 1/2 13 1/2 10 1/2 9 1/2 8 3 1/2 Bakewell,* Rutland Sq.
27 1/2 20 1 1/2 15 1/2 12 10 1/2 9 1/2 5 1/2 1 1/2 Ashford.* [Gardens.
33 1/2 30 1/2 27 1/2 25 1/2 22 1 1/2 20 15 1/2 12 10 1/2 Buxton,* Spring

Principal Objects of Interest.—**Belper:** Church. Cromford: Willersley Castle. **Matlock:** Petrifying Well, Caverns, High Tor, Heights of Abraham. Matlock Bridge: Hydropathic. Rowsley: Peak Tor, Chatsworth House to north. 24 1/2 m., Haddon Hall. Bakewell: Church. 30 m., Monsal Dale. 34 m., Topley Pike. 37 3/4 m., Duke's Drive. **Buxton:** Baths, Devonshire Hospital, Axe Edge, Cat and Fiddle, Chee Dale, &c., &c. After Belper the scenery of the whole route is charming, particularly at Matlock.

Hotels or Inns at places marked *.

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 24 1/2 m. 1/19; 25 1/2 m. 1/20; 26 1/2 & 26 1/2 m. 1/14; 30 m. 1/16; 31 m. 1/15; 31 1/2 m. 1/12 (dan.); 36 1/2 m. 1/17; 38 1/2 m. 1/12

Measurements.

Derby,* Market Place. 71
22 1/2 Rowsley,* Station.
27 1/2 4 1/2 Baslow,* Bridge.
29 1/2 6 1/2 1 1/4 Calver Sough.*
31 1/2 8 3/4 2 Grindleford Bridge.*
34 1/2 11 1/2 6 1/2 4 1/2 2 1/2 Hathersage.*
38 1/2 16 11 1/2 9 1/2 7 1/4 4 1/2 Ashopton,* Inn.

Principal Objects of Interest.—24 1/2 m., Chatsworth. 25 1/2 m., 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); 15m. 1 in 10 (dangerous).

Milestones.—Measured from Bridgegate, Derby.

Measurements.

<table>
<thead>
<tr>
<th>Derby, Market</th>
<th>Mile</th>
<th>Gragge, Market</th>
</tr>
</thead>
<tbody>
<tr>
<td>4\frac{1}{2} Duffield</td>
<td>13\frac{3}{4} Wirksworth</td>
<td></td>
</tr>
<tr>
<td>17\frac{3}{4} Grangemill</td>
<td>23\frac{1}{2} Newhaven Inn</td>
<td></td>
</tr>
</tbody>
</table>

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 10\frac{1}{2}m. 1 in 19; 12m. 1 in 17; 14m. 1 in 14.

Milestones.—Measured from Market Place, Derby.

Measurements.

<table>
<thead>
<tr>
<th>Derby, Market</th>
<th>Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>10\frac{1}{2} Ripley</td>
<td>13\frac{3}{4} Alfreton, Market</td>
</tr>
<tr>
<td>19 8\frac{1}{4} Clay Cross</td>
<td>24\frac{1}{2} Chesterfield, Church</td>
</tr>
</tbody>
</table>

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 5\frac{1}{2}m. 1/17; 6\frac{1}{4}m. 1/15; 8\frac{1}{4}m. 1/17; 9\frac{1}{4}m. 1/12 (dangerous); 11\frac{3}{4}m. 1/15; 13\frac{3}{4}m. 1/20; 21\frac{1}{4}m. 1/16.

Milestones.—Measured from Mansfield Market.

Measurements.

<table>
<thead>
<tr>
<th>Derby, Market</th>
<th>Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>9\frac{1}{2} Heanor</td>
<td>16\frac{3}{4} Annesley</td>
</tr>
<tr>
<td>22\frac{1}{2} 13\frac{1}{2} Mansfield, Market</td>
<td></td>
</tr>
</tbody>
</table>

Principal Objects of Interest.—16\frac{1}{2}m., Annesley Hall. 17\frac{3}{4}m., 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.

<table>
<thead>
<tr>
<th>Derby, Market</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 1/2 Shardlow, *</td>
</tr>
<tr>
<td>10 1/2 Kegworth, *</td>
</tr>
<tr>
<td>16 3/4 10 1/2 Loughborough, * Market</td>
</tr>
<tr>
<td>21 14 1/4 10 1/2 4 1/2 Mount Sorrel, *</td>
</tr>
<tr>
<td>27 1/2 21 1/2 17 11 1/4 6 1/2 Leicester, * Clock Tower</td>
</tr>
</tbody>
</table>

**Principal Objects of Interest.**—7 1/2 m., River Trent. Loughborough: Garendon, Charnwood Forest, &c. Quorn: Kennels. Mount Sorrel: Quarries, Castle Hill. 22 3/4 m., 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 8 1/4 m. 1 in 17; 9 m. 1 in 12 (dangerous); 12 1/4 m. 1 in 21. By Smisby.—At 6 1/4 m. 1 in 21; 7 1/2 m. 1 in 22-19; 8 3/4 m. 1 in 15; 10 1/4 m. 1 in 22; 11 1/4 m. 1 in 13 (dangerous); 12 1/4 m. 1 in 18.

**Milestones.**—Measured from Market Place, Derby.

Measurements.

<table>
<thead>
<tr>
<th>Derby, Market</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 Melbourne, Market</td>
</tr>
<tr>
<td>14 1/4 6 1/2 Ashby, *</td>
</tr>
<tr>
<td>By Smisby</td>
</tr>
<tr>
<td>Derby, Market</td>
</tr>
<tr>
<td>9 1/4 Ticknall, *</td>
</tr>
<tr>
<td>14 1/4 4 1/2 Ashby de la Zouch, *</td>
</tr>
</tbody>
</table>

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

Measurements.
Chesterfield, * Church.
9 Baslow,* Bridge.
11 Calver Sough.
$11\frac{1}{2}$ Stoney Middleton.*
$16\frac{1}{2}$ Anchor Inn.*
$21\frac{1}{2}$ Sparrowpit.
$24\frac{1}{2}$ 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 $\frac{3}{3}$ and $1\frac{1}{3}m.1$ in 17; $2m.1$ in 15; $3m.1$ in 14 (dangerous); $\frac{5}{3}m.1$ in 17; $11m.1$ in 15.

Measurements.
Chesterfield,* Church.
$4\frac{1}{3}$ Staveley.*
$15\frac{1}{2}$ Worksop,* Town Hall.
$23\frac{1}{3}$ 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 $1\frac{1}{3}$m.

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

Measurements.
Mansfield,* Market.
$9\frac{1}{2}$ Alfreton,* Market.
$14\frac{1}{3}$ Crich.*
$18\frac{1}{3}$ Cromford,*
$22\frac{1}{3}$ Grangemill.
$24\frac{1}{3}$ Winster.*

Principal Objects of Interest.—$1\frac{1}{3}m.,$ King’s Mill. Wingfield: Manor House. Cromford: Willersley Castle. Splendid view from Crich Stand.

Hotels or Inns at places marked *
290 Bakewell to Calver.

Description.—Class II. Good surface throughout.
Gradients.—At 4m. and 4½m.1 in 13.
Milestones.—Measured from Bakewell Bridge.
Measurements.—Bakewell to Calver 4½m.
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 3½m.1 in 9 (dangerous); 6½m.1 in 17-14; 7m.1 in 7-10 (very dangerous); 8½m.1 in 10-17 (dangerous); 9½m.1 in 8 (very dangerous).
Milestones.—Measured from Sheffield.
Measurements.—Chesterfield,* Church.
5½ Kelstedge.
(6 7 Ashover.*)
10 3½ Matlock Bridge.*
11½ 4½ 1¼ 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 5½m. short of Derby.
Gradients.—At 5½m.1 in 18; 7m.1 in 17; 11½m.1 in 19.
Measurements.—Nottingham,* Market Place.
7¾ Ilkeston,* Market.
17½ 10¾ Derby,* Market Place.
Route 292—Continued.

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

Hotels or Inns at places marked *.

**RETORD to GAINSBOURGH. 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$\frac{1}{2}$ 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.


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

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


10$\frac{1}{2}$ 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; 10\frac{1}{2}m. 1 in 12; 11m. 1 in 15; 11\frac{1}{2}m. 1 in 11; 12\frac{1}{2}m. 1 in 9; 13m. 1 in 8; 13\frac{1}{2}m. 1 in 8; 14m. 1 in 12; 16m. 1 in 14 (all dangerous).

Measurements.

Mansfield,* Market.
7 Tibshelf, P.O.
10\frac{3}{5} 3\frac{2}{5} Stretton.
(13\frac{4}{5} 6\frac{4}{5} 3\frac{3}{5} Ashover.*)
17 10 6\frac{2}{5} Matlock Bridge.*
18\frac{1}{4} 11\frac{1}{4} 7\frac{1}{4} 1\frac{1}{2} 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 5\frac{1}{2}m. 1 in 17.

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

Measurements.

Mansfield,* Market.
6\frac{4}{5} Cuckney.*
13\frac{5}{5} 6\frac{5}{5} 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 63m. 1 in 15; 10\frac{1}{2}m. 1 in 19; 11m. 1 in 16; 11\frac{1}{4}m. 1 in 23; 13m. 1 in 12 (dangerous); 13\frac{3}{4}m. 1 in 20; 14\frac{1}{4}m. 1 in 16.

Milestones.—Measured from Chapel Bar, Nottingham.

Measurements.

Nottingham,* Market Place.
4\frac{2}{5} Nuthall.
10\frac{1}{2} 5\frac{2}{5} Bagthorpe Common.
16\frac{2}{5} 11\frac{1}{2} 6\frac{4}{5} Alfreton,* Market.

Principal Objects of Interest.—7\frac{1}{4}m., 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 7½m. 1 in 17; 11¾m. 1 in 14; 15m. 1 in 11 (dangerous); 20¼m. 1 in 14; 22m. 1 in 14; 23m. 1 in 10 (dangerous).

Milestones.—Measured from Chapel Bar, Nottingham.
Measurements.
Nottingham,* Market Place
299 Langley Mill.*
14 4½ Ripley.*
17¾ 8½ 3¾ Ambergate.*
19¼ 10¾ 5¾ 2¾ Whatstandwell,* Inn.
23½ 14 9½ 5¾ 3¾ 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 4½m., 12½m. and 19½m. 1 in 19; 20½m. 1 in 17; 21m. 1 in 15; 22½m. 1 in 18.

Milestones.—Measured from Market Place, Nottingham.
Measurements.
Nottingham,* Market Place
299 The Hut.
14¼ 4½ Mansfield,* Market.
19¾ 9½ 5 Glapwell.
26½ 16½ 12½ 7½ Chesterfield,* Church.

Principal Objects of Interest.—The road passes through the pretty Sherwood Forest. 9¾m., 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 1½m. 1 in 17; 2¾m. 1 in 14; 13½m. 1 in 17.

Milestones.—Measured from Southwell, Market. [over.
Route 299. Nottingham to Wirksworth.

Route 300. Nottingham to Chesterfield.

Route 301. Nottingham to Southwell, &c.

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.

229
Route 301—Continued.

Measurements.

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

Principal Objects of Interest.—Thurgarton: Priory. Southwell: Minster, Palace Ruins. Newark: Castle, Church, Beaumond 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{1}{3} Sandiacre,*
11 4\frac{1}{4} Borrowash.
15\frac{1}{2} 8\frac{1}{3} 4\frac{2}{3} 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 Beaumond Cross, Newark. Beyond Newark, from Stonebow, Lincoln.

Measurements.

Nottingham,* Market Place.
5\frac{1}{3} Radcliffe.
(9\frac{8}{9} 3\frac{1}{3} Bingham.*)
12\frac{3}{6} 7\frac{1}{3} 3\frac{3}{4} Hildyard Arms Inn,*
19\frac{1}{6} 14\frac{1}{2} 11\frac{1}{3} 7\frac{1}{3} Newark,* Castle.
27\frac{1}{2} 22\frac{3}{4} 19\frac{1}{2} 15\frac{3}{4} 8 Halfway House Inn,*
35\frac{1}{2} 30\frac{1}{2} 26\frac{1}{4} 23\frac{1}{4} 15\frac{1}{2} 7\frac{1}{4} Lincoln,* Stonebow.

Principal Objects of Interest.—Bingham: Church. Newark: Castle, Church, Beaumond 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, 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.
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 213m. 1 in 12 (dangerous).

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

Measurements.
Nottingham, *Market Place.
5\frac{1}{2}  Radcliffe.
9\frac{3}{4}  3\frac{1}{2}  Bingham, * Market.
16\frac{3}{4}  11\frac{3}{4}  7\frac{3}{4}  Bottesford, * Market.
24\frac{3}{4}  19\frac{3}{4}  14\frac{3}{4}  7\frac{3}{4}  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{2}{3}m. 1 in 17; 17\frac{2}{3}m. 1 in 23; 20\frac{3}{4}m. 1 in 20; 22\frac{3}{4}m. 1 in 16; 23\frac{1}{3}m. 1 in 14; 31\frac{1}{3}m. 1 in 17; 32\frac{1}{3}m. 1 in 13; 32\frac{1}{3}m. 1 in 10 (very dangerous); 33\frac{1}{3}m., 34m. and 38m. 1 in 13; 41m. 1 in 10 (very dangerous); 46\frac{2}{3}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}{2}  Upper Broughton, *.
18\frac{1}{4}  6\frac{3}{4}  Melton Mowbray, * Market.
28\frac{1}{2}  16\frac{1}{4}  10  Oakham, * P.O.
35\frac{1}{4}  22\frac{3}{4}  16\frac{1}{4}  6\frac{1}{4}  Uppingham, *.
40\frac{1}{2}  28\frac{1}{2}  21\frac{1}{4}  11\frac{1}{4}  5\frac{3}{4}  Rockingham, *.
49\frac{1}{2}  37\frac{1}{2}  30\frac{1}{2}  20\frac{1}{2}  14\frac{1}{2}  9  Kettering, * Market Hill.


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

10¾ 4½ Rempstone,*

15 8¾ 4³⁄₄ 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; 18½m. 1 in 17.

Milestones.—Measured from Market Place, Southwell.

Measurements.

Newark, * Castle.

7½ Southwell,* Market Place.

15¾ 7½ Blidworth Station.

19¾ 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 1¾m.1 in 17; 10-11m.1 in 12 (dangerous).

Milestones.—Measured from Market Place, Newark.

Measurements.

Newark, * Castle.

5½ Beckingham,*

10¾ 4¾ Leadenham,*

19¾ 14 9¾ Sleaford,* Market.

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

Hotels or Inns at places marked *.
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; 16½m.1/20; 19½m.1/18; 20½m.1/13.

Milestones.—Measured from Beaumond 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; 36½m.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,*
12½  Gainsborough,* Market Place.
22½  10  Caenby Corner.*
32½  19½  9½  Market Rasen,* Market Place.
46½  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  6½  Markham Moor.*
22½  16½  11  4½  Retford,* Market.

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

Hotels or Inns at places marked *.
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 $\frac{1}{2}$ Torksey.*
19 $\frac{3}{4}$ Gainsborough,* Market Place.

Principal Objects of Interest.—Torksey: Cas. Knaith: Church. GAINSBOURGH: 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$\frac{1}{2}$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$\frac{1}{2}$ Caenby Corner.*
18$\frac{1}{2}$ Redbourne.*
24 12$\frac{1}{2}$ 5$\frac{1}{2}$ Brigg.*
34 22$\frac{1}{2}$ 15$\frac{1}{2}$ 10 Wooton.*
39$\frac{1}{2}$ 28$\frac{1}{2}$ 21$\frac{1}{2}$ 15$\frac{1}{2}$ 5$\frac{1}{2}$ New Holland,* Station.
43$\frac{1}{2}$ 31$\frac{1}{2}$ 24$\frac{1}{2}$ 19$\frac{1}{2}$ 9$\frac{1}{2}$ 3$\frac{1}{2}$ 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 $\frac{3}{4}$m. 1 in 13 (dangerous turnings); 25$\frac{1}{2}$m. 1 in 15; 26$\frac{1}{2}$m. 1 in 11 (dangerous); 27$\frac{1}{2}$m. 1 in 18; 28m. 1 in 17; 30$\frac{1}{2}$m. 1 in 15; 31$\frac{1}{4}$m. 1 in 20.
Milestones.—Measured from Eastgate, Lincoln, and from Bull Ring, Grimsby.

**Measurements.**
Lincoln,* Stonebow.
6$\frac{1}{2}$ Langworth.*
16$\frac{1}{2}$ 10$\frac{1}{2}$ Market Rasen.*
25$\frac{1}{2}$ 18$\frac{1}{4}$ 8$\frac{1}{2}$ Caistor.*
32$\frac{1}{2}$ 26$\frac{1}{2}$ 15$\frac{1}{2}$ 7$\frac{1}{2}$ Laceby.*
37 30$\frac{1}{2}$ 20$\frac{1}{4}$ 11$\frac{1}{4}$ 4$\frac{1}{2}$ Grimsby,* Bull Ring.
(39 32$\frac{1}{2}$ 22$\frac{1}{2}$ 13$\frac{1}{2}$ 6$\frac{1}{2}$ Cleethropes.*) [over.]
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.*

\[ \frac{4}{3} \] Maltby.*

\[ \frac{7}{3} \] 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.*

\[ \frac{9}{4} \] 3\frac{1}{4} Donington.*

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

**317 Bourne to Billingborough, &c.**

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

Milestones.—Measured from Market Place, Boston.

Measurements.—Bourne,* Market.

\[ \frac{9}{2} \] Billingborough.*

\[ 15\frac{1}{2} \] 5\frac{1}{4} Donington.*

Principal Objects of Interest.—Flat, uninteresting country.

Hotels or Inns at places marked.*
**Stamford to Bourn.**

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.*
10½ 6½ Bourn,* Market.

Principal Objects of Interest.—Essendine: Old Church.

**Stamford to Oakham.**

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. 5½ Empingham, Inn.*
11½ 5½ Oakham,* P.O.

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

**Stamford to Uppingham.**

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.
3½ Ketton.
8 4½ Morcott.*
11½ 8½ 3½ Uppingham.*


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 \( \frac{3}{4} \) m. 1 in 13 (dangerous turnings); \( 19\frac{3}{4} \) m. 1 in 17; \( 20 \) m. 1 in 12 (dangerous); \( 20\frac{1}{2} \) m. 1 in 17; \( 20\frac{1}{2} \) 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.**

<table>
<thead>
<tr>
<th>Milestones</th>
<th>Measurements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lincoln,* Stonebow</td>
<td>6½</td>
</tr>
<tr>
<td>Langworth,*</td>
<td>11½</td>
</tr>
<tr>
<td>Wragby,* Market</td>
<td>14½</td>
</tr>
<tr>
<td>East Barkwith,*</td>
<td>26½</td>
</tr>
<tr>
<td>Louth,* St. James’ Church</td>
<td>34¼</td>
</tr>
<tr>
<td>Saltfleetby,* Inn</td>
<td>38</td>
</tr>
<tr>
<td>61</td>
<td>91</td>
</tr>
<tr>
<td>71</td>
<td>101</td>
</tr>
<tr>
<td>Spilsby,*</td>
<td>33½</td>
</tr>
<tr>
<td>Burgh-le-Marsh *</td>
<td>44</td>
</tr>
<tr>
<td>Skegness.*</td>
<td>52</td>
</tr>
</tbody>
</table>

**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 \( 24 \) m. 1 in 17; \( 25 \) m. 1 in 18; \( 30\frac{1}{2} \) m. 1 in 17.

**Milestones.**—Measured from Eastgate, Lincoln.

**Measurements.**

<table>
<thead>
<tr>
<th>Milestones</th>
<th>Measurements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lincoln,* Stonebow</td>
<td>11½</td>
</tr>
<tr>
<td>Wragby,* Market</td>
<td>21½</td>
</tr>
<tr>
<td>Horncastle,* Market</td>
<td>31½</td>
</tr>
<tr>
<td>Spilsby,*</td>
<td>39½</td>
</tr>
<tr>
<td>Burgh-le-Marsh *</td>
<td>44</td>
</tr>
<tr>
<td>61</td>
<td>91</td>
</tr>
<tr>
<td>71</td>
<td>101</td>
</tr>
<tr>
<td>81</td>
<td>11½</td>
</tr>
<tr>
<td>91</td>
<td>12½</td>
</tr>
<tr>
<td>10½</td>
<td>14</td>
</tr>
<tr>
<td>17½</td>
<td>22½</td>
</tr>
<tr>
<td>7½</td>
<td>32½</td>
</tr>
<tr>
<td>8½</td>
<td>41</td>
</tr>
</tbody>
</table>

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

Hotels or Inns at places marked.*
ROUTE 321. LINCOLN TO SALTFLEET.

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

Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, J Road Junction, a 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

243
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 Bourne the hills are slightly longer, and the surface is perhaps slightly better. From Bourne to Peterborough the road is in magnificent condition and absolutely level.

Gradients.—At 13m. 1 in 12 (dangerous).
Milestones.—Measured from Lincoln; then from Market Place, Sleaford; thereafter continuation of the milestones from London.

Measurements.
Lincoln,* Stonebow.
17\(\frac{3}{4}\) Sleaford,* Market.
26\(\frac{1}{4}\) 8\(\frac{1}{4}\) Folkingham,* Market.
35 17\(\frac{1}{4}\) 8\(\frac{1}{4}\) Bourne,* Market.
42\(\frac{3}{4}\) 25 16\(\frac{1}{4}\) 7\(\frac{1}{4}\) Deeping,* Market.
50\(\frac{1}{4}\) 33\(\frac{1}{4}\) 24\(\frac{1}{4}\) 15\(\frac{1}{4}\) 8\(\frac{1}{4}\) Peterborough,* Town House.

Principal Objects of Interest.—6\(\frac{3}{4}\)m., Dunston Pillar.

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 1\(\frac{3}{4}\)m. 1 in 12 (dangerous); 9\(\frac{1}{4}\)m. 1 in 13.

Measurements.
Lincoln,* Stonebow.
8\(\frac{1}{3}\) Navenby.
13\(\frac{3}{4}\) 4\(\frac{1}{4}\) Leadenham,*
24\(\frac{3}{4}\) 16\(\frac{1}{4}\) 11\(\frac{3}{4}\) Grantham,* Market Place.


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 (2\(\frac{3}{4}\)m.).

Measurements.
Grimbsy,* Bull Ring.
4\(\frac{3}{4}\) Laceby.
13\(\frac{3}{4}\) 9\(\frac{1}{4}\) Ulceby.
21\(\frac{1}{4}\) 17 7\(\frac{1}{4}\) New Holland,* Station.
24\(\frac{3}{4}\) 20 10\(\frac{1}{4}\) 3\(\frac{1}{4}\) 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 18½m.1 in 17; 18½m.1 in 18; 20½m.1 in 16; 21½m.1 in 15 (dangerous); 24½m.1 in 22.

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

*Measurements.*

Grimsby, * Bull Ring.  
15½  Louth, * St. James' Church.  
21  5½  Burwell, *  
27½  11¼  6½  Ulceby Cross. (Route 331.)  
34½  18½  13¼  7½  Burgh-le-Marsh,*  
38½  23  17½  11½  4½  Wainfleet,*

*Principal Objects of Interest.*—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.  
8½  Withern.  
13½  4½  Alford,*  
11¾  3½  Maltby-le-Marsh. For Mablethorpe: see [Route 315].

*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 1½m.1 in 23; 2½m.1 in 18.

*Measurements.*

Spilsby,*  
7½  Revesby,*  
14½  6½  Tattershall,*

*Principal Objects of Interest.*—Revesby: Revesby Hall. Tattershall: Church, Castle Ruins.

*Hotels or Inns* at places marked *.
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.**

<table>
<thead>
<tr>
<th>Milepost</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston,*</td>
<td>Market Place.</td>
</tr>
<tr>
<td>64</td>
<td>Swineshead <em>(North End).</em></td>
</tr>
<tr>
<td>134</td>
<td>64</td>
</tr>
<tr>
<td>184</td>
<td>114</td>
</tr>
</tbody>
</table>

**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.**

<table>
<thead>
<tr>
<th>Milepost</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston,*</td>
<td>Market Place.</td>
</tr>
<tr>
<td>94</td>
<td>Bolingbroke.</td>
</tr>
<tr>
<td>11</td>
<td>24</td>
</tr>
<tr>
<td>184</td>
<td>94</td>
</tr>
</tbody>
</table>

**Principal Objects of Interest.**—17m., Serivelsby 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; 17m.1 in 15; 19m.1 in 13; 19m.1 in 12; 23m.1 in 14.

**Milestones.**—Measured from Market Place, Boston.

**Measurements.**

<table>
<thead>
<tr>
<th>Milepost</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston,*</td>
<td>Market Place.</td>
</tr>
<tr>
<td>843</td>
<td>Stickney.*</td>
</tr>
<tr>
<td>164</td>
<td>73</td>
</tr>
<tr>
<td>224</td>
<td>134</td>
</tr>
<tr>
<td>254</td>
<td>164</td>
</tr>
<tr>
<td>314</td>
<td>224</td>
</tr>
<tr>
<td>344</td>
<td>254</td>
</tr>
</tbody>
</table>

**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.**
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.
17¼ 8½ Wainfleet,* Market.
22½ 13½ 5½ 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 8⅔m. 1 in 15; 42¼m. 1 in 13; 44½m. 1 in 9 (dangerous); 46¾m. 1 in 13; 47½m. 1 in 14; 49¾m. 1 in 19.

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

**Measurements.**

Grantham,* Market Place.
8½ Ancaster.*
14½ 6 Sleaford.*
23½ 15½ 9½ Billinghay.
28 19½ 13½ 4½ Tattershall.*
37 28½ 22½ 13½ 9 Horncastle,* Bull Ring.
50¼ 42½ 36½ 26½ 22½ 13½ 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); 21¼ and 41¼m.1/25.

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

**Measurements.**

Grantham,* Market Place.
7½ Colsterworth.
13 5½ Stretton.*
20½ 13 7½ Stamford,* Red Lion Square.
26½ 18½ 13½ 5½ Wansford.
34½ 26½ 21½ 13½ 8 Norman Cross.*
48 40½ 35 27½ 21½ 13½ Huntingdon,* Church. [over.}
ROUTE 332. BOSTON TO SKEGNESS.

ROUTE 333. GRANTHAM TO LOUTH.

ROUTE 334. GRANTHAM TO HUNTINGDON.

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\text{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}{10} Threckingham, *
20 7\frac{3}{5} Donington, *
30\frac{8}{10} 15\frac{1}{2} 10\frac{5}{10} 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\text{m}.1 in 13 (dangerous).

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

Measurements.

Grantham, * Market Place.
10\frac{3}{4} Corby.
18\frac{1}{4} 7\frac{3}{5} Bourn, * Market.
30\frac{4}{5} 19\frac{1}{2} 11\frac{5}{2} Spalding, * Market.
38\frac{3}{2} 27\frac{1}{2} 19\frac{1}{2} 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}{5} Deeping Market, *
15\frac{3}{4} 7\frac{3}{4} Crowland, *

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

Hotels or Inns at places marked *.
338 Peterborough to Thrapston.
Description.—Class II. The road has excellent surface throughout, and, though slightly undulating, the hills are all short.
Gradients.—At 7½m.1 in 17; 18m.1 in 18.
Milestones.—Measured from St. Peter's Church, Oundle.
Measurements.
Peterborough,* Market House.
  9½ Warington.*
  12¾ 3¼ Oundle,* Market.
  20½ 10½ 7¾ Thrapston.*
Principal Objects of Interest.—Warington: 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.
  8½ Deeping St. James.
(... Deeping,* Market.)
  13½ 6½ Littleworth Station.*
  19½ 11½ 5½ Spalding.*
  25½ 17½ 11½ 6 Gosberton.*
  29½ 21½ 15½ 9¾ 3½ Sutterton.
  33½ 11½ 21½ 16 10 6½ 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.
  3½ Eye.
  8½ 4½ Crowland.*
  14½ 10½ 6 Cowbit.
  18½ 14½ 9½ 3½ Spalding,* Market Place.
Principal Objects of Interest.—Crowland: Abbey and Triangular Bridge. Spalding: as Route 339.
Hotels or Inns at places marked *.
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.


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

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 3 1/2 m. 1 in 25; 5 m. 1 in 20; 5 1/2 m. 1 in 17; 6 1/2 m. 1 in 19; 7 1/2 m. 1 in 13; 8 m. 1 in 19; 9 1/2 m. 1 in 20.

Milestones.—Measured from Market Place, Loughborouhg.

Measurements.

9 1/2 Cole Orton, *
12 1/4 3 1/4 Ashby de la Zouch, *
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 2½m. in 17; 3m. in 22; 4½m. in 17; 6m. 1 in 15; 7½m. in 15; 10m. in 19; 12½m. in 15; 14½m. in 16; 15½m. in 16.

Milestones.—Measured from All Saints Church, Leicester.

Measurements.
Leicester,* Clock Tower.
4½ Groby.
7½ 2½ Markfield.*
10½ 5½ 3 Bardon Hill Station.*
13½ 9 6½ 3½ Ravenstone.*
17½ 12½ 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. in 19; 16½m. in 16; 23 and 23½m. 1 in 13 (dangerous); 24m. in 15; 26m. in 15.

Milestones.—Measured from Old Cross, Leicester.

Measurements.
Leicester,* Clock Tower.
5½ Syston.*
12½ 7½ Kirkby Bellars.*
15 9½ 2½ Melton Mowbray,* Market.
20½ 15½ 8 5½ Waltham.*
23½ 18½ 11½ 8½ 3½ Croxton Kerrial.*
31 25½ 18½ 16 10½ 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.
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 4½m. 1 in 21; 6½m. 1 in 22; 9m. 1 in 25; 16½m. 1 in 12; 17m. 1 in 19; 22½m. 1 in 16; 23m. 1 in 15; 24½m. 1 in 24; 24½m. 1 in 22; 26½m. 1 in 17; 26½m. 1 in 20; 28m. 1 in 20; 23½m. 1 in 23.

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

Measurements.

Leicester,* Clock Tower.

6½ Great Glen.*

14½ 8½ Harborough,* Market.

21½ 15½ 6½ Maidwell.

25½ 19½ 10½ 4 Brixworth,*

32 25½ 17½ 10½ 6½ 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 3½m. 1 in 22; 6½m. 1 in 18; 8½ and 10m. 1 in 17; 13½m. 1 in 17; 16½m. 1 in 25.

Milestones.—Measured from Clock Tower, Leicester.

Measurements.

Leicester,* Clock Tower.

4 Wigston.

(8½ 4½ Arnesby.*)

13½ 9½ 5½ Husband’s Bosworth.*

16½ 12½ 8½ 2½ Welford.*

[Route 359.

31½ 27½ 23½ 17½ 14½ Northampton,* All Saints’ Church.

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

Hotels or Inns at places marked *.
348 LEICESTER TO彼得伯勒.

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 16\(\text{m} \).

Gradients.—At 3\(\text{m} \) 1/23; 3\(\text{m} \) and 6\(\text{m} \) 1/21; 12\(\text{m} \) 1/13; 14\(\text{m} \) 1/19; 16\(\text{m} \) 1/11 (very dangerous); 19\(\text{m} \) 1/14 (dangerous); 26\(\text{m} \) 1/15 (dangerous); 27\(\text{m} \) 1/20; 37\(\text{m} \) 1/14.

Milestones.—Measured from Clock Tower, Leicester.

Measurements.
Leicester, * Clock Tower.

8 ½ Billesdon, *
19 ½ 10 ½ Uppingham, *
27 ½ 18 ½ 8 ½ Duddington.
33 ½ 24 ½ 14 ½ 5 ½ Wansford, *
41 ½ 32 ½ 22 ½ 13 ½ 8 Peterborough, * 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 13\(\text{m} \) 1 in 17; 19\(\text{m} \) 1 in 20; 20\(\text{m} \) 1 in 17.

Milestones.—Measured from Clock Tower, Leicester.

Measurements.
Leicester, * Clock Tower.

4 ½ Blaby.
13 ½ 8 ½ Lutterworth, *
23 ½ 19 ½ 10 ½ 2 ½ 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.

5 ½ Narborough, *
15 ½ 9 ½ Wolvey.
24 ½ 18 ½ 8 ½ Coventry, *

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

Hotels or Inns at places marked *, and Ansty.
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; 12\(\frac{1}{2}\)m.1 in 18; 13\(\frac{1}{2}\)m.1 in 17; 14m.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. 9m., 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\(\frac{1}{2}\)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\(\frac{1}{2}\) 5\(\frac{1}{2}\) Rockingham.*
13\(\frac{1}{2}\) 8\(\frac{1}{2}\) Great Weldon.*
21\(\frac{1}{2}\) 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\(\frac{1}{4}\)m.1 in 18.

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

Measurements.
Northampton,* All Saints' Church
7\(\frac{1}{4}\) Yardley Hastings.*
13\(\frac{1}{4}\) 6 Turvey.*
21\(\frac{1}{4}\) 13\(\frac{1}{2}\) 7\(\frac{1}{4}\) Bedford,* Bunyan Statue.


Hotels or Inns at places marked*. 
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 $1\frac{1}{4}$m.1 in 17; $4\frac{1}{4}$m.1 in 25; 22 and $22\frac{1}{4}$m.1 in 25; $25\frac{1}{4}$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$\frac{1}{4}$ 4$\frac{1}{4}$ Newport Pagnell.*
21$\frac{1}{2}$ 11 6$\frac{1}{2}$ Woburn,* Market.
28$\frac{1}{2}$ 17$\frac{1}{2}$ 13$\frac{1}{2}$ 6$\frac{1}{2}$ Hockliffe.*
32$\frac{1}{4}$ 21$\frac{1}{4}$ 17$\frac{1}{2}$ 10$\frac{1}{2}$ 4$\frac{1}{4}$ Dunstable,* Town Hall.
37$\frac{1}{4}$ 26$\frac{1}{4}$ 22$\frac{1}{4}$ 15$\frac{1}{4}$ 9$\frac{1}{4}$ 5 Luton,* Corn Exchange.

Principal Objects of Interest.—$\frac{1}{4}$m., Delapré Abbey. 1$\frac{3}{4}$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 $1\frac{1}{4}$m.1 in 17; $2\frac{1}{4}$m.1 in 23; $4\frac{1}{4}$m.1 in 22; $6\frac{1}{4}$m.1 in 17; $8\frac{1}{4}$m.1 in 17; $8\frac{1}{4}$m.1 in 21; $8\frac{1}{4}$m.1 in 14; 9m.1 in 16; 10$\frac{3}{4}$m.1 in 19.

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

Measurements.
Northampton,* All Saints' Church.
5$\frac{1}{2}$ Roade.
10$\frac{1}{2}$ 4$\frac{1}{4}$ Yardley Gobion.
13 7$\frac{1}{2}$ 2$\frac{1}{2}$ Old Stratford.*
13$\frac{1}{4}$ 8$\frac{1}{2}$ 3$\frac{1}{2}$ 4 Stony Stratford.*

Principal Objects of Interest.—$1\frac{1}{4}$m., Eleanor's Cross.

Hotels or Inns at places marked*, and at Wooton.
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; 2½m. 1 in 18; 4½m. 1 in 20; 5½m. 1 in 18; 10½m. 1 in 25; 17½m. 1 in 20; 17½m. 1 in 27.

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

Measurements.
Northampton,* All Saints' Church.
3½ Blisworth.*
8½ 3½ Towcester.*
12½ 7½ 3½ Whittlebury.
19½ 14½ 10½ 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; 8½m. 1 in 17; 15½m. 1 in 20-16; 17½m. 1 in 18; 22½m. 1 in 16; 23½m. 1 in 18; 25½m. 1 in 14; 27½m. 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.*
12½ 4½ Daventry.*
22½ 14½ 10½ Southam,* Market Hill.
29½ 21½ 17½ 7 Leamington,* P.O.
30½ 22½ 17½ 7½ Leamington,* Parade
32½ 24½ 19½ 9½ 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 4½m. 1 in 16; 5m. 1 in 16; 7½m. 1 in 17; 7¾m. 1 in 15; 12m. 1 in 24; 13¼m. 1 in 17; 17½m. 1 in 19.
Milestones.—Measured from Northampton.
Measurements.
Northampton,* All Saints' Church.
4½ Harleston.*
11¾ 7½ West Haddon.*
20⅔ 16 8½ Rugby,* Market.
(21¾ 17½ 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 7¾m. 1 in 16; 14m. 1 in 19.
Milestones.—Continuation of those from London.
Measurements.
Northampton,* All Saints' Church.
11½ Thornby.
14½ 3½ Welford.*
23½ 12 8½ Lutterworth.*
Principal Objects of Interest.—12½m., 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 3½m., 4m., 4½m., 5m., and 5½m., 1 in 21; 6½m. 1 in 16; 12½m. 1 in 25; 20m. 1 in 19.
Milestones.—Measured from Market Place, Northampton. After Wellingborough, from Thrapston, Market Place.
Measurements.
Northampton,* All Saints' Church.
5½ Ecton.
10½ 5 Wellingborough,* Market Place.
13½ 8½ 3½ Finedon, Obelisk.
20½ 15½ 10½ 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, J Road Junction, O 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.

271
(From Stretton to Grantham see Route 334.)

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

Gradients.—At 1½m.1 in 15 (short).

Measurements.—Oakham, * P.O.
4½ Cottesmore.*
7½ 3½ Stretton.*
20¼ 16½ 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, 9¾m.

Gradients.—At 1½ & 2m.1 in 17; 3½m.1 in 23; 4½m.1 in 16; 4¾m.1 in 14; 6m.1 in 19; 6¾m.1 in 20.

Milestones.—Measured from Oxford St., Wellingborough.

Measurements.—Kettering,* Market Hill.
3¾ Isham.
7¾ 4½ 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; 8¾m.1 in 19.

Milestones.—Measured from Thrapston, Market.

Measurements.—Kettering,* Market Hill.
4½ Cranford St. John.
9¼ 4½ Thrapston,* Market.
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, Market. 9 3½ 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. 7½ Girtford, Bridge. 11½ 3⅓ 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. 7½ Turvey, Market. 11½ 4½ 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; 12½m. 1 in 14; 13¼m. 1 in 17; 13½m. 1 in 16; 14m. 1 in 16; 18½m. 1 in 25; 21m. 1 in 22; 26½m. 1 in 20; 35½m. 1 in 16.

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

Measurements.

Northampton,* All Saints’ Church.
14½ Broughton.
14 Kettering,* Market Hill.
17½ 6 3¼ Geddington.
22½ 11 8½ 5 Great Weldon.*
31¼ 20½ 17½ 13½ 8½ Duddington.
36½ 25½ 22½ 18½ 13½ 5 Stamford,* Red Lion Square.

Principal Objects of Interest.—Kettering: Church. 17m., Broughton House. Geddington: Cross. 29½m., Fineshade Abbey. STAMFORD: Churches, Burghley House.

Hotels or Inns at places marked *.

368 WELLSINGBOROUGH TO KIMBOLTON.

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

Gradients.—At 2½m. 1 in 20; 3m. 1 in 18.

Measurements.

Wellingborough,* Market Place.
5½ Higham Ferrers,* Town Hall.
7½ 2½ Chelveston.
15 9½ 7½ Kimbolton,* Church.

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

Hotels or Inns at places marked *.

369 WELLSINGBRO’ 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; 3½m. 1 in 14; 3½m. 1 in 19: 4½m. 1 in 20; 9½m. 1 in 20; 10½m. 1 in 24.

Milestones.—Measured from Oxford St., Wellingborough.

Measurements.

Wellingborough,* Market Place.
11½ Olney,* Market.
16½ 5½ 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 \(\frac{3}{4}\text{m.}{/}17\); \(\frac{3}{4}\text{m.}{/}15\); \(\frac{8}{3}\text{m.}{/}24\); \(1\frac{5}{4}\text{m.}{/}25\); \(20\text{m.}{/}17\); \(25\text{m.}{/}16\); \(27\frac{3}{4}\text{m.}{/}16\); \(28\frac{1}{4}\text{m.}{/}18\); \(29\frac{1}{4}\text{m.}{/}13\); \(29\frac{1}{4}\text{m.}{/}16\); \(33\frac{1}{4}\text{m.}{/}18\); \(34\frac{1}{4}\text{m.}{/}17-23\).

Milestones.—Continuation of those from London.

Measurements.

Bedford,* Bunyan Statue.
6  Bletsoe.*
14\(\frac{2}{3}\)  8\(\frac{1}{3}\)  Higham Ferrers.*
24\(\frac{1}{3}\)  18\(\frac{1}{3}\)  10  Kettering,* Market Hill.
28\(\frac{1}{3}\)  22\(\frac{1}{3}\)  14  4  Rothwell.*
35\(\frac{1}{3}\)  29\(\frac{1}{4}\)  21\(\frac{1}{3}\)  11\(\frac{1}{2}\)  7\(\frac{1}{2}\)  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 \(2\frac{1}{4}\text{m.}{/}12\) (dangerous); \(3\frac{1}{4}\text{m.}{/}12\) (dangerous); \(5\frac{1}{4}\text{m.}{/}20\); \(9\frac{1}{4}\text{m.}{/}17\); \(11\frac{1}{2}\text{m.}{/}13\).

Milestones.—Continuation of those from London.

Measurements.

Bedford,* Bunyan Statue.
6\(\frac{1}{2}\)  Plough Inn.*
13\(\frac{3}{4}\)  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 \(5\frac{1}{4}\text{m.}{/}12-17\); \(10\frac{1}{4}\text{m.}{/}22\).

Milestones.—Continuation of those from London.

Measurements.

Bedford,* Bunyan Statue.
9\(\frac{1}{2}\)  Shefford.*
16\(\frac{1}{2}\)  7  Hitchin,* Market Place.

Principal Objects of Interest.—Shefford: Chicksand Abbey.

Hotels or Inns at places marked *, and at Cardington.
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\(\frac{1}{2}\)m. 1 in 14; 8m. 1 in 13; 9\(\frac{1}{2}\)m. 1 in 17; 14\(\frac{1}{2}\)m. 1 in 25; 20m. 1 in 18-15; 21\(\frac{1}{2}\)m. 1 in 20; 25\(\frac{1}{2}\)m. 1 in 24; 29m. 1 in 22.

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

<table>
<thead>
<tr>
<th>Measurements</th>
</tr>
</thead>
<tbody>
<tr>
<td>8(\frac{3}{4}) Clophill.*</td>
</tr>
<tr>
<td>13(\frac{1}{2}) 4(\frac{3}{4}) Barton.*</td>
</tr>
<tr>
<td>19(\frac{3}{4}) 10(\frac{1}{4}) 6(\frac{1}{2}) Luton, * Corn Exchange.</td>
</tr>
<tr>
<td>25(\frac{1}{2}) 16(\frac{3}{4}) 12 5(\frac{1}{2}) Harpenden.*</td>
</tr>
<tr>
<td>30 21(\frac{1}{2}) 16(\frac{1}{2}) 10(\frac{1}{2}) 4(\frac{1}{2}) St. Albans,* High Street.</td>
</tr>
</tbody>
</table>

**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\(\frac{1}{2}\)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\(\frac{1}{2}\)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.

<table>
<thead>
<tr>
<th>Measurements</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 Ampthill.*</td>
</tr>
<tr>
<td>14(\frac{3}{4}) 6(\frac{1}{2}) Toddington, Square.</td>
</tr>
<tr>
<td>19(\frac{1}{2}) 11(\frac{1}{2}) 4(\frac{1}{2}) Dunstable,* Town Hall.</td>
</tr>
</tbody>
</table>

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

Hotels or Inns at places marked *.
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 11 1/4 m. 1 in 16.

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

Measurements
Bedford,* Buynan Statue.
7 Astwood.
12 1/4 5 1/2 Newport Pagnell.*
17 10 4 1/2 Wolverton.*
19 12 6 1/2 2 Stony Stratford.*
19 12 7 2 3 Old Stratford.*

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.
4 1/2 Potton,* Market.
12 1/8 8 Eltisley,* Green.
14 1/4 10 3/8 2 2/9 Kisby's Hut. (Route 379.)
20 15 5/8 7 5/8 5 1/8 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 16 1/4 m. 1 in 21.

Milestones.—Measured from Market Place, Huntingdon.

Measurements.
Huntingdon,* Church.
7 3/4 Spaldwick.
10 3/4 3 Fox. (Route 381.)
16 5/8 9 1/2 6 1/2 Thrapston,* Market Place.

Principal Objects of Interest.—3 m., Hinchenbrooke House. Thrapston: Islip Church.

Hotels or Inns at places marked *.
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* 5 Earith.*  
15* 10* 5 Haddenham.  
23 18* 12* 7* 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 14½m. 1 in 16.

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

Measurements.
Huntingdon,* Market Place.  
6 Kisby's Hut.* (Route 376.)  
9 3 Caxton.*  
15 9 6 Arrington Bridge.  
20 14 11 5½ 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 6½m. 1 in 16; 7m. 1 in 25.

By Buckden,

Measurements.
Huntingdon,* Market Place.  
9 9 St. Neots,* Market Place.  
20 20 11½ 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 9½m. 1 in 14; 11½m. 1 in 18; 14m. 1 in 22.

Measurements
St. Neots,* Market.  
7½ Kimbolton.*  
12 4½ Fox Inn.* (Route 377.)  
23 15¼ 10½ 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, 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.
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\(^\frac{1}{2}\)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.—3\(\frac{1}{2}\)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\(\frac{1}{2}\)m.1 in 17; 25m. 1 in 23.

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

Measurements.

- 5\(\frac{1}{2}\) Harston.
- 10\(\frac{1}{2}\) 4\(\frac{1}{2}\) Melbourne.*
- 13\(\frac{1}{2}\) 8 3\(\frac{1}{2}\) Royston, * Post Office.
- 21\(\frac{1}{2}\) 16\(\frac{1}{2}\) 11\(\frac{1}{2}\) 8\(\frac{1}{2}\) Baldock.*
- 26 21\(\frac{1}{2}\) 16\(\frac{1}{2}\) 13\(\frac{1}{2}\) 5\(\frac{1}{2}\) Hitchin, * Market Place.
- 35\(\frac{1}{2}\) 29\(\frac{1}{2}\) 25 21\(\frac{1}{2}\) 13\(\frac{1}{2}\) 8\(\frac{1}{2}\) 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\(\frac{1}{2}\)m.1 in 17; 22\(\frac{1}{2}\)m.1 in 24; 25\(\frac{1}{2}\)m.1 in 22.

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

Measurements.

- 11\(\frac{1}{2}\) Eltisley, * Green.
- 17\(\frac{1}{2}\) 5\(\frac{1}{2}\) St. Neots, * Market Place.
- 18\(\frac{1}{2}\) 7 1\(\frac{1}{2}\) Eaton Socon.*
- 23\(\frac{1}{2}\) 12\(\frac{1}{2}\) 6\(\frac{1}{2}\) 5\(\frac{1}{2}\) Great Barford.*
- 29 17\(\frac{1}{2}\) 11\(\frac{1}{2}\) 10\(\frac{1}{2}\) 5\(\frac{1}{2}\) Bedford, * Bunyan Statue.

Principal Objects of Interest.—4m., Madingley Hall. St. Neots: Church. 25\(\frac{1}{2}\)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 7\text{m}.1 in 19; 7\text{m}.1 in 16.
Milestones.—Measured from Cambridge Market Place; after Arrington, from London via Potton.

Measurements.
Cambridge,* Market Place.
4\frac{3}{4} Lords Bridge Station.*
10\frac{5}{6} Arrington Bridge.
20\frac{1}{2} 16 10\frac{5}{6} Biggleswade,* Market Place.
18\frac{1}{2} 13\frac{3}{4} 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.
10\frac{1}{4} Fenstanton.
(12\frac{3}{4} 2 St. Ives.*)
15\frac{4}{6} 4\frac{4}{6} 5\frac{3}{6} Godmanchester.*
16\frac{5}{6} 5\frac{4}{6} 6\frac{3}{6} 1 Huntingdon,* Market Place.

Principal Objects of Interest.—2\text{m}., 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 3\frac{1}{2}m.1 in 22.
Milestones.—Measured from Round Church, Cambridge; after Newmarket, from London.

Measurements.
Cambridge,* Market Place.
6\frac{3}{4} Bottisham.
13\frac{3}{4} 6\frac{3}{6} Newmarket,* Clock Tower.
17\frac{1}{2} 11 4\frac{3}{6} Kentford.*
27\frac{1}{2} 20\frac{1}{2} 13\frac{3}{4} 9\frac{3}{4} Bury,* Angel Hill.

Principal Objects of Interest.—Bottisham: Church, Anglesey Abbey Remains. 11\text{m}., Devil’s Dyke. 12\text{m}., Race Course. NEWMARKET: St. Mary’s Church. BURY ST. EDMUNDS: Abbey, Abbey Gate.
Hotels or Inns at places marked *.
Route 385. Cambridge to Biggleswade.

Route 386. Cambridge to Huntingdon.

Route 387. Cambridge to Bury St. Edmunds.

Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, L 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

287
### 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.

<table>
<thead>
<tr>
<th>Measurements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambridge,* Market Place.</td>
</tr>
<tr>
<td>11</td>
</tr>
<tr>
<td>16½</td>
</tr>
<tr>
<td>21½</td>
</tr>
<tr>
<td>33½</td>
</tr>
<tr>
<td>45½</td>
</tr>
</tbody>
</table>

**Principal Objects of Interest.**—7½ 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; 4½m. 1/18; 12½m. 1/21; 16m. 1/17; 23½m. 1/22; 33½m. 1/15; 36½m. 1/17; 42½m. 1/15.

**Milestones.**—Measured from Market Place, Cambridge, to Haverhill; thereafter from Colchester.

<table>
<thead>
<tr>
<th>Measurements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambridge,* Market Place.</td>
</tr>
<tr>
<td>10½</td>
</tr>
<tr>
<td>19</td>
</tr>
<tr>
<td>(30½)</td>
</tr>
<tr>
<td>34½</td>
</tr>
<tr>
<td>47½</td>
</tr>
</tbody>
</table>

**Principal Objects of Interest.**—4½m., Wandlebury, Camp. 27½m., 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.

<table>
<thead>
<tr>
<th>Measurements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambridge,* Market Place.</td>
</tr>
<tr>
<td>9</td>
</tr>
<tr>
<td>16½</td>
</tr>
<tr>
<td>24</td>
</tr>
</tbody>
</table>
Route 390—Continued.

Gradients.—At 13\frac{1}{2}m. 1/19; 14m. 1/21; 14\frac{1}{2}m. 1/19; 15\frac{1}{2}m. 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.
16\frac{1}{2} 10\frac{1}{2} 4\frac{1}{2} Chesterford.*

Principal Objects of Interest.—1m., Devil's Dyke.
3m., 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.
8\frac{1}{2} Barton Mills.*
8\frac{1}{2} ... Mildenhall.*
17\frac{1}{2} 9 9\frac{1}{2} Brandon.*
26\frac{1}{2} 18\frac{1}{2} 18\frac{1}{2} 9\frac{1}{2} Hilborough.*
32\frac{1}{2} 24 24\frac{1}{2} 15 5\frac{1}{2} 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.
7\frac{1}{2} Soham,* P.O.
13\frac{3}{4} 5\frac{3}{4} Ely,* Lamb Hotel.

Principal Objects of Interest.—Soham: Church. ELY: Cathedral. Ely Cathedral is well seen from Stuntney.

Hotels or Inns at places marked*.
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 12½ 6½ Littleport.*
24½ 17½ 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.
5¼ Outwell.*
9 3½ Nordelph.
13 7¼ 4 Downham Market.*
20½ 14½ 11½ 7¼ 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.
18½ 12½ 8½ Chatteris.*
25½ 19½ 15½ 6½ Somersham.*
31½ 25½ 20½ 12½ 5½ 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.
Route 394. Wisbech to Ely. (Last 5m. as Route 388.)

Route 395. Wisbech to Downham Market and Stoke Ferry.

Route 396. Wisbech to St. Ives.
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.**

<table>
<thead>
<tr>
<th>Miles</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wisbech, Bridge.</td>
<td></td>
</tr>
<tr>
<td>9½</td>
<td>Long Sutton, Market.</td>
</tr>
<tr>
<td>14½</td>
<td>5 Holbeach, Church.</td>
</tr>
<tr>
<td>19½</td>
<td>10½ 5½ Fosdyke Bridge. *</td>
</tr>
<tr>
<td>23½</td>
<td>14 9 3½ Sutterton. *</td>
</tr>
<tr>
<td>29½</td>
<td>20½ 15½ 9½ 6½ Boston, Market.</td>
</tr>
<tr>
<td>28</td>
<td>18½ 13½ 8½ 4½ Swineshead, Church</td>
</tr>
<tr>
<td>40½</td>
<td>31 26 20½ 17 12½ Sleaford. *</td>
</tr>
</tbody>
</table>

**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.**

<table>
<thead>
<tr>
<th>Miles</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lynn, G.P.O.</td>
<td></td>
</tr>
<tr>
<td>10½</td>
<td>Stradsett. *</td>
</tr>
<tr>
<td>14½</td>
<td>4½ Stoke Ferry. *</td>
</tr>
<tr>
<td>22½</td>
<td>11½ 7½ Mundford.</td>
</tr>
<tr>
<td>29½</td>
<td>19½ 15½ 7½ Thetford. *</td>
</tr>
</tbody>
</table>

**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, \rightangle Road Junction, D Bridge, \tau 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.

295
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.**

<table>
<thead>
<tr>
<th>Lynn*</th>
<th>G.P.O.</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Terrington St. Clement</td>
</tr>
<tr>
<td>10½</td>
<td>4½ Sutton Bridge,* Hotel</td>
</tr>
<tr>
<td>14</td>
<td>8 3½ Long Sutton,* Market</td>
</tr>
<tr>
<td>19</td>
<td>13 8½ 5 Holbeach,* Church</td>
</tr>
</tbody>
</table>

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| and 12| m.1 in 22; 15m.1 in 16; 16|m.1 in 16.

Milestones.—Measured from Littleport, Lynn.

**Measurements.**

<table>
<thead>
<tr>
<th>Lynn*</th>
<th>G.P.O.</th>
</tr>
</thead>
<tbody>
<tr>
<td>4½</td>
<td>Castle Rising</td>
</tr>
<tr>
<td>9</td>
<td>4¼ Dersingham,*</td>
</tr>
<tr>
<td>11½</td>
<td>6½ 2½ Snettisham,*</td>
</tr>
<tr>
<td>16½</td>
<td>11½ 7½ 4¾ Hunstanton,* Station</td>
</tr>
</tbody>
</table>


401  **Lynn to Aylsham.**

Description.—Class II. Although only a secondary road, the surface is good throughout, and in some parts very fine.

Gradients.—At 10|m.1 in 19; 31|m.1 in 17.

Milestones.—Measured from Littleport, Lynn; after Gayton, from Norwich.

**Measurements.**

<table>
<thead>
<tr>
<th>Lynn*</th>
<th>G.P.O.</th>
</tr>
</thead>
<tbody>
<tr>
<td>7½</td>
<td>Gayton</td>
</tr>
<tr>
<td>17¼</td>
<td>10  Litcham,*</td>
</tr>
<tr>
<td>24¼</td>
<td>17 7 North Elmham</td>
</tr>
<tr>
<td>28½</td>
<td>20½ 10½ 3½ Bawdeswell,*</td>
</tr>
<tr>
<td>32</td>
<td>24½ 14½ 7½ 3½ Reepham,* Market</td>
</tr>
<tr>
<td>34½</td>
<td>27½ 17½ 10½ 6½ 2½ Cawston,*</td>
</tr>
<tr>
<td>39½</td>
<td>31½ 21½ 14½ 11 7½ 4½ Aylsham,* Market</td>
</tr>
</tbody>
</table>

Principal Objects of Interest.—Pretty country but no outstanding features. Cawston: Church. Aylsham: Blicking Hall.

Hotels or Inns at places marked *.
Route 399. Lynn to Holbeach.

Route 400. Lynn to Hunstanton.

Route 401. Lynn to Aylsham.
402  **Lynn to Burnham.**

**Description.**—Class III. This road has now good surface throughout, having been newly re-made.

**Gradients.**—At 3\s\frac{1}{2}m.1 in 23; 10m.1 in 14; 20\s\frac{1}{2}m.1 in 16.

**Milestones.**—Measured from Littleport, Lynn.

**Measurements.**

<table>
<thead>
<tr>
<th>Distance (miles)</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lynn</td>
<td>G.P.O.</td>
</tr>
<tr>
<td>8\s\frac{1}{2}</td>
<td>Fitcham</td>
</tr>
<tr>
<td>16\s\frac{1}{2}</td>
<td>Docking</td>
</tr>
<tr>
<td>21\s\frac{1}{2}</td>
<td>Burnham, * Market</td>
</tr>
<tr>
<td>27\s\frac{1}{2}</td>
<td>Wells, *</td>
</tr>
</tbody>
</table>

**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.**

<table>
<thead>
<tr>
<th>Distance (miles)</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lynn</td>
<td>G.P.O.</td>
</tr>
<tr>
<td>7\s\frac{1}{2}</td>
<td>Hillington</td>
</tr>
<tr>
<td>15</td>
<td>East Rudham</td>
</tr>
<tr>
<td>21\s\frac{1}{2}</td>
<td>Fakenham, * Market</td>
</tr>
</tbody>
</table>

**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.**

<table>
<thead>
<tr>
<th>Distance (miles)</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lynn</td>
<td>G.P.O.</td>
</tr>
<tr>
<td>7\s\frac{1}{2}</td>
<td>Grimston</td>
</tr>
<tr>
<td>12\s\frac{1}{2}</td>
<td>Massingham, *</td>
</tr>
<tr>
<td>22\s\frac{1}{2}</td>
<td>Fakenham, * Market</td>
</tr>
</tbody>
</table>

**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\s\frac{1}{2} and 18\s\frac{1}{2}m.1 in 15 (slightly dangerous).

**Milestones.**—Measured from Fakenham Market.

**Measurements.**

<table>
<thead>
<tr>
<th>Distance (miles)</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swaffham</td>
<td>Market</td>
</tr>
<tr>
<td>9\s\frac{1}{2}</td>
<td>Weasenham St. Peters</td>
</tr>
<tr>
<td>15\s\frac{1}{2}</td>
<td>Fakenham, * Market</td>
</tr>
<tr>
<td>20\s\frac{1}{2}</td>
<td>Walsingham, *</td>
</tr>
<tr>
<td>25\s\frac{1}{2}</td>
<td>Wells, *</td>
</tr>
</tbody>
</table>

**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 *.
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.**

<table>
<thead>
<tr>
<th>Distance</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>31⁄2</td>
<td>Swaffham, Market*</td>
</tr>
<tr>
<td>14½</td>
<td>Fincham, Market*</td>
</tr>
<tr>
<td>5½</td>
<td>Downham, Market*</td>
</tr>
</tbody>
</table>

**Principal Objects of Interest.**—33⁄4m., Cowell Stone.

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 9½m.,—a rough road,—but at 11m.

**Gradients.**—At 4m. 1 in 17.

**Measurements.**

<table>
<thead>
<tr>
<th>Distance</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>7½</td>
<td>Brancaster</td>
</tr>
<tr>
<td>12</td>
<td>Overy</td>
</tr>
<tr>
<td>16½</td>
<td>Wells, Market*</td>
</tr>
</tbody>
</table>

**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 4m. 1 in 19; 1¾m. 1 in 16; 5½m. 1 in 24.

**Measurements.**

<table>
<thead>
<tr>
<th>Distance</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>8½</td>
<td>Docking, Market*</td>
</tr>
<tr>
<td>13½</td>
<td>Syderstone</td>
</tr>
<tr>
<td>19½</td>
<td>Fakenham, Market*</td>
</tr>
</tbody>
</table>

**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 2¼m.

**Gradients.**—At 17m. 1 in 13; 17½m. 1 in 19.

**Milestones.**—Measured from Dereham Market; afterwards from Holt.

**Measurements.**

<table>
<thead>
<tr>
<th>Distance</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>4½</td>
<td>North Elmham. (Route 401.)</td>
</tr>
<tr>
<td>8¼</td>
<td>Guist</td>
</tr>
<tr>
<td>18¼</td>
<td>Holt, Market</td>
</tr>
</tbody>
</table>

**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. 4f
Shipdham.* 10 5½ Watton.*
14½ 9¼ 4½ Tottington.
22½ 17½ 12½ 8 Thetford.*

Principal Objects of Interest.—Thetford: PrioryRemains, 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 4½m. 1 in 17; 10m. 1 in 17; 17½m. 1 in 22.
Milestones.—Measured from Cromer Church.

Measurements.
Cromer,* Church. 9½ Holt.*
16½ 6¼ Thursford.
21½ 12¼ 5¼ 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 7¼ 4¾ Cley.*
16½ 13 9¼ 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 *.
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.
## 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.

- 5½ Old Hurst.

**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,

- 6½ Sutton,*
- 7½ 1½ Mepal,*
- 12 5½ 4½ 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,*

- 3½ Cockley Cley.
- 7 3½ Oxborough.
- 10 6½ 3 Stoke Ferry,*

**Principal Objects of Interest.** — Oxborough : Hall.

Hotels or Inns at places marked *.
**STOKE FERRY TO BRANDON.**

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 6¾ Brandon,* Hall.

Principal Objects of Interest.—Weeting: Hall. Brandon: Fen Dyke.

Hotels or Inns at places marked *.

**WELLS TO HOLT.**

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 7¾ 5 Holt.*

Principal Objects of Interest.—Pretty, well-wooded country.

Hotels or Inns at places marked *.

**YARMOUTH TO ACLE.**

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 11¾ 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\(1/4\)m. 1 in 15.
Milestones.—Measured from Ward Boundary, Norwich.
Measurements.
Norwich,* Market.
12 Aylsham,* Market.
18\(3/4\) 6\(1/2\) Roughton,*
22\(1/4\) 10\(1/2\) 3\(3/4\) Cromer,* Church.
Principal Objects of Interest.—Aylsham: Blicking Hall. Cromer: Cliffs, Lighthouse, pretty district.

420 NORWICH TO MUNDLESLEY.
Description.—Class II. Good surface to North Walsham, thence fair.
Measurements.
Norwich,* Market.
7\(1/4\) Coltishall,*
15 7\(1/2\) North Walsham,* Market.
19\(3/4\) 12 4\(1/2\) 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\(1/2\) Wroxham,*
14\(3/4\) 7\(1/2\) Stalham,*
19\(3/4\) 12\(3/4\) 5 Happisburgh.*
Principal Objects of Interest.—8m., Wroxham Broad. 13\(1/2\)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\(3/4\) Acle,*
20\(1/2\) 8\(3/4\) Caister,*
23\(1/4\) 11\(1/2\) 3 Yarmouth,* Town Hall.
Principal Objects of Interest.—3m., Asylum. 16\(1/4\)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 Mundesley.

Route 421. Norwich to Happisburgh.

Route 422. Norwich to Yarmouth.

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.
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$\frac{1}{2}$ Loddon,* Town Hall.
17$\frac{2}{3}$ 7$\frac{1}{2}$ Beccles,* New Market.
27$\frac{2}{3}$ 17$\frac{1}{2}$ 10 Blythburgh,*
26$\frac{3}{4}$ 15$\frac{1}{4}$ 8$\frac{1}{2}$ Wangford,*
29$\frac{1}{2}$ 18$\frac{3}{4}$ 11$\frac{1}{2}$ 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$\frac{1}{2}$ Brooke.
14$\frac{1}{4}$ 7$\frac{1}{2}$ Bungay,*
23$\frac{1}{4}$ 16$\frac{1}{2}$ 8$\frac{1}{2}$ Halesworth,* Angel Hotel
30$\frac{1}{4}$ 23$\frac{1}{4}$ 15$\frac{1}{4}$ 6$\frac{1}{2}$ Yoxford,*
35$\frac{1}{4}$ 28$\frac{1}{4}$ 21$\frac{1}{2}$ 12$\frac{1}{2}$ 5$\frac{1}{2}$ Leiston,*
40$\frac{1}{4}$ 32$\frac{1}{4}$ 25$\frac{1}{4}$ 16$\frac{1}{2}$ 9$\frac{1}{2}$ 4$\frac{1}{2}$ Aldeburgh,* Town House.

**Principal Objects of Interest.**—Bungay: Castle, Church.
16m., Mettingham Castle Ruins. Bramfield: Church.
34$\frac{1}{4}$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$\frac{1}{2}$ Swardiston,*
10$\frac{1}{2}$ 6$\frac{1}{2}$ Tacolneston,*
15$\frac{1}{2}$ 11$\frac{1}{2}$ 5 New Buckenham,* Market.

**Principal Objects of Interest.**—New Buckenham: Castle.

*Hotels or Inns at places marked.*
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; 32½m. 1 in 17; 39½m. 1 in 18.
Milestones.—Measured from Market Place, Norwich, to Scole; thereafter from Ipswich.

Measurements.
Norwich,* Market.
10½ Long Stratton.*
19½ 9½ Scole.*
(21½ 11½ 2½ Diss.*)
23½ 13½ 3½ Yaxley.*
32½ 22½ 12½ 9½ Earl Stonham.*
38½ 28½ 19½ 15½ 6½ Claydon.*
42½ 32½ 23½ 19½ 10½ 4 Ipswich,* Town Hall.


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.
14½ 5½ Attleburgh,* Market Hill.
28½ 19½ 14 Thetford.*
39½ 30½ 24½ 10½ Barton Mills.*
(40½ 31½ 25½ 11½ Mildenhall.*)
47½ 38½ 33 19 8½ Newmarket,* Jubilee Clock.


Hotels or Inns at places marked *.
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. 7¾ Barford.*
14¾ 7 Hingham,* Market.
21¾ 14 7 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 19¾ 11¾ Swaffham,* Market.
33½ 25¾ 17½ 5½ Narborough.*
43½ 35¾ 27¾ 15½ 10 Lynn,* G.P.O.

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.
10½ 5½ Woodrow Inn.*
15¾ 10½ 4½ Saxthorpe.
21¾ 16¾ 10¾ 6¾ 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, l Road Junction, n Bridge, ð 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; 5 m. 1 in 23; $11\frac{1}{4}$ m. 1 in 23; $19\frac{1}{4}$ m. 1 in 21; $27\frac{1}{4}$ m. 1 in 21.

Milestones.—Measured from Ward Boundary, Norwich.

Measurements.

Norwich,* Market.  
$14\frac{3}{4}$  Bawdeswell.*  
$19\frac{3}{4}$  5  Guist.  
$25\frac{3}{4}$  11  6  Fakenham,* Market  
$27\frac{3}{4}$  13$\frac{1}{4}$  8$\frac{1}{4}$  Walsingham.*  
$32\frac{3}{4}$  18$\frac{1}{4}$  13$\frac{1}{4}$  4$\frac{1}{4}$  Wells.*


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.  
$5\frac{1}{4}$  Ormesby,* Green.  
$11\frac{3}{4}$  5$\frac{1}{4}$  Falgate Inn.*  
$16\frac{3}{4}$  11$\frac{1}{4}$  5$\frac{1}{4}$  Stalham.  
$25$  $19\frac{3}{4}$  $13\frac{3}{4}$  $8\frac{3}{4}$  North Walsham,* Market.  
$34\frac{3}{4}$  28$\frac{3}{4}$  22$\frac{3}{4}$  17$\frac{3}{4}$  9$\frac{3}{4}$  Cromer,* Church.

Principal Objects of Interest.—7$\frac{3}{4}$ m., Ormesby Broad.  
$11\frac{3}{4}$ 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.  
$6\frac{3}{4}$  Fritton.*  
$9$  $2\frac{3}{4}$  Haddiscoe.*  
$14\frac{3}{4}$  $8\frac{3}{4}$  $5\frac{3}{4}$  Beccles,* or  
$14\frac{3}{4}$  $8\frac{3}{4}$  $5\frac{3}{4}$  Loddon.*


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 Mutford 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; 14\(^\text{m.1}\) in 18.

Milestones.—Measured from Beccles Market.

Measurements.

Lowestoft, * Bridge.


15\(^\frac{1}{2}\), 5\(^\frac{1}{2}\) Bungay, *

23, 13\(^\frac{1}{2}\) 7\(^\frac{1}{2}\) Harleston, *

30\(^\frac{1}{2}\), 20\(^\frac{1}{2}\) 14\(^\frac{1}{2}\) 7\(^\frac{1}{2}\) Scole, *

32\(^\frac{1}{2}\), 22\(^\frac{1}{2}\) 17 9\(^\frac{1}{2}\) 2\(^\frac{1}{2}\) Diss.

Principal Objects of Interest.—2\(^\text{m.}\), 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 5\(^\frac{1}{2}\) and 6\(^\text{m.1}\) 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.

7\(^\frac{3}{4}\) Woodbridge, *

12\(^\frac{1}{4}\), 4\(^\frac{1}{4}\) Wickham Market, *

20\(^\frac{1}{2}\), 12\(^\frac{1}{2}\) 7\(^\frac{1}{2}\) Saxmundham, *

24\(^\frac{1}{4}\), 16\(^\frac{1}{4}\) 11\(^\frac{1}{4}\) 3\(^\frac{1}{2}\) Yoxford, *

29\(^\frac{1}{4}\), 21\(^\frac{1}{4}\) 17\(^\frac{1}{4}\) 9\(^\frac{1}{4}\) 5\(^\frac{1}{2}\) Blythburgh, *

32\(^\frac{1}{2}\), 24\(^\frac{1}{2}\) 20 12\(^\frac{1}{2}\) 8\(^\frac{1}{2}\) 23 Wangford, *

35\(^\frac{1}{2}\), 27\(^\frac{1}{2}\) 23\(^\frac{1}{2}\) 15\(^\frac{1}{2}\) 11\(^\frac{1}{2}\) 6 3\(^\frac{1}{2}\) Wrentham, *

43\(^\frac{1}{2}\), 35\(^\frac{1}{2}\) 30\(^\frac{1}{2}\) 22\(^\frac{1}{2}\) 19\(^\frac{1}{2}\) 13\(^\frac{1}{2}\) 10\(^\frac{1}{2}\) 7\(^\frac{1}{2}\) Lowestoft, * Station.

53\(^\frac{1}{2}\), 45\(^\frac{1}{2}\) 40\(^\frac{1}{2}\) 32\(^\frac{1}{2}\) 29\(^\frac{1}{2}\) 23\(^\frac{1}{2}\) 20\(^\frac{1}{2}\) 17\(^\frac{1}{2}\) 10 Yarmouth, * Town Southwold to Wrentham, 4\(^\frac{1}{2}\) m. [Hall.


Hotels or Inns at places marked *
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 \( \frac{3}{4} \text{m.1 in 23} \); \( \frac{4}{5} \text{m.1 in 13} \); \( 10\frac{2}{3} \text{m.1 in 18} \); \( 11\frac{1}{2} \text{m.1 in 20} \).

Measurements.

Ipswich, * Town Hall.

13\frac{3}{4} Debenham, *

21\frac{1}{2} 7\frac{1}{4} Eye, *

24\frac{1}{2} 11\frac{1}{2} 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 \( 2\frac{1}{2} \text{m.1 in 18} \); \( 9\frac{1}{2} \text{m.1 in 23} \); \( 13\frac{1}{2} \text{m.1 in 18} \); \( 16\frac{1}{2} \text{m.1 in 21} \); \( 16\frac{1}{2} \text{m.1 in 23} \); \( 24\frac{1}{2} \text{m.1 in 16} \).

Milestones.—Measured from Abbey Gate, Bury.

Measurements.

Ipswich, * Town Hall.

8\frac{1}{2} Needham Market, *

11\frac{2}{3} 3\frac{1}{3} Stowmarket, Market Place.

17\frac{2}{3} 9\frac{1}{3} 5\frac{1}{4} Woolpit, *

25\frac{1}{4} 17\frac{1}{2} 13\frac{1}{2} 8\frac{1}{4} 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 \( 4\frac{1}{2} \text{m.1 in 14} \); \( 9\frac{1}{2} \text{m.1 in 17} \); \( 10\frac{1}{2} \text{m.1 in 15} \); \( 15\frac{1}{2} \text{m.1 in 20} \); \( 20\frac{1}{2} \text{m.1 in 21} \).

Milestones.—Continuation of those from London.

Measurements.

Ipswich, * Town Hall.

9\frac{1}{2} Hadleigh, * Market.

15\frac{1}{2} 5\frac{1}{4} Buxford, *

21\frac{1}{4} 11\frac{1}{4} 6\frac{1}{4} Sudbury, * Church.

Principal Objects of Interest.— Pleasant country. Hadleigh: Rectory Tower, Guild Hall. Sudbury: Gainsborough’s birthplace.

Hotels or Inns at places marked *.
Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, L Road Junction, O Bridge, Τ 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.
  43\textsuperscript{\textfrac{1}{4}} Blythburgh,*
  8\textfrac{1}{4} 5\textfrac{1}{2} Halesworth,* Angel 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.
  47 Snape.
  12\textfrac{1}{2} 7\textfrac{1}{2} Wickham,* Market.

Principal Objects of Interest.—Uninteresting heath country.

Hotels or Inns at places marked *. 
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 1½m. 1 in 15.

Measurements.—Ipswich, * Town Hall.  
8½ Trimley,*  
11½ 2¾ Felixtowe,*  
Principal Objects of Interest.—Uninteresting country. Felixtowe: favourite watering place, Landguard Fort.

Hotels or Inns at places marked *.

Ipswich to Manningtree.  

Description.—Class III. A poor road, with some steep but not dangerous hills.

Gradients.—At 2¾m., 4¾m., 6¾m., 7¾m., and 9m., 1 in 17.

Measurements.—Ipswich,* Town Hall.  
7¾ Brantham,*  
10¾ 3¼ Manningtree,* Church.

Principal Objects of Interest.—Uninteresting road.

Hotels or Inns at places marked *.

Woodbridge to Orford.  

Description.—Class III. An undulating country road, generally with poor surface, but some parts are in good order.

Measurements.—Woodbridge,*  
7½ Butley,*  
11½ 4¾ Orford,*

Principal Objects of Interest.—Butley: Priory. Orford: Castle, Church.

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

2A
Description,—Class III. The road is rather sandy and loose, and is somewhat difficult to follow at some of the turnings.

Gradients.—At $\frac{1}{4}$ m.1 in 14; 11 m.1 in 23.

Measurements.

Harleston.*
4½ Fressingfield.*
10½ 6½ Heveningham.*
16½ 11½ 5½ Yoxford.*

Principal Objects of Interest.—Heveningham: Hall.

Hotels or Inns at places marked *.

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.*
9½ Garbol'disham.*
16½ 7½ Diss.*
18½ 9½ 2½ Scole.*

Principal Objects of Interest.—Diss: Church, Mere.

Scole: Inn.

Hotels or Inns at places marked *.

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 $6\frac{1}{4}$ m.1 in 18; $8\frac{1}{4}$ m.1 in 25

Measurements.

Thetford.*
9½ Ixworth.*
17½ 7½ Wetherden.*
21½ 11½ 3½ Stowmarket,* Market Place.

Principal Objects of Interest.—Ixworth: Church.

Stowmarket: Church.

Hotels or Inns at places marked *
Route 445. Harleston to Yoxford.

Route 446. Thetford to Diss.

Route 447. Thetford to Stowmarket. (Remainder as Route 437.)

Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, J Road Junction, a 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.
448  BURY TO SUDSBURY.
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 10\(\frac{1}{2}\)m.1 in 15; 11\(\frac{1}{4}\)m.1 in 18.
Milestones.—Measured from Sudbury Church.
Measurements.
- Bury, * Angel Hill.
- 9\(\frac{1}{2}\) Alpheton, *
- 13\(\frac{1}{2}\) 3\(\frac{1}{2}\) Long Melford, *
- 16\(\frac{3}{4}\) 6\(\frac{1}{2}\) 3\(\frac{1}{2}\) Sudbury, * Church.

Principal Objects of Interest.—3m., Rushbrooke Hall. 11m., Kentwell Hall. Long Melford: Church. SUDSBURY: 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.
- 4\(\frac{3}{4}\) Ingham, *
- 12\(\frac{1}{2}\) 7\(\frac{1}{2}\) Thetford, *

Principal Objects of Interest.—Ingham: Livermere Park. THETFORD: Castle Hill, Priory Remains.
Hotels or Inns at places marked *.

450  BURY TO HADELIGH.
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; 10\(\frac{1}{2}\)m.1 in 19; 18\(\frac{1}{2}\)m.1 in 15; 20\(\frac{1}{2}\)m.1 in 20.
Milestones.—Measured from Hadleigh.
Measurements.
- Bury, * Angel Hill.
- 11 Lavenham, * Black Lion Hotel.
- 15 4 Monks Eleigh, *
- 20\(\frac{3}{4}\) 9\(\frac{1}{2}\) 5\(\frac{1}{2}\) Hadleigh, * Market.

Principal Objects of Interest.—3m., Rushbrooke Hall. Lavenham: Church. Hadleigh: Rectory Tower, Guild Hall.
Hotels or Inns at places marked *.
Route 448. Bury St. Edmunds to Sudbury.

Route 449. Bury St. Edmunds to Thetford.

Route 450. Bury St. Edmunds to Hadleigh.

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.
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 $13\frac{1}{2}$ m.l in 18; $13\frac{1}{2}$ m.l in 20.

**Milestones.**—Measured from Angel Hill, Bury.

**Measurements.**

<table>
<thead>
<tr>
<th>Location</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bury,*</td>
<td>Angel Hill.</td>
</tr>
<tr>
<td>Ixworth.*</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>8 $\frac{1}{2}$ Botesdale.*</td>
</tr>
<tr>
<td>22</td>
<td>15</td>
</tr>
<tr>
<td>Scole.*</td>
<td></td>
</tr>
</tbody>
</table>


**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 $16\frac{1}{2}$ m.l in 23; 20 m.l in 14 (dangerous).

**Measurements**

<table>
<thead>
<tr>
<th>Location</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wickham Market.*</td>
<td></td>
</tr>
<tr>
<td>Framlingham.*</td>
<td></td>
</tr>
<tr>
<td>Fressingfield.*</td>
<td>10 $\frac{1}{2}$</td>
</tr>
<tr>
<td>Harleton.*</td>
<td>4 $\frac{1}{2}$</td>
</tr>
</tbody>
</table>

**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 $3\frac{1}{4}$, 3 $\frac{3}{4}$, and $7\frac{3}{4}$ m.l in 23; 9 m.l in 14 (dangerous); 10 m.l in 23; 11 m.l in 13; $12\frac{3}{4}$ m.l in 19; 13 m.l in 15; $16\frac{1}{4}$ m.l in 16.

**Milestones.**—Continuation of those from London

**Measurements.**

<table>
<thead>
<tr>
<th>Location</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colchester,*</td>
<td>Essex Fire Office.</td>
</tr>
<tr>
<td>Manningtree,*</td>
<td>Church.</td>
</tr>
<tr>
<td>Dovercourt.*</td>
<td></td>
</tr>
<tr>
<td>Harwich.*</td>
<td></td>
</tr>
</tbody>
</table>

**Principal Objects of Interest.**—Pretty road, overlooking the Stour Estuary. Dovercourt: Spa. HARWICH: Esplanade, Landguard Fort, Lighthouses.

**Hotels or Inns at places marked*.**
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.*

$10\frac{1}{2}$ Weeley.*

$12\frac{1}{2}$ 8\frac{1}{2} 2\frac{1}{2} Thorp-le-Soken.*

$17\frac{1}{2}$ 13\frac{1}{2} 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$\frac{1}{4}$m.1 in 20; 7m.1 in 16; 9$\frac{1}{2}$m.1 in 16.

Measurements.

Colchester,* Essex Fire Office

$3\frac{1}{4}$ Wyvenhoe Cross.*

$11\frac{1}{4}$ 7\frac{1}{4} St. Osyth.*

$15\frac{1}{4}$ 12\frac{1}{4} 4$\frac{1}{4}$ Clacton-on-Sea,*

Colchester to Wyvenhoe,* 4$\frac{3}{4}$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{1}{4} and 4$\frac{1}{2}$m.1 in 15 (dangerous); 11$\frac{3}{4}$m.1 in 16; 16$\frac{1}{2}$m.1 in 14 (dangerous).

Measurements.

Colchester,* Essex Fire Office.

$3\frac{3}{4}$ Heckford Bridge.*

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

$12\frac{1}{4}$ 8\frac{1}{2} 4\frac{1}{4} Great Tatham.

$16\frac{3}{4}$ 12\frac{1}{4} 7$\frac{1}{2}$ 3\frac{3}{4} Maldon,* Town Hall.

Principal Objects of Interest.—Maldon: Church, Town Hall, Beleigh Abbey.

Hotels or Inns at places marked *.
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 1\(\frac{1}{2}\)m. 1 in 25; 12\(\frac{3}{4}\)m. 1 in 21; 16m. 1 in 20; 20\(\frac{1}{4}\)m. 1 in 17; 20\(\frac{1}{4}\)m. 1 in 21; 22\(\frac{3}{4}\)m. 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.

9\(\frac{1}{4}\) Coggeshall.*

15\(\frac{1}{4}\) 5\(\frac{3}{4}\) Braintree.*

23\(\frac{3}{4}\) 14\(\frac{1}{4}\) 8\(\frac{1}{2}\) Dunmow,* Town House.

32\(\frac{3}{4}\) 23\(\frac{1}{2}\) 17\(\frac{1}{4}\) 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; 2\(\frac{1}{4}\)m. 1/19; 6\(\frac{3}{4}\)m. 1/16 (dangerous).

**Measurements.**

Colchester,* Essex Fire Office.*

9 Bures,* Church.

14\(\frac{3}{4}\) 5\(\frac{3}{4}\) 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 5\(\frac{1}{4}\)m. 1 in 20; 6\(\frac{1}{2}\)m. 1 in 14 (dangerous); 8\(\frac{3}{4}\)m. 1 in 17; 9\(\frac{1}{4}\)m. 1 in 13 (dangerous).

**Milestones.**—Continuation of those from London.

**Measurements.**

Colchester,* Essex Fire Office.

7\(\frac{1}{4}\) Stratford.

13\(\frac{1}{2}\) 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.**

<table>
<thead>
<tr>
<th>Distance</th>
<th>Milestones</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 3/4</td>
<td>Chelmsford, Town Hall.</td>
</tr>
<tr>
<td>10 3/4</td>
<td>Norton Heath.</td>
</tr>
<tr>
<td>17 5/8</td>
<td>Chipping Ongar, Town Hall.</td>
</tr>
</tbody>
</table>

**Principal Objects of Interest.**—Chipping Ongar: Castle, Mound. 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 8 1/2m.1/20; 12 1/2m.1/22; 12 1/2m.1/17; 16 1/2m.1/20; 17 1/2m.1/24; 19 1/2m.1/15; 25 1/2m.1/20; 27m.1/15; 27m.1/17

**Measurements.**

<table>
<thead>
<tr>
<th>Distance</th>
<th>Milestones</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 3/4</td>
<td>Dunmow, Town House.</td>
</tr>
<tr>
<td>19 5/6</td>
<td>Thaxstead, Guild Hall.</td>
</tr>
<tr>
<td>26 1/2</td>
<td>Saffron Walden, Market.</td>
</tr>
<tr>
<td>30 1/2</td>
<td>Chesterford.</td>
</tr>
</tbody>
</table>


462  **CHELMSFORD TO SUDBURY, &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; 10 1/4 and 10 1/2m.1/24; 12 1/2m.1/19; 16 1/4 & 16 1/2m.1/20; 17 1/2m.1/15; 17 1/2m.1/16; 25m.1/17; 26 1/2m.1/25

**Milestones.**—Measured from Town Hall, Chelmsford, by Hedingham to Sudbury.

**Measurements.**

<table>
<thead>
<tr>
<th>Distance</th>
<th>Milestones</th>
</tr>
</thead>
<tbody>
<tr>
<td>11 1/2</td>
<td>Braintree.</td>
</tr>
<tr>
<td>17 3/4</td>
<td>Halstead, St. Andrews Church.</td>
</tr>
<tr>
<td>26 14 5/8</td>
<td>Sudbury, Church.</td>
</tr>
<tr>
<td>32 1/2</td>
<td>Lavenham, Black Lion Hotel.</td>
</tr>
<tr>
<td>20 8 3/8</td>
<td>Castle Hedingham.</td>
</tr>
<tr>
<td>27 2/3</td>
<td>Sudbury, Church.</td>
</tr>
</tbody>
</table>


**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.l in 15; 13\(\frac{3}{4}\)m.l in 14.
Milestones.—Measured from Bishop's Bridge, Chelmsford
Measurements.
Chelmsford,* Town Hall.
13\(\frac{3}{4}\) 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 (3m.).
Gradients.—At 6\(\frac{3}{4}\)m.l in 20; 11m.l in 15; 14m.l in 10; 15m.l in 10 (both dangerous); 16\(\frac{3}{4}\)m.l in 17; 16\(\frac{3}{4}\)m.l in 14.
Measurements.
Chelmsford,* Town Hall.
9  Billericay,* Town Hall.
16\(\frac{3}{4}\) 7\(\frac{3}{4}\) Horndon.
23\(\frac{3}{4}\) 14\(\frac{3}{4}\) 6\(\frac{3}{4}\) 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.l in 25; 6m.l in 15; 8\(\frac{3}{4}\)m.l in 19; 15\(\frac{1}{4}\)m.l in 14; 18\(\frac{3}{4}\)m.l in 21.
Milestones.—Measured from Monument, Brentwood.
Measurements.
Brentwood,* Monument.
5\(\frac{1}{4}\)  Billericay,* Town Hall.
15\(\frac{3}{4}\) 10\(\frac{3}{4}\) Rayleigh.*
21\(\frac{3}{4}\) 16\(\frac{3}{4}\) 5\(\frac{1}{4}\) 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.l in 18.
Measurements.
Brentwood,* Monument.
5\(\frac{1}{4}\)  Billericay,* Town Hall.
11\(\frac{1}{4}\)  6 Wickford,* Castle Inn.
23\(\frac{3}{4}\) 18\(\frac{3}{4}\) 12\(\frac{1}{4}\) Althorne.
26\(\frac{3}{4}\) 21\(\frac{1}{4}\) 15\(\frac{3}{4}\) 3\(\frac{1}{4}\) Southminster.*
Hotels or Inns at places marked *.
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$\frac{1}{2}$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$\frac{1}{2}$ 1$\frac{1}{2}$ 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$\frac{1}{2}$m.1 in 17; 9$\frac{1}{2}$m.1 in 16.

Milestones.—Continuation of those from London.

Measurements.—Chelmsford,* Town Hall.
5$\frac{1}{2}$ Danbury,*
10 Maldon,* Town Hall.

By Hatfield Peverel.

Description.—Undulating road, but good surface to Hatfield Peverel; thereafter only tolerably good.
Gradients.—At 11\frac{3}{4}m.1 in 14 (dangerous).

Milestones.—Continuation of those from London.

Measurements.—Chelmsford,* Town Hall. 6\frac{1}{4} Hatfield Peverel.* 12 5\frac{3}{4} Maldon,* Town Hall.

Principal Objects of Interest.—Danbury: Place. Maldon: Church, Town Hall, Beleigh Abbey.

Hotels or Inns at places marked *.

**Maldon to Burnham.**

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.**

Description.—Class III. This road has fairly good surface, but is a little loose near Kelvedon.

Measurements.—Brentwood,* Monument. 4\frac{1}{4} Kelvedon Hatch, P.O. 7\frac{3}{4} 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 (½m.) 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); 15½m. 1 in 14 (dangerous); 28½m. 1 in 20; 28¾m. 1 in 19; 29½m. 1 in 23.

Measurements.
Southend,* G.P.O. 3½ Rochford,* Market Square. 15½ 11¼ Maldon,* Town Hall. 21½ 18 6½ Witham,* White Hart Hotel. 29½ 25½ 14½ 7¼ 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 3½m.

Gradients.—At ¼m. 1 in 17; 3½m. 1 in 21; 5¾m. 1 in 15; 12m. 1 in 25; 15m. 1 in 15; 18m. 1 in 22.

Measurements.
Bishop Stortford,* Corn Exchange. 7¼ Puckeridge. 11½ 4 Buntingford,* Church. 20½ 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 Baldock.

Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, └ Road Junction, catid Bridge, τ 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\( \frac{1}{2} \) Ware,* Bridge.
13\( \frac{5}{6} \) 2\( \frac{3}{4} \) Hertford,* Shire Hall.
23\( \frac{7}{8} \) 10\( \frac{1}{2} \) Potters Bar.*
26\( \frac{5}{8} \) 15\( \frac{1}{2} \) 13 2\( \frac{1}{2} \) Barnet,* Market.

Principal Objects of Interest.—Ware: Ware Park.
Hertford: Castle, Old Cross. 15\( \frac{3}{4} \)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\( \frac{1}{2} \)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\( \frac{1}{2} \) Ware,* Bridge.)
16\( \frac{7}{8} \) 4\( \frac{1}{2} \) 2\( \frac{3}{4} \) Hertford,* Shire Hall.
23\( \frac{7}{8} \) 11\( \frac{1}{2} \) 9\( \frac{3}{4} \) 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\( \frac{3}{4} \)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\( \frac{3}{4} \) Shefford.*
12 6\( \frac{1}{2} \) 4\( \frac{1}{2} \) Clophill.*
15 9\( \frac{1}{2} \) 7\( \frac{1}{2} \) 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 *.
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.
9½ Whittleford, Station.*
11½ 2½ Bourn Bridge.
17½ 8½ 6 Six Mile Bottom.*
23½ 14½ 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.
( 5½ Hatfield,* P.O.)
12½ 7½ Hertford,* Shire Hall.
15½ 9½ 2½ 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.
7½ Wing.
10½ 3 Leighton Buzzard,* Cross.
14½ 6½ 3½ Hockliffe.*

Principal Objects of Interest.—Wing: Park. Leighton Buzzard: Cross.
Hotels or Inns at places marked *. 
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 5½ m. 1 in 22; 6½ m. 1 in 14; 9½ m. 1 in 23.

**Milestones.**—Measured from High Wycombe.

**Measurements.**
- Aylesbury.*
  - 8½ Princes Risborough,* Market Hall.
- 13 4½ Bradenham.
- 16½ 8½ 3½ 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 1½ m. 2½ m., 3½ m. 1 in 23; 4½ m. 1 in 17; 6½ m. 1 in 18; 7½ m. 1 in 18; 9½ m. 1 in 22; 11½ m. 1 in 18; 12½ m. 1 in 17; 15½ m. 1 in 15.

**Measurements.**
- Buckingham,* Town Clock.
- 7½ Brackley,* Market.
- 11½ 3½ Farthinghoe.
- 17½ 9½ 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 1½ m. 1 in 24; 2½ m. 1 in 17; 10½ m. 1 in 18; 12 m. 1 in 19; 17½ m. 1 in 17.

**Milestones.**—Continuation of those from London.

**Measurements.**
- Buckingham,* Town Clock.
- 2½ Tingewick.
- 11½ 9 Aynho.
- 18½ 15½ 6½ Banbury,* Cross.

**Principal Objects of Interest.**—Tingewick: Church. Banbury: as above.

**Hotels or Inns at places marked*.**
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 1/2 m. 1 in 12 (dangerous); 6 m. 1 in 15; 9 m. 1 in 17; 14 1/2 m. 1 in 13-15; 14 1/2 m. 1 in 12 (dangerous); 17 1/2 m. 1 in 15; 23 1/2 m. 1 in 19; 26 m. 1 in 14; 27 m. 1 in 18; 27 1/2 m. 1 in 12 (dangerous); 28 m. 1 in 13; 28 1/2 m. 1 in 19; 31 1/2 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  12  5  Kilsby.*
32  22  15  9  9  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 1/2 m. 1 in 18; 5 m. 1 in 25; 5 1/2 m. 1 in 13; 6 m. 1 in 14; 6 1/2 m. 1 in 16; 9 1/2 m. 1 in 13 (dangerous); 9 1/2 m. 1 in 15; 11 1/2 m. 1 in 12 (dangerous).

Milestones.—Measured from suburbs, Banbury.

Measurements.
Banbury,* Cross.
5  1/2  Swalcliffe.
10  4  Lower Brailes.*
14  8  4  Shipston-on-Stour.*

Principal Objects of Interest.—1 1/2 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$\frac{1}{2}$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$\frac{1}{2}$ Chipping Norton, * Town Hall.
19$\frac{1}{2}$ Shipton-under-Wychwood, *
23$\frac{1}{2}$ 11 4$\frac{1}{2}$ 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$\frac{1}{2}$m. 1/15; 8m. 1/10 (dangerous); 8$\frac{1}{4}$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$\frac{1}{2}$ Church Enstone,)
15$\frac{3}{4}$ 4 Charlbury, *
22$\frac{1}{2}$ 11$\frac{1}{2}$ 7$\frac{1}{4}$ Witney, * Town Hall.
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$\frac{1}{2}$m. 1 in 22.
Milestones.—Measured from Banbury Cross, as far as Edgehill; thereafter from Stratford-on-Avon.
Measurements.
Banbury, * Cross.
8 Edgehill.
14$\frac{3}{4}$ 6$\frac{1}{2}$ Eationgton, *
20 12 5$\frac{1}{2}$ Stratford-on-Avon, *
Hotels or Inns at places marked *.
487 Chipping Norton to Bicester.
Description.—Class III. The road has fine surface for the first 4½ miles; it is then fairly good, but somewhat hilly, to Heyford; thereafter fine to Bicester.

Gradients.—At 4½m. 1 in 17; 8m. 1 in 14; 10¼m. 1 in 19; 11m. 1 in 12 (dangerous); 12½m. 1 in 16.

Milestones.—Continuation of those from London.

Measurements.
Chipping Norton,* Town Hall.
4½ Church Enstone.
12 7½ Lower Heyford.
18½ 14½ 6½ 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 4½m. 1 in 25; 5½m. 1 in 20; 8½m. 1 in 13 (dangerous); 8½m. 1 in 15; 10m. 1 in 15; 10½m. 1 in 13; 12½m. 1 in 16; 13½m. 1 in 22; 14½m. 1 in 17; 18½m. 1 in 14; 19½m. 1 in 12 (dangerous).

Milestones.—Continuation of those from London.

Measurements.
Chipping Norton,* Town Hall.
4½ Enstone.
14½ 9 Bletchingdon, Green.
17½ 12 3 Islip,* Church Square.
24½ 19 10½ 7½ Wheatley,* (Route 518.)

Principal Objects of Interest.—Bletchingdon: Hall. Wheatley: Cuddesdon Palace.

489 Thame to Wallingford.
Description.—Class II. Good surface to Shillingford, then fine to Wallingford.

Gradients.—At 2½m. 1 in 17; 10½m. 1 in 17; 10½m. 1 in 20; 13½m. 1 in 25.

Milestones.—Measured from Thame.

Measurements.
Thame,*
3½ Three Pigeons.
8½ 4½ Stadhampton,*
12½ 9 4½ Shillingford,*
15½ 11½ 6½ 2½ Wallingford,*

Principal Objects of Interest.—Pleasant country road. Wallingford: Castle, Town Hall.

Hotels or Inns at places marked *.
490 Oxford to Reading, &c.
Description.—Class I. The road is slightly undulating, but has very fine surface the whole way.
Gradients.—At 5\textquoteleft\textquoteright m.1 in 18; 6\textquoteleft\textquoteright m.1 in 25; 20\textquoteleft\textquoteright m.1 in 17.
Milestones.—Measured from St. Magdalen’s Church, Oxford.
Measurements.
Oxford,\,* Carfax.
9\\ 1 Dorchester,\,* Church.
13 3\\ Wallingford,\,* High Street.
22\\ 13\\ 9\\ Pangbourne,\,*
23\\ 19\\ 15\\ Reading,\,* (Route 559.)
37\\ 28\\ 24\\ 15\ Newbury,\,* Jubilee Clock. (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\textquoteleft\textquoteright m.1 in 21; 10\textquoteleft\textquoteright m.1 in 21; 15\textquoteleft\textquoteright m.1 in 16; 16\textquoteleft\textquoteright m.1 in 17; 17\textquoteleft\textquoteright m.1 in 11 (dangerous); 18\textquoteleft\textquoteright m.1 in 18; 19\textquoteleft\textquoteright m.1 in 23; 19\textquoteleft\textquoteright m.1 in 20.
Milestones.—Measured from Folly Bridge, Oxford, as far as Chilton; thereafter from Speenhamland, Newbury.
Measurements.
Oxford,\,* Carfax.
6\\ Abingdon,\,* County Hall.
17\\ 10\\ Ilsley,\,* Swan Inn.
26\\ 19\ 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\textquoteleft\textquoteright m.1 in 19; 15\textquoteleft\textquoteright m.1 in 16-10 (dangerous); 18\textquoteleft\textquoteright m.1 in 18; 24\textquoteleft\textquoteright m.1 in 17; 28\textquoteleft\textquoteright m.1 in 16.
Milestones.—Measured from Folly Bridge, Oxford; then from Market Square. Wantage.
Measurements.
Oxford,\,* Carfax.
11\\ East Hanney,\,* P.O.
14\\ 3\ Wantage,\,* Market Square.
23\\ 12\ West Shefford,\,*
28\\ 17\ 13\ Hungerford,\,* Boar Hotel. [over.]
Route 490. Oxford to Reading or Newbury.

This diagram shows the road from Pangbourne to Mile House, on Route 517. For diagram Pangbourne to Reading, see Route 559.

Route 491. Oxford to Newbury.

Route 492. Oxford to Hungerford. (First 5m. as Route 493.)
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 2\(\frac{1}{2}\)m.1 in 19; 17m.1 in 21.

Milestones.—Measured from London, via Uxbridge, as far as Fyfield; thereafter from London, by Henley.

Measurements.


8\(\frac{1}{2}\) Fyfield, *

14 5\(\frac{3}{4}\) Buckland, *

17\(\frac{1}{2}\) 9 4\(\frac{1}{4}\) Faringdon, * Market.

Principal Objects of Interest.—3\(\frac{1}{2}\)m., 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 5\(\frac{1}{2}\)m.), by turning to R at Witney Bridge, or on reverse journey keeping to L a mile before Witney.

Gradients.—At 10\(\frac{1}{2}\)m.1 in 19; 12\(\frac{1}{2}\)m.1 in 18; 16m.1 in 24; 28\(\frac{1}{2}\)m.1 in 18; 30\(\frac{3}{4}\)m.1 in 21; 33\(\frac{1}{2}\)m.1 in 25; 34\(\frac{1}{2}\)m.1 in 16; 36\(\frac{1}{2}\)m.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.


6\(\frac{1}{2}\) Eynsham, * Cross.

11\(\frac{1}{2}\) 5\(\frac{3}{4}\) Witney, * Town Hall.

(19\(\frac{1}{4}\) 13\(\frac{1}{4}\) 7\(\frac{1}{4}\) Burford, *)

28\(\frac{1}{2}\) 22 16\(\frac{1}{4}\) 9 Northleach, Church.

35\(\frac{1}{2}\) 29\(\frac{1}{2}\) 23\(\frac{1}{2}\) 16\(\frac{1}{2}\) 7\(\frac{1}{2}\) Andoversford, *

41\(\frac{3}{4}\) 35 29\(\frac{1}{4}\) 22 13 5\(\frac{1}{2}\) Cheltenham, *

Principal Objects of Interest.—Witney: Church. 16\(\frac{1}{4}\)m., Asthall Barrow. Burford: Church, Wychwood Forest. 29\(\frac{3}{4}\)m., Hangman's Stone. Cheltenham: Baths, Spa.

Hotels or Inns at places marked *. 
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 $10\frac{1}{2}$m.1 in 23; $10\frac{1}{2}$m.1 in 17; 14m.1 in 20; $15\frac{1}{2}$m.1 in 25.

Milestones.—Continuation of those from London.

Measurements.

Oxford,* Carfax.
8 Woodstock,* Marlborough Arms.
$14\frac{3}{4}$ 6$\frac{3}{4}$ Enstone.
$19\frac{3}{4}$ 11$\frac{1}{2}$ 4$\frac{1}{2}$ Chipping Norton,* Town Hall.


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 $21$m.1 in 22; $21\frac{1}{2}$m.1 in 17; $30\frac{1}{2}$m. & 31m. 1 in 25.

Milestones.—Continuation of those from London.

Measurements.

Oxford,* Carfax.
$9\frac{3}{4}$ Weston-on-the-Green.
$12\frac{3}{4}$ 3 Middleton Stoney.*
$21\frac{1}{4}$ 12$\frac{1}{2}$ 9$\frac{1}{2}$ Brackley.*
$29\frac{1}{4}$ 19$\frac{3}{4}$ 16$\frac{3}{4}$ 7$\frac{3}{4}$ Silverstone.*
$32\frac{3}{4}$ 23$\frac{1}{4}$ 20$\frac{1}{2}$ 11$\frac{3}{4}$ 3$\frac{1}{4}$ Towcester.*
$41\frac{1}{4}$ 32$\frac{1}{2}$ 29$\frac{1}{4}$ 20$\frac{1}{4}$ 12$\frac{1}{2}$ 8$\frac{1}{2}$ 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.
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\(\text{m.m.}1\) in 17; 15\(\text{m.m.}1\) in 23; 16\(\text{m.m.}1\) in 15; 17\(\text{m.m.}1\) in 17; 19\(\text{m.m.}1\) in 18; 22\(\text{m.m.}1\) in 17.

**Milestones.**—Continuation of those from London.

**Measurements.**

Oxford,* Carfax.  
5\(\text{\frac{1}{4}}\) Kidlington.  
(... ... Woodstock.*)  
8\(\text{\frac{3}{4}}\) 3\(\text{\frac{3}{4}}\) 2 Sturdy's Castle Inn.*  
16\(\text{\frac{3}{4}}\) 11\(\text{\frac{1}{4}}\) 9\(\text{\frac{3}{4}}\) 7\(\text{\frac{3}{4}}\) Deddington,* King's Arms Hotel.  
22\(\text{\frac{3}{4}}\) 17\(\text{\frac{1}{4}}\) 15\(\text{\frac{1}{4}}\) 13\(\text{\frac{3}{4}}\) 5\(\text{\frac{3}{4}}\) 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\(\text{m.m.}1\) in 23; 23\(\text{m.m.}1\) in 24.

**Milestones.**—From London as far as Bicester; thereafter from the road fork at north end of Bicester.

**Measurements.**

Oxford,* Carfax.  
5\(\text{\frac{1}{4}}\) Gosford Inn.*  
13\(\text{\frac{3}{4}}\) 8\(\text{\frac{3}{4}}\) Bicester,* Market.  
4\(\text{\frac{3}{4}}\) 19\(\text{\frac{1}{4}}\) 11\(\text{\frac{1}{4}}\) Buckingham,* Town Clock.  

**Principal Objects of Interest.**— Pleasant agricultural country. 11\(\text{\frac{3}{4}}\)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\(\text{m.m.}1\) in 19; 6\(\text{m.m.}1\) 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\(\text{\frac{3}{4}}\) Wheatley.*  
13\(\text{\frac{3}{4}}\) 7 Thame.*  
22\(\text{\frac{3}{4}}\) 16\(\text{\frac{1}{4}}\) 9\(\text{\frac{3}{4}}\) Aylesbury,* Market Place.  

**Principal Objects of Interest.**—Dinton: Castle Ruins. 19\(\text{\frac{1}{4}}\)m., County Asylum, Hartwell House. AYLESBURY: Ch. Hotels or Inns at places marked *.
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 Dover the road has fine surface except on Barham Moor, where it is usually loose. Many of the hills on this road are almost dangerous.

Gradients.—At 5\(\text{m.} 1\) in 15; 9\(\text{m.} 1\) in 14; 9\(\frac{1}{2}\)\(\text{m.} 1\) in 13 (both dangerous); 13\(\frac{1}{2}\)\(\text{m.} 1\) in 26; 15\(\frac{1}{2}\)\(\text{m.} 1\) in 19; 16\(\text{m.} 1\) in 15; 18\(\frac{1}{2}\)\(\text{m.} 1\) in 17; 19\(\frac{1}{2}\)\(\text{m.} 1\) in 15; 19\(\frac{1}{2}\)\(\text{m.} 1\) in 21; 20\(\frac{1}{2}\)\(\text{m.} 1\) in 17; 26\(\frac{1}{2}\)\(\text{m.} 1\) in 19; 27\(\frac{1}{2}\)\(\text{m.} 1\) in 15; 29\(\text{m.} 1\) in 15; 32\(\text{m.} 1\) in 14 (dangerous); 38\(\text{m.} 1\) in 20; 46\(\text{m.} 1\) in 15; 46\(\frac{1}{2}\)\(\text{m.} 1\) in 16; 50\(\frac{1}{2}\)\(\text{m.} 1\) in 14; 51\(\frac{1}{2}\)\(\text{m.} 1\) in 12 (dangerous); 52\(\frac{1}{2}\)\(\text{m.} 1\) in 16-21; 59\(\text{m.} 1\) in 20; 59\(\frac{1}{2}\)\(\text{m.} 1\) in 15; 63\(\text{m.} 1\) in 22; 66\(\frac{1}{2}\)\(\text{m.} 1\) in 19; 67\(\frac{1}{2}\)\(\text{m.} 1\) in 19.

Milestones.—Measured from London Bridge, \(\frac{3}{4}\)\(\text{m.}\) from G.P.O.

Measurements.

London,* G.P.O.
5 Deptford,* Broadway.
15\(\frac{1}{2}\) 10\(\frac{1}{4}\) Dartford.*
22\(\frac{1}{4}\) 17\(\frac{1}{4}\) 6\(\frac{1}{2}\) Gravesend.*
30 25 14\(\frac{1}{4}\) 7\(\frac{1}{2}\) Rochester,* Corn Exchange.
31 26 15\(\frac{1}{2}\) 8\(\frac{1}{2}\) 1 Chatham,* St. Andrews Church or P.O.
40\(\frac{1}{4}\) 35\(\frac{1}{4}\) 25\(\frac{1}{4}\) 18\(\frac{1}{4}\) 10\(\frac{1}{4}\) 9\(\frac{1}{4}\) Sittingbourne.*
47\(\frac{1}{4}\) 42\(\frac{1}{4}\) 32\(\frac{1}{2}\) 25\(\frac{1}{4}\) 17\(\frac{1}{4}\) 16\(\frac{1}{4}\) 7 Faversham,* Town Hall,
56\(\frac{1}{2}\) 51\(\frac{1}{2}\) 40\(\frac{1}{2}\) 33\(\frac{1}{4}\) 26\(\frac{1}{4}\) 25\(\frac{1}{4}\) 15\(\frac{5}{8}\) 9\(\frac{1}{8}\) Canterbury,* Guildhall.
71\(\frac{1}{2}\) 66\(\frac{1}{4}\) 55\(\frac{1}{4}\) 48\(\frac{1}{4}\) 41\(\frac{1}{4}\) 40\(\frac{1}{4}\) 30\(\frac{3}{4}\) 24\(\frac{1}{4}\) 15 Dover,* Market Place.
72\(\frac{3}{4}\) 67\(\frac{3}{4}\) 56\(\frac{3}{4}\) 49\(\frac{3}{4}\) 42\(\frac{3}{4}\) 41\(\frac{3}{4}\) 31\(\frac{1}{4}\) 25\(\frac{1}{4}\) 15\(\frac{5}{4}\) 7 Dover, Pier.

Principal Objects of Interest.—5\(\frac{1}{4}\)\(\text{m.}\), Greenwich Observatory. Shooter's Hill : Severndroog Castle. Dartford : Nunnery ruins. GRAVESEND : Rosherville Gardens, Promenade, Thames Yacht Club House, Piers, Tilbury Fort. 27\(\text{m.}\), 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{1}{2} m.1 in 20; 13\frac{1}{2} m.1 in 20; 18 m.1 in 13-21 (dangerous); 18\frac{1}{2} m.1 in 18; 20 m.1 in 15; 24\frac{1}{4} m.1 in 15 (dangerous); 34\frac{3}{4} m.1 in 21; 37 m.1 in 15; 43\frac{1}{4} m.1 in 23; 54\frac{1}{4} m.1 in 20; 57\frac{1}{4} m.1 in 25; 64\frac{1}{4} m.1 in 16.

Milestones.—Measured from London Br., \text{\frac{3}{2}} m. from G.P.O.

Measurements.

London, * G.P.O.
8\frac{3}{2} Eltham, * St. John’s Church.
12\frac{1}{2} 3\frac{3}{2} Sidcup, *
18\frac{3}{2} 9\frac{3}{2} 6 Farningham, *
25 16\frac{1}{2} 12\frac{1}{2} 6 Wrotham, *
35\frac{3}{2} 26\frac{3}{2} 23\frac{3}{2} 17\frac{3}{2} 10\frac{3}{2} Maidstone, * Fountain.
48\frac{3}{2} 39\frac{3}{2} 36\frac{1}{2} 30\frac{3}{2} 23\frac{3}{2} 13\frac{3}{2} Charing, *
54\frac{1}{2} 45\frac{1}{2} 42 36 29\frac{1}{2} 18\frac{3}{2} 53 Ashford, * Town Clock.
65\frac{3}{2} 56\frac{3}{2} 53\frac{3}{2} 47\frac{1}{2} 40\frac{1}{2} 30\frac{1}{2} 17 11\frac{3}{2} Hythe, *
68\frac{3}{2} 59\frac{3}{2} 56\frac{3}{2} 50\frac{3}{2} 43\frac{3}{2} 33 19\frac{3}{2} 14\frac{3}{2} 2\frac{3}{2} Sandgate, *
70 61\frac{1}{2} 57\frac{1}{2} 51\frac{1}{2} 45 34\frac{3}{2} 19\frac{3}{2} 15\frac{1}{2} 41\frac{1}{2} 1\frac{1}{2} Folkestone, * Town Hall.
70\frac{1}{2} 61\frac{3}{4} 58 52 45\frac{1}{2} 34\frac{1}{2} 21\frac{1}{2} 16 44\frac{1}{4} 14 Pavilion Hotel.


Hotels or Inns at places marked *, and at Kingsdown, Lenham, Sellinge, and Shornecliffe.
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\text{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}\text{m}. 1 in 21; 13\frac{1}{2}\text{m}. 1 in 25; 15\frac{1}{2}\text{m}. 1 in 22; 21\frac{1}{2}\text{m}. 1 in 25; 23\frac{1}{2}\text{m}. 1 in 20; 24\frac{1}{2}\text{m}. 1 in 16; 25\frac{1}{2}\text{m}. 1 in 20; 26\frac{1}{2}\text{m}. 1 in 10 (dangerous turn); 27\frac{1}{2}\text{m}. 1 in 20; 33\frac{1}{2}\text{m}. 1 in 17; 34\frac{1}{2}\text{m}. 1 in 34; 35\frac{1}{2}\text{m}. 1 in 17; 40\frac{1}{2}\text{m}. 1 in 18; 41\frac{1}{2}\text{m}. 1 in 17; 43\text{m}. in 18; 49\frac{1}{2}\text{m}. 1 in 15; 51\text{m}. 1 in 19; 52\frac{1}{2}\text{m}. 1 in 25; 55\frac{1}{2}\text{m}. 1 in 21; 56\frac{1}{2}\text{m}. 1 in 19; 69\frac{1}{2}\text{m}. 1 in 16; 59\frac{1}{2}\text{m}. 1 in 23; 61\frac{1}{2}\text{m}. 1 in 17.

Milestones.—Measured from London Bridge.

Measurements.

London,* G.P.O.
10\frac{1}{2} Bromley.*
15 4\frac{3}{8} Farnborough.*
24\frac{3}{5} 14 9\frac{5}{6} Sevenoaks.*
31\frac{1}{5} 20\frac{1}{2} 16\frac{3}{4} 6\frac{1}{8} Tonbridge,* Bridge.
41\frac{1}{4} 30\frac{1}{2} 26\frac{1}{2} 16\frac{1}{8} 9\frac{3}{4} Lamberhurst,* Bridge.
45\frac{1}{4} 34\frac{1}{2} 30\frac{1}{2} 20\frac{1}{2} 14\frac{1}{2} 4\frac{1}{8} Flimwell.
51 40\frac{1}{2} 36 26\frac{1}{2} 19\frac{1}{2} 9\frac{3}{4} 5\frac{1}{4} Robertsbridge.*
55\frac{1}{4} 45\frac{1}{2} 40\frac{1}{2} 31\frac{1}{2} 24\frac{1}{2} 14\frac{1}{2} 10\frac{1}{2} 4\frac{1}{2} Battle,* Abbey Gateway.
62\frac{1}{4} 51\frac{1}{4} 47\frac{1}{4} 37\frac{1}{4} 30\frac{1}{2} 21 16\frac{1}{2} 11\frac{1}{4} 6\frac{1}{2} Hastings,* Albert Mem.
62 51\frac{3}{8} 47 37\frac{3}{4} 30\frac{1}{4} 20\frac{1}{2} 16\frac{1}{2} 11 6\frac{1}{2} St. Leonards,* Saxon H.


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, 9½m.

Gradients.—At 11½m. 1 in 11 (dangerous); 13³m. 1 in 15.
Milestones.—Measured from London Bridge.

Measurements.
London, G.P.O. 5⁴ Greenwich, St. Alphege Church. 9½ Woolwich, Beresford Square. 14½ 8½ 5¼ 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. 8½ Eltham, St. John's Church. 14½ 6 Crayford, Dartford. 16½ 7½ 1½ 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.

Milestones.—Measured from London Bridge.
Gradients.—At 14½m. 1 in 22; 16m. 1 in 21; 20½m. 1 in 8 (very dangerous); 22½m. 1 in 12 (dangerous); 24½m. 1 in 11

[over.]
(dangerous); 29½m.1 in 12; 31½m.1 in 16; 32½m.1 in 12 (dangerous); 34m.1 in 15; 35½m.1 in 13; 35½m.1 in 10 (dangerous); 36½m.1 in 18; 37½m.1 in 14; 40m. & 41m.1 in 17; 43m.1 in 20.

Principal Objects of Interest.—20½m., 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 19½m.1 in 17-19; 23m.1 in 23; 28½m.1 in 21; 33m.1 in 21; 33½m.1 in 19; 35½m.1 in 18; 38m.1 in 17; 38½m.1 in 20; 42m.1 in 20; 43½m.1 in 19; 44½m.1 in 17; 62½m.1 in 19.

Milestones.—Measured from Royal Exchange, London.

Measurements.

London,* G.P.O.
10½ Croydon,* Town Hall,
18½ 7½ Caterham.*
20½ 10 2½ Godstone.*
30½ 20 12½ 10 East Grinstead.*
13½ 33 25½ 23 13 Uckfield.*
54½ 44½ 36½ 34½ 24½ 11½ Horsebridge.*
56½ 45½ 38½ 35½ 25½ 12½ 1½ Hailsham.*
64½ 53½ 46½ 43½ 33½ 20½ 9½ 7½ 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.
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 21½m. 1 in 17; 22½m. 1 in 18; 32½m. 1 in 19; 35½m. 1 in 17; 37½m. 1 in 17; 39½m. 1 in 19; 43m. 1 in 21; 46½m. 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.
10½  Croydon,* Town Hall.
21½  10½  Redhill,* Market.
(22½  11½  ...  Reigate,* Town Hall.)
30½  19½  9½  8½  Crawley,* George Hotel.
34½  24½  13½  13½  4½  Handcross.*
41½  30½  20  19½  10½  6½  Hickstead.*  [Clock.
53  42½  31½  31½  22½  18½  11½  Brighton,* Jubilee

Principal Objects of Interest.—London suburbs as far as Croydon. CROYDON: Town Hall, Church, Palace ruins. 20½m., 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.
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 15½m.1 in 25; 18½m.1 in 25; Reigate Hill 1 in 13-17-24 (dangerous); 22½m.1 in 23; 22½m.1 in 13; 32½m.1 in 19; 36m.1 in 17; 37½m.1 in 16; 40½m.1 in 25; 42½m.1 in 17; 43½m.1 in 21; 47½m.1 in 13 (dangerous).

**Milestones.**—Measured from Royal Exchange, London, as far as Handcross; thereafter from Brighton.

**Measurements.**

London,* G.P.O. 7½ Lower Tooting. 12½ 5¼ Sutton.*

22½ 14¼ 9½ Reigate,* Town Hall. 30½ 23½ 18½ 8½ Crawley,* George Hotel. 39½ 32½ 27½ 17½ 9 Cuckfield.*

44 36½ 31½ 21½ 13½ 4½ St. John's Common.* 54½ 47 41½ 32½ 23½ 14½ 10½ 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.
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° in 20; 22° in 16; 22° in 20; 31° in 18; 32° in 31; 33° in 24; 34° in 15; 34° in 18; 50° in 17.

Milestones.—Measured from Westminster Bridge.

**Measurements.**

London,* G.P.O.  
1 1/4 Ewell.*  
15 1/2 Epsom,* Clock.  
19 3/4 Leatherhead.*  
24 4/4 8 3/4 4 1/4 Dorking.*  
50 5/6 35 4/6 34 3/6 30 3/6 25 6/6 Washington,*  


Hotels or Inns at places marked * & at Morden, Burford Bridge, Capel, Kingsfold, Dialpost, Ashton, 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° in 11 (dangerous); 31° in 14.

Milestones.—Measured from Westminster Br., London.

**Measurements.**

London,* G.P.O.  
15 1/2 Epsom.*  
19 3/4 Leatherhead.*  
31 3/4 16 12 6 3/8 Guildford,* White Lion Hotel.

Hotels or Inns at places marked *.
**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 Hynnd 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|m.l in 23; 10|m.l in 25; 11|m.l in 22; 21|m.l in 22; 30|m.l in 14; 30|m.l in 20; 39|m.l in 19; 39|m.l in 21; 41|m.l in 25; 43|m.l in 25; 46|m.l in 20; 50|m.l in 17; 53|m.l in 17; 54|m.l in 21; 57|m.l in 17; 58|m.l in 25; 60|m.l in 22; 61|m.l in 27; 62|m.l in 19; 67|m.l in 21; 67|m.l in 17.

**Milestones.**—Measured from Royal Exchange, London.

**Measurements.**

<table>
<thead>
<tr>
<th>London, *</th>
<th>G.P.O.</th>
</tr>
</thead>
<tbody>
<tr>
<td>24§</td>
<td>Ripley. *</td>
</tr>
<tr>
<td>30§</td>
<td>Guildford, *</td>
</tr>
<tr>
<td>34§</td>
<td>Godalming, *</td>
</tr>
<tr>
<td>42§</td>
<td>Hynd Head. *</td>
</tr>
<tr>
<td>46§</td>
<td>Godalming. *</td>
</tr>
<tr>
<td>55§</td>
<td>Petersfield, *</td>
</tr>
<tr>
<td>65§</td>
<td>Waterloo. *</td>
</tr>
<tr>
<td>71§</td>
<td>Portsmouth, *</td>
</tr>
</tbody>
</table>


Hotels or Inns at places marked *, and at Farncombe, Rake, and Portsdown.
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; 40¼m. 1 in 21; 41m. 1 in 22; 42½m. 1 in 20; 43½m. 1 in 18; 45½m. 1 in 17.

Milestones.—Continuation of those from London to Farnham, whence measured from London via Bagshot.

Measurements.

London, * G.P.O.
12½ Kingston,* Market Place.
24½ 11¼ Ripley,*
30½ 17½ 6½ Guildford,* White Lion Hotel.
40½ 27½ 16½ 10 Farnham,* Castle Street.
49½ 36½ 25½ 19½ 9½ Alton,* Market.
59½ 47 35½ 29½ 19½ 10¼ New Alresford.*
68½ 55½ 43½ 37½ 27½ 18½ 8½ Winchester,* George Hotel.
80 67½ 55½ 49½ 39½ 30½ 20¼ 11½ 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. 38½m., 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.
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 21\(\frac{1}{2}\)m. lin 20; 24m. 1 in 22; 31m. 1 in 21; 34\(\frac{1}{2}\)m. in 25; 38m. 1 in 18; 44m. 1 in 17; 47\(\frac{1}{4}\)m. & 47\(\frac{3}{4}\)m. 1 in 17; 55\(\frac{1}{2}\)m. 1 in 21; 56\(\frac{1}{2}\)m. 1 in 17; 62\(\frac{1}{2}\)m. 1 in 12 (dangerous); 63\(\frac{1}{2}\)m. 1 in 17; 64m. 1 in 21; 69m. 1 in 25; 73m. 1 in 18; 74\(\frac{1}{2}\)m. 1 in 25; 76m. 1 in 18; 78\(\frac{1}{2}\)m. 1 in 22; 78\(\frac{3}{4}\)m. 1 in 23; 79\(\frac{1}{2}\)m. 1 in 17; 80m. 1 in 16; 81\(\frac{3}{4}\)m. 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.

9\(\frac{1}{4}\) Brentford,* Market.

19\(\frac{1}{2}\) 9\(\frac{1}{4}\) Staines.*

29\(\frac{1}{2}\) 19\(\frac{1}{2}\) 9\(\frac{1}{4}\) Bagshot.*

33\(\frac{1}{2}\) 23\(\frac{1}{2}\) 14\(\frac{1}{2}\) 4\(\frac{1}{2}\) Blackwater.*

48\(\frac{1}{2}\) 38\(\frac{1}{2}\) 29\(\frac{1}{2}\) 19\(\frac{1}{2}\) 15 Basingstoke,* Town Hall.

56\(\frac{1}{2}\) 46\(\frac{1}{2}\) 37\(\frac{1}{2}\) 27\(\frac{1}{2}\) 23 8 Overton.

60\(\frac{1}{2}\) 50\(\frac{1}{2}\) 40\(\frac{1}{2}\) 31 26\(\frac{1}{2}\) 11\(\frac{1}{2}\) 3\(\frac{1}{2}\) Whitchurch,* Post Office.

66\(\frac{1}{2}\) 57 47\(\frac{1}{2}\) 37\(\frac{1}{2}\) 33\(\frac{1}{2}\) 18\(\frac{1}{2}\) 10\(\frac{1}{2}\) 6\(\frac{1}{2}\) Andover.*

84\(\frac{1}{2}\) 74\(\frac{1}{2}\) 65\(\frac{1}{2}\) 55\(\frac{1}{2}\) 51 36 28 24\(\frac{1}{2}\) 17\(\frac{1}{2}\) Salisbury,* Market P1.


Hotels or Inns at places marked *", and at Hounslow, Egham, Virginia Water, Sunninghill, Camberley, Hartley Row, Hook, Warting, Nately Seures.
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\(\frac{3}{4}\) Staines.*
29\(\frac{3}{4}\) 9\(\frac{3}{4}\) Bagshot.*
37\(\frac{3}{4}\) 8\(\frac{1}{2}\) Aldershot,* All Saints' Church.
40\(\frac{1}{4}\) 21\(\frac{1}{4}\) 11\(\frac{1}{4}\) 3 Farnham,* Castle Street.


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\(\frac{3}{4}\)m. and 20m.1 in 24.

Milestones.—Measured from Hyde Park Corner, London.

Measurements.

London,* G.P.O.
19\(\frac{3}{4}\) Staines.*
27\(\frac{1}{2}\) 8\(\frac{3}{4}\) Ascot.*
34\(\frac{3}{4}\) 15\(\frac{3}{4}\) 7\(\frac{1}{4}\) Wokingham,* Town Hall.
41\(\frac{1}{4}\) 22\(\frac{1}{4}\) 14\(\frac{1}{2}\) 6\(\frac{1}{2}\) 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\(\frac{3}{4}\)m.1 in 17; 14m. 1 in 20; 14\(\frac{3}{4}\)m.1 in 22.

Measurements.

London,* G.P.O.
19\(\frac{1}{4}\) Colnbrook.*
24\(\frac{1}{4}\) 4\(\frac{1}{2}\) Windsor,* Queen's Statue.
30\(\frac{1}{2}\) 10\(\frac{1}{4}\) 5\(\frac{1}{4}\) Winkfield.*
43\(\frac{1}{2}\) 23\(\frac{1}{4}\) 19 13\(\frac{1}{2}\) 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.

383
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; 75⅞m.1 in 20; 76⅛m.1 in 13-23.

Milestones.—Measured from Hyde Park Corner, London.

Measurements,

<table>
<thead>
<tr>
<th>Location</th>
<th>Measurements</th>
</tr>
</thead>
<tbody>
<tr>
<td>London, G.P.O.</td>
<td>9½ Brentford,*</td>
</tr>
<tr>
<td></td>
<td>9½ Colnbrook,*</td>
</tr>
<tr>
<td>23½ 13½ 3½ Slough,*</td>
<td></td>
</tr>
<tr>
<td>29 19½ 9½ 5½ Maidenhead,* Market.</td>
<td></td>
</tr>
<tr>
<td>36½ 26½ 16½ 13½ 7½ Twyford.</td>
<td></td>
</tr>
<tr>
<td>41½ 31½ 22 18½ 12½ 5½ Reading,* King Street.</td>
<td></td>
</tr>
<tr>
<td>52½ 42½ 32½ 28½ 23½ 15½ 10½ Woolhampton,*</td>
<td></td>
</tr>
<tr>
<td>59 49½ 39½ 35½ 30 22½ 17½ 6½ Newbury,* Jubilee Clock.</td>
<td></td>
</tr>
<tr>
<td>67½ 57½ 47½ 44 38½ 30½ 25½ 15½ 8½ Hungerford,* Boar Ho.</td>
<td></td>
</tr>
<tr>
<td>77½ 67½ 57½ 54 48½ 40½ 35½ 25½ 18½ 10 Marlborough,* Tn.H.</td>
<td></td>
</tr>
</tbody>
</table>

Principal Objects of Interest.—London suburbs to Hounslow. Hounslow: Herschel House. 24½m., “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—Continued.


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}m.1 in 24; 25m.1 in 20; 28m.1 in 24; 36}m.1 in 11 (dangerous); 41m.1 in 21; 44}m.1 in 23; 51}m.1 in 25; 56}m.1 in 19.

Milestones.—Measured from Marble Arch, London.

Measurements.

London,* G.P.O.

9¾ Ealing,* Post Office.

17½ 8½ Uxbridge,* Market House.

26½ 16½ 8½ Beaconsfield.*

31½ 22½ 13½ 5½ High Wycombe,* Town Hall.

39 29½ 21½ 12½ 7½ Stokenchurch.*

45½ 36 27½ 19½ 13½ 6½ Tetsworth.

51½ 42 33½ 25½ 19½ 12½ 6 Wheatley.*

57½ 48½ 39½ 31½ 25½ 18½ 12½ 6½ Oxford,* Carfax.


Hotels or Inns at places marked *, and at Hillingdon, Wooburn Moor, West Wycombe, Ashton Rowant Station, and Postcombe.
Route 518. London to Oxford.

Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, L Road Junction, o Bridge, τ 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.
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 Hurdles-grove 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; $28\frac{1}{4}$m.1 in 22; $29\frac{1}{4}$m.1 in 17; $31\frac{1}{2}$m.1 in 14; $35$m.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{3}{4}  Uxbridge,* Market House.
28\frac{3}{4}  11 Amersham.*
38\frac{1}{2}  20\frac{3}{4}  9\frac{3}{4}  Wendover.*
43\frac{1}{2}  25\frac{3}{4}  14\frac{3}{4}  5 Aylesbury,* Market Square.
53\frac{3}{4}  35\frac{1}{2}  24\frac{1}{2}  15\frac{3}{4}  10\frac{1}{4}  Winslow,* Market Square.
59\frac{3}{4}  42  31  21\frac{3}{4}  16\frac{3}{4}  6\frac{1}{4}  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); $13\frac{3}{4}$m.1 in 19; $13\frac{3}{4}$m.1 in 15; $14\frac{1}{4}$m.1 in 14; $20\frac{1}{4}$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{3}{4}  Edgware.*
14  2\frac{1}{4}  Elstree.*
22  10\frac{3}{4}  8  St. Albans,* High Street.

Principal Objects of Interest.—8m., Brent Reservoir. 18\frac{1}{4}m., Colney House. ST. ALBANS: as Route 524.

Hotels or Inns at places marked *, and at Radlett.
Route 519. London to Buckingham.

Route 520. London to St. Albans. (By Edgeware.)

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.
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 24½m. Reverse: to L at 25½m.

Gradients.—At 13¼m.1 in 15 (dangerous); 15¼m.1 in 15 (dangerous); 16½m.1 in 25; 17m.1 in 23; 32½m.1 in 23; 65½m.1 in 23; 66½m.1 in 19; 72½m.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.
13½ Stanmore, * Royal Hotel.
17½ 4½ Watford,*
(26) 12½ 8½ Hemel Hempstead, * P.O.
29 15½ 11½ 4½ Berkhamsted, * Church.
34½ 20½ 16½ 10 5½ Tring,*
66½ 52½ 45½ 42½ 37½ 32½ 25½ 8½ Aynho,*
72½ 59½ 54½ 48½ 43½ 38½ 31½ 15½ 6½ 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.

1000 ft 5 MILES 10 MILES 15 MILES 20 MILES 25 M

1000 ft 15 MILES 20 MILES 25 MILES 30 MILES 35 MILES 40 MILES 45 MILES 50 M

1000 ft 45 MILES 50 MILES 55 MILES 60 MILES 65 MILES 70 MILES 75 M

Signs: < Road Fork, forward journey. > ditto reverse, + Cross Roads, L 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.

391
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 203m.1 in 10 (dangerous); 213m.1 in 16; 23m.1 in 19. To Chesham 243m.1 in 15. Ascent to Harrow 1 in 13; descent from Harrow 1 in 9 (very dangerous).

Measurements.

<table>
<thead>
<tr>
<th>London,* G.P.O.</th>
<th>Harrow.*</th>
</tr>
</thead>
<tbody>
<tr>
<td>15\frac{1}{2}</td>
<td>3</td>
</tr>
<tr>
<td>20\frac{1}{2}</td>
<td>8\frac{1}{2}</td>
</tr>
<tr>
<td>29</td>
<td>16\frac{1}{2}</td>
</tr>
<tr>
<td>29\frac{1}{2}</td>
<td>17</td>
</tr>
</tbody>
</table>

Principal Objects of Interest.—Harrow: Church. School. 9\frac{1}{2}m., 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.

<table>
<thead>
<tr>
<th>London,* G.P.O.</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
</tr>
<tr>
<td>11</td>
</tr>
<tr>
<td>12\frac{1}{2}</td>
</tr>
<tr>
<td>15\frac{1}{2}</td>
</tr>
<tr>
<td>22\frac{1}{2}</td>
</tr>
</tbody>
</table>

Principal Objects of Interest. — 9\frac{1}{2}m.: 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.
Route 522. London to Amersham or Chesham.

Route 523. London to Richmond and Chertsey. (First 5m. as Route 517.)
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; 16½ m. 1 in 20; 20½ m. 1 in 26; 37½ m. 1 in 20; 38½ m. 1 in 24; 39 m. 1 in 20; 43 m. 1 in 20; 57½ m. 1 in 23; 59 m. 1 in 28; 64 m. 1 in 22; 64½ m. 1 in 21; 66½ m. 1 in 23; 68 m. 1 in 17; 79½ m. 1 in 17.

**Milestones.**—Measured from “Hicks Hall,” a building now demolished. ¾ m. from G.P.O.

**Measurements.**

London,* G.P.O.
11½ Barnet,* Market.
20½ 9¼ St. Albans,* High Street.
33 21¼ 12¾ Dunstable,* Town Hall.
37½ 25½ 16¼ 4¾ Hockliffe.*
44½ 33½ 24 11¾ 7¼ Fenny Stratford.*
51½ 40½ 31 18½ 14½ 7 Stony Stratford.*
59½ 48½ 39 26½ 22½ 15 8 Towcester.*
71½ 60½ 51½ 38½ 34½ 27½ 20½ 12½ Daventry.*
79½ 68½ 59½ 46½ 42½ 32½ 28½ 20½ 8 Dunchurch.* [Head Ho.
90½ 79½ 70½ 57½ 53½ 46½ 39½ 31½ 19½ 11¼ Coventry,* King’s

**Principal Objects of Interest.**—4½ m., Highgate Archway. Barnet: Obelisk and Battlefield, 1471. 17½ m., 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. 34¾ m., 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.
ROUTE 524. LONDON TO COVENTRY.
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 55¾m. 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; 24¾m.1 in 27; 25¾m.1 in 14; 29¾m.1 in 25.

Milestones.—Measured from "Hicks Hall," a building now demolished, which once stood close to the Metropolitan Market, ¾m. 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.

<table>
<thead>
<tr>
<th>Location</th>
<th>Milestone</th>
</tr>
</thead>
<tbody>
<tr>
<td>London,* G.P.O.</td>
<td></td>
</tr>
<tr>
<td>11¾ Barnet,* Market.</td>
<td>8¾ Hatfield,* P.O.</td>
</tr>
<tr>
<td>20¾ 8¾ Hatfield,* P.O.</td>
<td>25¾ 13¾ 5¾ Welwyn,* P.O.</td>
</tr>
<tr>
<td>34¾ 23¾ 14¾ 9¾ Hitchin,* Market.</td>
<td>45¾ 33¾ 25¾ 20 10¾ Biggleswade,* Market.</td>
</tr>
<tr>
<td>56¾ 45 36¾ 31¾ 21¾ 11½ St. Neots,* Market Place.</td>
<td>(65¾ 54 45½ 40½ 30½ 20½ 9½ Huntingdon,* Market Place.)</td>
</tr>
<tr>
<td>76¾ 64½ 56½ 51 41½ 31 20½ 13½ 11½ Norman Cross.* [House.</td>
<td>81¾ 70½ 61½ 50½ 47½ 36½ 26½ 18½ 5½ Peterborough,* Town</td>
</tr>
</tbody>
</table>


Hotels or Inns at places marked *, and at Potters Bar, Girtford Bridge, Eaton Socon, Buckden, Alconbury Hill, Sawtry, and Stilton.
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 25\(\frac{1}{4}\)m. & 29\(\frac{1}{4}\)m.1 in 16 (dangerous); 27m. & 27\(\frac{1}{4}\)m.1 in 18; 40\(\frac{1}{2}\)m.1 in 20.

**Milestones.**—Measured from "Hicks Hall," London.

**Measurements.**

<table>
<thead>
<tr>
<th>Location</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>London, G.P.O.</td>
<td>25(\frac{3}{4})</td>
</tr>
<tr>
<td>Welwyn, P.O.</td>
<td>12(\frac{3}{4})</td>
</tr>
<tr>
<td>Stevenage</td>
<td>12(\frac{3}{4})</td>
</tr>
<tr>
<td>Baldock</td>
<td>20(\frac{1}{2})</td>
</tr>
<tr>
<td>Biggleswade, Market.</td>
<td>37(\frac{1}{2})</td>
</tr>
</tbody>
</table>

**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 1\(\frac{3}{4}\)m.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.**

<table>
<thead>
<tr>
<th>Location</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>London, G.P.O.</td>
<td>18(\frac{3}{4})</td>
</tr>
<tr>
<td>Hoddesdon</td>
<td>4(\frac{3}{4})</td>
</tr>
<tr>
<td>Hertford, Shire Hall.</td>
<td>34(\frac{1}{4})</td>
</tr>
<tr>
<td>Stevenage</td>
<td>15(\frac{3}{4})</td>
</tr>
<tr>
<td>Hitchin, Market.</td>
<td>38(\frac{3}{4})</td>
</tr>
</tbody>
</table>

**Principal Objects of Interest.**—At 2m., Haileybury College. HERTFORD: Castle. 14\(\frac{1}{4}\)m., "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 16\(\frac{1}{2}\)m.1 in 23; 33\(\frac{3}{4}\)m.1 in 15.

**Measurements.**

<table>
<thead>
<tr>
<th>Location</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>London, G.P.O.</td>
<td>8(\frac{1}{4})</td>
</tr>
<tr>
<td>Barking, Town Hall.</td>
<td>11(\frac{1}{2})</td>
</tr>
<tr>
<td>Rainham</td>
<td>6(\frac{1}{4})</td>
</tr>
<tr>
<td>Stifford</td>
<td>17(\frac{1}{2})</td>
</tr>
<tr>
<td>Stanford-Le-Hope, P.O.</td>
<td>15(\frac{1}{2})</td>
</tr>
<tr>
<td>Hadleigh</td>
<td>10(\frac{1}{2})</td>
</tr>
<tr>
<td>Leigh</td>
<td>13(\frac{1}{2})</td>
</tr>
<tr>
<td>Southend</td>
<td>5(\frac{3}{4})</td>
</tr>
<tr>
<td>Shoeburyness</td>
<td>9(\frac{3}{4})</td>
</tr>
</tbody>
</table>


**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 SOUTHEND AND SHOEburyNESS.
529 London to Crystal Palace, &c.

Description.—Class I. Paving as far as Camberwell, thence bumpy surface to Beckenham.

Gradients.—At $4\frac{1}{2}$m.1 in 18; 6m.1 in 19; $6\frac{1}{2}$m.1 in 15; $7\frac{1}{2}$m.1 in 18.

Measurements.—London,* G.P.O.

$6\frac{3}{4}$ Crystal Palace.

$9\frac{3}{4}$ 2s. 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.

7s. Putney.*

11s. $3\frac{3}{4}$ 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.

2s. Marble Arch.

9s. $6\frac{3}{4}$ Finchley, Station.

14s. $11\frac{3}{4}$ 4s. Barnet,* Market.

Principal Objects of Interest.—Barnet: Battlefield 1471, and Obelisk.

Hotels or Inns at places marked*.
**London to Enfield.**

**Description.**—Class II. The road is somewhat bumpy throughout, owing to heavy traffic. There is another road from London, Route 535, to \(8\frac{1}{2}\) m., where turn to L.

**Gradients.**—At \(9\frac{1}{2}\) m. 1 in 22.

**Measurements.**—London,* G.P.O.

\[
\begin{align*}
6\frac{1}{2} & \text{ Wood Green.} \\
10\frac{5}{8} & \text{ Enfield, * Market.}
\end{align*}
\]

**Principal Objects of Interest.**—Enfield: Church, Palace Remains.

---

**London to Stevenage.**

**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 3 m. 1 in 22; 1\(\frac{3}{4}\) m. 1 in 17; 2\(\frac{1}{4}\) m. 1 in 19; 3\(\frac{1}{4}\) m. 1 in 22; 4 m. 1 in 23; 4\(\frac{1}{2}\) m. 1 in 17.

**Milestones.**—Measured back from those at Watton.

**Measurements.**—London,* G.P.O.

\[
\begin{align*}
22\frac{1}{2} & \text{ Ware.} \\
33\frac{3}{8} & \text{ Stevenage.}
\end{align*}
\]

**Principal Objects of Interest.**—10\(\frac{3}{4}\) m., "Six Hills."

---

**London to Tilbury.**

**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, \(3\frac{1}{2}\) m.

**Measurements.**—London,* G.P.O.

\[
\begin{align*}
13\frac{3}{8} & \text{ Rainham.} \\
17\frac{1}{2} & \text{ Purfleet.} \\
21\frac{1}{2} & \text{ Grays, * Station.} \\
26 & \text{ Tilbury, * Station.} \\
26\frac{1}{2} & \text{ Gravesend.}
\end{align*}
\]


**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 44 Hoddesdon.*
22½ 8½ 3½ Ware.*
28½ 14½ 10 6½ Puckeridge.
32½ 18½ 14 10½ 4 Buntingford,* Bridge.
39½ 25½ 21½ 17½ 11¾ 7¾ Royston,* P.O.
53½ 39½ 34½ 31 24½ 20½ 13½ Cambridge,* Market.


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 11½m.1 in 19; 12¾m.1 in 25; 21m.1 in 18; 21½m.1 in 22; 35½m.1 in 25; 35½m.1 in 22.

Milestones.—Measured from Whitechapel, Church.

Measurements.

London,* G.P.O.
4½ Stratford, Fountain.
12 7½ Chigwell.*
21½ 17 9½ Chipping Ongar,* Town Hall.
29½ 25 17½ 8 Leaden Roding.
36½ 31½ 24½ 14½ 6½ Dunmow,* Town House.


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

<table>
<thead>
<tr>
<th>Measurements</th>
<th>London,*</th>
<th>Woodford Green,*</th>
<th>Epping,*</th>
<th>Bishop's Stortford,*</th>
<th>Corn Exchange</th>
<th>Newport,*</th>
<th>Saffron Walden,*</th>
<th>Chesterford,*</th>
<th>Cambridge,*</th>
<th>Market Pl</th>
</tr>
</thead>
<tbody>
<tr>
<td>London, G.P.O.</td>
<td>9\frac{1}{2}</td>
<td>Woodford Green,*</td>
<td>17\frac{3}{4}</td>
<td>7\frac{3}{4}</td>
<td>Epping,*</td>
<td>Town Hall.</td>
<td>30\frac{1}{4}</td>
<td>20\frac{1}{4}</td>
<td>12\frac{1}{4}</td>
<td>Bishop's Stortford,*</td>
</tr>
</tbody>
</table>

**Principal Objects of Interest.**—13m., Epping Forest. 15\frac{1}{4}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{3}{4}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.

<table>
<thead>
<tr>
<th>Measurements</th>
<th>London,*</th>
<th>Woodford Green,*</th>
<th>Loughton,*</th>
<th>Fountain.</th>
<th>Epping,*</th>
<th>Town Hall.</th>
</tr>
</thead>
<tbody>
<tr>
<td>London, G.P.O.</td>
<td>9\frac{1}{2}</td>
<td>Woodford Green,*</td>
<td>12\frac{1}{8}</td>
<td>Loughton,*</td>
<td>Fountain.</td>
<td>17\frac{3}{4}</td>
</tr>
</tbody>
</table>

**Principal Objects of Interest.**—Epping Forest.

**Hotels or Inns** at places marked *, and at Buckhurst Hill and Wake Arms Inn.
**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, 14\textfrac{1}{2}m.

Gradients.—At 10m. 1 in 11 (dangerous); 10\textfrac{1}{2}m. 1 in 16; 12\textfrac{1}{2}m. 1 in 15; 13\textfrac{1}{2}m. 1 in 20.

Milestones.—Measured from Shoreditch Church.

<table>
<thead>
<tr>
<th>Measurements</th>
</tr>
</thead>
<tbody>
<tr>
<td>London,* G.P.O.</td>
</tr>
<tr>
<td>10\textfrac{1}{4} Chingford.</td>
</tr>
<tr>
<td>15 4\textfrac{1}{4} Waltham Abbey,* Market.</td>
</tr>
<tr>
<td>16\textfrac{1}{4} 6 14 Waltham Cross.*</td>
</tr>
</tbody>
</table>

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 16\textfrac{1}{2}m. 1 in 18; 28\textfrac{1}{2}m. 1 in 22; 57\textfrac{1}{2}m. 1 in 20; 58\textfrac{3}{4}m. 1 in 14 (dangerous); 60\textfrac{1}{2}m. 1 in 18; 62m. 1 in 20; 62\textfrac{1}{4}m. 1 in 22; 66\textfrac{3}{4}m. 1 in 20; 68\textfrac{1}{2}m. 1 in 20.

Milestones.—Measured from St. Mary’s Ch., Whitechapel.

<table>
<thead>
<tr>
<th>Measurements</th>
</tr>
</thead>
<tbody>
<tr>
<td>London,* G.P.O.</td>
</tr>
<tr>
<td>13\textfrac{1}{4} Romford,*</td>
</tr>
<tr>
<td>19\textfrac{1}{4} 6\textfrac{1}{4} Brentwood,* Monument.</td>
</tr>
<tr>
<td>30\textfrac{1}{4} 17\textfrac{1}{4} 11 Chelmsford,* Town Hall.</td>
</tr>
<tr>
<td>38\textfrac{3}{4} 25\textfrac{1}{2} 19\textfrac{1}{4} 8\textfrac{1}{4} Witham,* White Hart Hotel.</td>
</tr>
<tr>
<td>52\textfrac{3}{4} 39 32\textfrac{3}{4} 22\textfrac{1}{4} 13\textfrac{3}{4} Colchester,* Essex Fire Office.</td>
</tr>
<tr>
<td>69\textfrac{3}{4} 50\textfrac{3}{4} 40 31\textfrac{1}{4} 17\textfrac{3}{4} Ipswich,* Town Hall.</td>
</tr>
</tbody>
</table>

Principal Objects of Interest.—Brentwood: Barracks. Shenfield: Church. CHELMSFORD: Shire Hall, Museum. Witham: Church. Kelvedon: Spurgeon’s Birthplace. 49\textfrac{1}{4}m., King Cole’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.
ROUTE 539. LONDON TO WALTHAM ABBEY.

ROUTE 540. LONDON TO IPSWICH.
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; 13\(\frac{1}{4}\)m.1 in 22.

Milestones.—Measured from Hyde Park Corner to Teddington.

Measurements.
Brentford,* Market.
3\(\frac{1}{2}\) Twickenham.*
6\(\frac{1}{2}\) 3 Kingston,* Market.
14\(\frac{3}{4}\) 11\(\frac{1}{2}\) 8\(\frac{1}{2}\) Leatherhead.*


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.
1\(\frac{1}{4}\) Hampton Court.*
2\(\frac{3}{4}\) 1 Hampton.
9\(\frac{1}{2}\) 8 7 Staines.*
15\(\frac{3}{4}\) 14\(\frac{1}{4}\) 13\(\frac{3}{4}\) 6\(\frac{1}{2}\) Windsor,* Queen’s Statue.


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 1\(\frac{1}{4}\)m.1 in 23; 13\(\frac{1}{4}\)m.1 in 14; 10\(\frac{1}{2}\)m.1 in 25; 13m.1 in 13 (dangerous).

Milestones.—Measured from Ewell.

Measurements.
Kingston,* Market.
5\(\frac{1}{4}\) Ewell.*
14\(\frac{3}{4}\) 8\(\frac{3}{4}\) Reigate,* Town Hall.

Principal Objects of Interest.—Ewell: Castle. Fine view from Reigate Hill. REIGATE: see Route 508.

Hotels or Inns at places marked*.
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 5½m.1/19; 7¾m.1/14; 7¾m.1/12; 11½m.1/14; 12¾m.1/15; 13½m.1/11-14; 14¾m.1/12; 16½m.1/16; 18½m.1/13; 20¼m.1/12; 20¾m.1/13; 21¾m.1/10.

Milestones.—Measured from Queen's Statue, Windsor.

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 7¾m.1 in 16; 10½m.1 in 17; 15¾m.1 in 16; 23½m.1 in 20; 25m.1 in 18; 25½m.1 in 11 (dangerous).

Measurements.
Windsor, * Queen's Statue.
14½ 5 Amersham, *
17½ 7¾ 2½ Chesham, *
21¼ 12½ 7½ 4½ Berkhamsted, * Church.

Principal Objects of Interest.—ETON: College.

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 7½m.1 in 15; 8m.1 in 17; 9½m.1 in 12; 10m.1 in 13; 10½m.1 in 16; 17m.1 in 21.

Milestones.—Continuation of those from London as far as Stokenchurch.

Measurements.
5¼ 6¾ Marlow, * Obelisk.
14½ 15½ 8½ Stokenchurch, *
23 24 17¾ 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 8¾m. 1 in 13 (dangerous); 11¾m. 1 in 15; 14½m. 1 in 23; 16m. 1 in 19; 18⅓m. 1 in 23.

**Milestones.**—Measured from Hyde Park Corner.

**Measurements.**

Maidenhead,* Market.
9½ Henley,* Town Hall.
13¼ 4½ Nettlebed.
21¼ 12½ 8 Shillingford.*
23¾ 14 9¾ 1¼ Dorchester,* Church.
29½ 20½ 15¼ 7½ 6½ Abingdon,* County Hall.
36 26½ 22½ 14½ 12½ 6½ Kingston Bagpuze.*
43½ 34½ 30 22 20½ 14½ 7½ 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; 30½m. 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.
9½ Henley,* Town Hall.
13¼ 4½ Nettlebed.
20¼ 11 6¾ Wallingford.*
(26½ 17 12¾ 6 Didcot Station.*)
34½ 25¾ 20¼ 14½ 8¾ 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.
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; $6\frac{3}{4}$m.1 in 13 (dangerous); $7\frac{1}{4}$m.1 in 14 (dangerous); $8\frac{3}{4}$m.1 in 13; $9\frac{1}{4}$m.1 in 10 (dangerous); $10\frac{3}{4}$m.1 in 11 (dangerous); $11\frac{1}{4}$m.1 in 10 (dangerous); 15m.1 in 20; 13m.1 in 20.

Milestones.—Measured from Town Hall, Andover.

Measurements.
Newbury,* Jubilee Clock.
$5\frac{3}{4}$ Highclere,* Inn.
$11\frac{1}{4}$ $5\frac{3}{4}$ Hurstbourne Tarrant,*
$16\frac{3}{4}$ $11\frac{3}{4}$ $5\frac{1}{2}$ 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; $15\frac{1}{4}$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); $3\frac{3}{4}$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; $15\frac{1}{4}$m.1 in 21; 16m.1 in 14.

Measurements.
Newbury,* Jubilee Clock.
6 Brimpton.
$10\frac{3}{4}$ $4\frac{1}{4}$ Tadley.
$17\frac{3}{4}$ $10\frac{3}{4}$ $6\frac{3}{4}$ Basingstoke,* Town Hall.

By Kingsclere.
Newbury,* Jubilee Clock.
$7\frac{1}{4}$ Kingsclere,* Market.
16 $8\frac{1}{4}$ 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.
- 7½ 4½ 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 1½m.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; 4½m.1 in 19.

**Milestones.**—Measured from Witney.

**Measurements.**—Woodstock,*
- 3 Long Hanborough.
- 8½ 5 Witney,* Town Hall.
Route 553—Continued.

Principal Objects of Interest.—Witney: Church.
Hotels or Inns at places marked *.

**HENLEY TO TWYFORD, &c.**

<table>
<thead>
<tr>
<th>500</th>
<th>5 MILES</th>
<th>10 MILES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Description.—Class III. An undulating country road, with very fair surface.

Gradients.—At 1\(\frac{1}{4}\) m.1 in 22.

Measurements.—Henley, * Town Hall.
4\(\frac{2}{3}\) Twyford. (Route 517.)
10 5\(\frac{1}{2}\) Reading, * King Street.

Principal Objects of Interest.—

**WINDSOR TO MAIDENHEAD.**

<table>
<thead>
<tr>
<th>500</th>
<th>5 MILES</th>
<th>10 MILES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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.
5\(\frac{1}{4}\) Bray Wick.
6\(\frac{1}{2}\) 1\(\frac{1}{2}\) Maidenhead, * Market.

Principal Objects of Interest.—Clewer: Church.
MAIDENHEAD: Bridge, Cliveden, Burnham Beeches.

**GUILDFORD TO ALDERSHOT.**

<table>
<thead>
<tr>
<th>500</th>
<th>5 MILES</th>
<th>10 MILES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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 1\(\frac{1}{4}\)m.1 in 20; 6\(\frac{3}{4}\)m.1 in 22.

Measurements.—Guildford, * White Hart Hotel.
8 Ash.
10\(\frac{1}{4}\) 2\(\frac{1}{4}\) Aldershot, * High Street.
10\(\frac{3}{4}\) 2\(\frac{1}{4}\) 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\text{\(\frac{3}{4}\)}m.\ 1\text{in} 17; 4\text{\(\frac{3}{4}\)}m.\ 1\text{in} 15; 8m.\ 1\text{in} 17.

Measurements,
Newbury,* Jubilee Clock.
7\text{\(\frac{3}{4}\)} West Shefford. (Route 492.)
12\text{\(\frac{2}{5}\)} 4\text{\(\frac{3}{4}\)} 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 \text{\(\frac{1}{2}\)}m.\ 1\text{in} 25; 1m.\ 1\text{in} 25; 16m.\ 1\text{in} 20; 16\text{\(\frac{3}{4}\)}m.\ 1\text{in} 16; 19\text{\(\frac{3}{4}\)}m.\ 1\text{in} 23; 24m.\ 1\text{in} 22; 24\text{\(\frac{1}{2}\)}m.\ 1\text{in} 25; 26m.\ 1\text{in} 19; 27m.\ 1\text{in} 19; 31m.\ 1\text{in} 25; 31\text{\(\frac{3}{4}\)}m.\ 1\text{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\text{\(\frac{3}{4}\)} Riseley Common.*
11\text{\(\frac{1}{4}\)} 4\text{\(\frac{3}{4}\)} Sherfield,* Inn.
16\text{\(\frac{3}{4}\)} 9\text{\(\frac{1}{4}\)} 5\text{\(\frac{1}{2}\)} Basingstoke,* Town Hall.
22\text{\(\frac{3}{4}\)} 15\text{\(\frac{1}{4}\)} 11\text{\(\frac{1}{4}\)} 6 Popham Lane.*
29\text{\(\frac{3}{4}\)} 22\text{\(\frac{3}{4}\)} 17\text{\(\frac{1}{2}\)} 12\text{\(\frac{1}{2}\)} 6\text{\(\frac{1}{2}\)} Lunways Inn.*
34\text{\(\frac{1}{4}\)} 27\text{\(\frac{3}{4}\)} 22\text{\(\frac{3}{4}\)} 17\text{\(\frac{1}{2}\)} 11\text{\(\frac{1}{4}\)} 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 *.
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; 25³m. 1 in 17; 32⅓m. 1 in 16; 33½m. 1 in 23.

**Milestones.**—Measured from Broad Street, Reading; near Wantage from Faringdon Market.

**Measurements.**

Reading,* King Street.
5½  Pangbourne.*  (Route 490 or 646.)
9¾  4  Streatley.*
15  9½  5½  Blewbury.*
24½  18½  14½  9½  Wantage,* Market Square.
29½  24½  20½  14½  5½  Stanford.
33¼  27¼  23¼  18¼  9½  3½  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.*
16½  7½  3½  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, α Bridge, Τ 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.

421
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\(\frac{1}{2}\)m.1 in 15; 23\(\frac{1}{2}\)m.1 in 14.

Milestones.—From Hyde Park Corner, London, to Knowle Hill, then from Marlow; thereafter from Amersham.

Measurements.
Reading,* King Street.
5\(\frac{1}{2}\) Twyford. (Route 554.)
13\(\frac{5}{6}\) 8\(\frac{1}{2}\) Marlow.*
18\(\frac{1}{2}\) 13 4\(\frac{1}{2}\) High Wycombe.*
25\(\frac{1}{2}\) 20\(\frac{1}{2}\) 11\(\frac{1}{2}\) 7\(\frac{1}{2}\) Amersham.*

Principal Objects of Interest.—10\(\frac{3}{4}\) m., Bisham Abbey.
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\(\frac{1}{2}\)m.1 in 20; 19\(\frac{1}{2}\)m.1 in 10 (dangerous); 19\(\frac{1}{2}\)m.1 in 12 (dangerous); 20\(\frac{1}{2}\)m.1 in 15; 21m.1 in 23; 23\(\frac{1}{2}\)m.1 in 16; 24\(\frac{1}{2}\)m.1 in 10 (dangerous); 25\(\frac{1}{2}\)m.1 in 13.

Milestones.—Measured from Market Place, Reading.

Measurements.
Reading,* King Street.
5 Theale.*
10\(\frac{1}{2}\) 5\(\frac{1}{2}\) Aldermaston.*
17\(\frac{3}{8}\) 12\(\frac{3}{4}\) 7\(\frac{5}{8}\) Kingsclere,* Market Place.
25\(\frac{1}{2}\) 20\(\frac{1}{2}\) 15\(\frac{3}{8}\) 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\(\frac{3}{8}\) Woking Station.*
12\(\frac{3}{8}\) 5\(\frac{3}{8}\) Chertsey,* Church.
(15\(\frac{3}{8}\) 8\(\frac{3}{8}\) 3\(\frac{1}{2}\) Staines.*)
21\(\frac{3}{8}\) 14\(\frac{3}{8}\) 9 Windsor,* Queen’s Statue.
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.
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; 12½m. 1 in 24; 16½m. 1 in 22.

Measurements.

Direct. Guildford,* White Lion Hotel. 5½ 7 Shere.
12 13½ 6½ Dorking,* Market Place.
18½ 19½ 12½ 6½ Reigate,* Town Hall.


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 8½m. 1 in 20; 8½m. 1 in 17; 12½m. 1 in 15.

By Cranley.—At 3½m. 1 in 14; 4½m. 1 in 25; 10½m. 1 in 19; 10½m. 1 in 19; 15½m. 1 in 13 (dangerous).

Measurements.—Measured from Town Hall, Guildford.

By Cranley—

Guildford,* White Lion Hotel. 3½ Cranley,* Obelisk.
13 9½ Bucks Green.*
19½ 16½ 6½ Horsham,* Carfax.

By Cranley—

Guildford,* White Lion Hotel. 8½ Cranley,* Obelisk.
14½ 6½ 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 *.
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 $\frac{1}{4}$m. 1/20; $\frac{7}{4}$m. 1/17; Sm. 1/17; $\frac{8}{4}$m. 1/16; $\frac{9}{4}$m. 1/17; $\frac{10}{4}$m. 1/19; $\frac{11}{4}$m. 1/22; $\frac{13}{4}$m. 1/13; $\frac{14}{4}$m. 1/14; $\frac{14}{4}$m. 1/20; 24$\frac{1}{4}$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$\frac{1}{2}$ Godalming,* Town Hall.
10$\frac{1}{4}$ 6$\frac{1}{4}$ Chiddingfold,*
20$\frac{1}{2}$ 15$\frac{1}{2}$ 9$\frac{1}{6}$ Petworth,*
34$\frac{1}{2}$ 30$\frac{1}{4}$ 23$\frac{1}{6}$ 14$\frac{1}{4}$ Chichester,* Cross.

Principal Objects of Interest.—8$\frac{3}{4}$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 $\frac{1}{4}$m. 1/20; $\frac{8}{4}$m. 1/19; $\frac{8}{4}$m. 1/14; $\frac{9}{4}$m. 1/12 (dangerous); $\frac{9}{4}$m. 1/17; $\frac{11}{4}$m. 1/14; $\frac{12}{4}$m. 1/20; $\frac{12}{4}$m. 1/15; $\frac{13}{4}$m. 1/18; $\frac{14}{4}$m. 1/13; $\frac{15}{4}$m. 1/10 (dangerous); $\frac{16}{4}$m. 1/19; $\frac{17}{4}$m. 1/15; $\frac{19}{4}$m. 1/17; $\frac{19}{4}$m. 1/10 (dangerous); $\frac{21}{4}$m. 1/23; 24m. 1/12 (dangerous); 26m. 1/18-14.

Milestones.—Continuation of those from London.

Measurements.

Guildford,* White Lion Hotel.
4$\frac{1}{2}$ Godalming,* Town Hall.
12$\frac{1}{4}$ 8$\frac{1}{4}$ Haslemere,* Market House.
21$\frac{1}{4}$ 16$\frac{1}{4}$ 8$\frac{1}{4}$ Midhurst,* Market Square.
26$\frac{1}{4}$ $\frac{22}{4}$ 13$\frac{3}{4}$ 5$\frac{3}{4}$ Singleton,*
32$\frac{1}{4}$ 28$\frac{1}{4}$ 20$\frac{1}{4}$ 11$\frac{1}{4}$ 6$\frac{3}{4}$ 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.
568 **Farnham to Petersfield.**

Description.—Class II. The road is slightly undulating, and has good surface, though at times it is loose between Sleafield and Lyss.

Gradients.—At $1\frac{3}{4}$m.1 in 21; $6\frac{1}{4}$m.1 in 17; 7m.1 in 21.

**Measurements.**

- Farnham,* Castle Street. 6$\frac{1}{2}$ Sleafield."
- 12$\frac{3}{4}$ 6$\frac{3}{4}$ Lyss.
- 16$\frac{3}{4}$ 10$\frac{3}{4}$ 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; $10\frac{1}{4}$m.1 in 13; $10\frac{3}{4}$m.1 in 17; $11\frac{1}{4}$m.1 in 25; 11m.1 in 13; 12$\frac{1}{4}$m.1 in 13; $12\frac{3}{4}$m.1 in 15; $13\frac{1}{4}$m.1 in 17; $14\frac{1}{4}$m.1 in 19; 15m.1 in 20; 16m.1 in 16.

**Measurements.**

- Redhill,* Market. 8$\frac{1}{2}$ 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 $\frac{1}{4}$m.1 in 14; $1\frac{3}{4}$m.1 in 20; $1\frac{3}{4}$m.1 in 18; 7$\frac{1}{4}$m.1 in 15; 9m.1 in 17; $9\frac{3}{4}$m.1 in 13; 10m.1 in 16; $10\frac{3}{4}$m.1 in 22; $11\frac{3}{4}$m.1 in 16; 14m.1 in 22; $14\frac{3}{4}$m.1 in 22; 16m.1 in 21; 17$\frac{3}{4}$m.1 in 13 (dangerous); 19m.1 in 19.

Milestones.—Measured from Maidstone.

**Measurements.**

- Sevenoaks.*
- 14 Riverhead.*
- 6$\frac{1}{4}$ 4$\frac{1}{2}$ Westerham.*
- 8$\frac{3}{4}$ 7$\frac{3}{4}$ 2$\frac{3}{4}$ Limpsfield.*
- 12$\frac{3}{4}$ 11$\frac{3}{4}$ 6$\frac{3}{4}$ 4$\frac{1}{4}$ Godstone.*
- 17$\frac{3}{4}$ 16$\frac{3}{4}$ 11$\frac{3}{4}$ 9$\frac{3}{4}$ 5 Redhill,* Market.
- 19$\frac{3}{4}$ 18$\frac{3}{4}$ 13$\frac{3}{4}$ 10$\frac{3}{4}$ 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 *.
757 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; 3⁴/₃m.1/16; 4m.1/22; 15⁴/₃m.1/13.

Measurements.

Sevenoaks.*
8⁷/₈ Farningham.*
13⁷/₈ 5 Dartford.*
15⁸/₃ 6⁴/₃ 1⁷/₈ Crayford.*
17⁸/₉ 9 4 2⁴/₄ Erith.*


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, 5m. shorter, between Mark Cross and Mayfield, and also between Green Hill and Cowden, 1⁵/₈m. 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); 4⁷/₃m.1 in 20; 5⁴/₃m.1 in 17; 6⁴/₃m.1 in 19; 7m.1 in 12 (dangerous); 8m.1 in 16; 8⁴/₃m.1 in 13 (dangerous); 9m.1 in 18; 9⁴m.1 in 23; 12⁴m.1 in 16; 13⁴m.1 in 16; 14⁴m.1 in 17-18 (dangerous); 16m.1 in 15 (dangerous); 15⁴m.1 in 15; 19⁴m.1 in 23.

Milestones.—Measured from London Bridge to Tunbridge Wells; thereafter from Royal Kentish Hotel, Tunbridge Wells.

Measurements.

Tonbridge,* Bridge.
5½ Tunbridge Wells,* Royal Kentish Hotel
13⁷/₈ 8½ Mayfield.*
18⁸/₆ 13⁷/₈ 4½ Cross-in-hand.*
26⁴/₃ 21½ 12⁸/₃ 7½ Horsebridge.*
27⁸ 22½ 13⁴/₃ 9 1½ Hailsham,* Church.
36 30½ 22½ 17½ 9½ 8½ Eastbourne,* P.O.


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\(\frac{1}{2}\) 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\(\frac{3}{4}\)m.1 in 24; 6m.1 in 16; 8\(\frac{1}{2}\)m.1 in 18; 8\(\frac{1}{2}\)m.1 in 11 (dangerous).

Measurements.—Croydon,* Town Hall.
\(4\frac{3}{4}\) Beckenham.*
\(6\frac{3}{4}\) 2 Bromley,* Market.
\(11\frac{1}{4}\) 6\(\frac{1}{2}\) 4\(\frac{1}{4}\) 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\(\frac{3}{4}\)m.1 in 13-15; 6\(\frac{3}{4}\)m.1 in 16; 9\(\frac{3}{4}\)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.
Description.—Class III. The road is very slightly undulating, but has excellent surface throughout.

Measurements.—Crayford,*

- $5\frac{1}{2}$ St. Mary’s Cray,*
- $6\frac{1}{4}$ Orpington,*
- $8\frac{1}{2}$ 3 $\frac{1}{2}$ Farnborough.*

Principal Objects of Interest.—A pretty and favourite road. St. Mary’s Cray: Paper Mills.

Maidstone to Rochester.

Description.—Class II. The road is very steep, but the surface is good.

Gradients.—At $1\frac{1}{2}$m.1 in 15; $3\frac{1}{2}$m.1 in 15; 4m.1 in 17; $4\frac{1}{2}$m.1 in 20; $7\frac{1}{2}$m.1 in 16.

Milestones.—Measured from the Court-house, Maidstone. Measurements.—Maidstone, * Cross.

- $4\frac{1}{4}$ Old Bell Inn,*
- $8\frac{1}{2}$ 4 $\frac{1}{2}$ Rochester,* Corn Exchange.

Principal Objects of Interest.—Sandling: Allington Castle, BOXLEY ABBEY. 3 $\frac{3}{4}$m. Kits Coty House. ROCHESTER: Cathedral. Castle Ruins.

Maidstone to Chatham.

Description.—Class II. The road is very steep, but the surface is good.

Gradients.—At $1\frac{1}{2}$m.1 in 15; $3\frac{1}{2}$m.1 in 15; 4m.1 in 17; $4\frac{1}{2}$m.1 in 20; $7\frac{1}{2}$m.1 in 15.

Milestones.—Measured from the Court-house, Maidstone. Measurements.—Maidstone, * Cross.

- $8\frac{1}{4}$ 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 (3m.). 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$\frac{1}{2}$m.1 in 19.

Measurements.
Gravesend.*
9$\frac{1}{2}$ South Ockenden.*
14 4$\frac{1}{2}$ Upminster.*
17$\frac{3}{4}$ 8 3$\frac{1}{4}$ Romford.*

Principal Objects of Interest.—Uninteresting country.

580 **GRAVESEND TO BRENTWOOD.**

Description.—Class III. Ferry to Tilbury (3m.); 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$\frac{1}{4}$m.1 in 13; 12$\frac{1}{2}$m.1 in 18; 13m.1 in 21.

Measurements.
Gravesend.*
$\frac{3}{4}$ Tilbury,* Station.
6$\frac{1}{2}$ 6$\frac{1}{3}$ Orsett.*
16$\frac{1}{4}$ 15$\frac{1}{2}$ 9$\frac{3}{4}$ 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 13m., 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$\frac{1}{2}$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.
*By Hadlow.* Gravesend.*
10$\frac{3}{4}$ 10$\frac{3}{4}$ Wrotham.*
12$\frac{1}{4}$ 12$\frac{1}{4}$ 2$\frac{1}{2}$ Ightham.*
22$\frac{3}{4}$ 19$\frac{3}{4}$ 9$\frac{1}{4}$ 6$\frac{1}{4}$ 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, ¯ Bridge, τ 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; 2⅔m.1 in 22; 12m.1 in 21.

**Milestones.**—Measured from Maidstone, Town Clock.

**Measurements.**
- Rochester,* Corn Exchange.
- 6½  Snodland,*
- 9½  3  West Malling,*
- 15½  9½  6½  Hadlow,*
- 19½  13  10  3½  Tonbridge,* Bridge.

**Principal Objects of Interest.**—6m., Holborough Court.

**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 ¾m.1 in 17; 1⅓m.1 in 25; 4m.1 in 23; 5m.1 in 25; 5¾m.1 in 20; 11¾m.1 in 22; 17½m.1 in 17.

**Milestones.**—Measured from Maidstone Town Clock as far as Wateringbury.

**Measurements.**
- Maidstone,* Fountain.
- 4½  Wateringbury,*
- 7½  3  Hale Street,*
- 17½  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 ¾m.1 in 17; 1⅓m.1 in 25; 4m.1 in 23.

**Milestones.**—Measured from Maidstone, Town Clock.

**Measurements.**
- Maidstone,* Fountain.
- 4½  Wateringbury,*
- 10½  5½  Hadlow,*
- 13½  9  3½  Tonbridge,* Bridge.

**Principal Objects of Interest.**—Mereworth: Castle.
- Hadlow: Castle. TONBRIDGE: Castle, School, Church.

**Hotels or Inns** at places marked *.
Route 582. Chatham to Tonbridge.

Route 583. Maidstone to Tunbridge Wells.

Route 584. Maidstone to Tonbridge.

Signs: < Road Fork, forward journey, > ditto reverse, + Cross Roads, � Road Junction, ɾ Bridge, Ʌ indicates a sharp turn.

The directions ɹ (right) and Ʌ (left) for the forward journey are above the Road Line, those of the reverse, below.
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 15\(\frac{1}{2}\)m.

Gradients.—At \(\frac{3}{4}\)m.1 in 21; 12\(\frac{1}{4}\)m.1 in 16; 12\(\frac{3}{4}\)m.1 in 17; 13\(\frac{1}{2}\)m.1 in 16; 14\(\frac{3}{4}\)m.1 in 15.

Milestones.—Measured from London Bridge as far as Wrotham Heath; thereafter from Maidstone, Clock.

Measurements.
Maidstone,* Fountain.
( 6 West Malling.*)
11\(\frac{1}{2}\) 6\(\frac{1}{2}\) Ightham.*
17\(\frac{1}{4}\) 11\(\frac{1}{2}\) 5\(\frac{1}{2}\) 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 \(\frac{3}{4}\)m.1/21; 3m.1/11 (dangerous); 5m.1/24.

Milestones.—Measured from Maidstone.

Measurements.
Maidstone,* Fountain.
9\(\frac{1}{2}\) Key Street.
(11\(\frac{1}{2}\) 1\(\frac{1}{2}\) Sittingbourne.*)
(17\(\frac{1}{2}\) 7\(\frac{1}{2}\) 8\(\frac{1}{2}\) Queenborough.*)
19\(\frac{1}{2}\) 9\(\frac{1}{2}\) 10\(\frac{1}{2}\) 3\(\frac{1}{2}\) 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 \(\frac{1}{2}\)m.1/20; 5\(\frac{1}{2}\)m.1/10 (dangerous); 8m.1/21.

Milestones.—Measured from Maidstone, Clock; near Tenterden, from Market House, Tenterden.

Measurements.
Maidstone,* Fountain.
5\(\frac{1}{2}\) Sutton Valence.*
9\(\frac{1}{2}\) 3\(\frac{1}{2}\) Headcorn.*
13\(\frac{1}{2}\) 7\(\frac{1}{2}\) 4\(\frac{1}{2}\) Biddenden.*
18\(\frac{1}{2}\) 12\(\frac{1}{2}\) 9\(\frac{1}{2}\) 5\(\frac{1}{2}\) Tenterden,* Market House.

Principal Objects of Interest.—Sutton: Castle Ruins. Hotels or Inns at places marked *, and at Boars Isle.
Maidstone to Goudhurst, &c.

Description.—Class III. The road is exceedingly hilly, except near Marden. Rough surface at first, then good.

Gradients.—At $\frac{3}{4}$m.1 in 20; $\frac{2}{3}$m.1 in 20; $\frac{2}{3}$m.1 in 18; $\frac{3}{3}$m.1 in 12 (dangerous); $\frac{10}{1}$m.1 in 16; $\frac{11}{3}$m.1 in 21; $\frac{11}{3}$m.1 in 19; $\frac{12}{3}$m.1 in 14; $\frac{13}{3}$m.1 in 10 (dangerous); $\frac{14}{3}$m.1 in 19; $\frac{15}{3}$m.1 in 17; $\frac{16}{3}$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$\frac{1}{2}$ Goudhurst.* 17$\frac{1}{2}$ 9$\frac{4}{7}$ 41$\frac{1}{2}$ 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 Winchett Hill.

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 $\frac{8}{1}$m.1 in 15; $\frac{13}{1}$m.1 in 12 (dangerous); $\frac{14}{1}$m.1 in 16; $\frac{16}{1}$m.1 in 22; $\frac{17}{1}$m.1 in 12 (dangerous); $\frac{26}{1}$m.1 in 18; $\frac{27}{1}$m.1 in 20; $\frac{29}{1}$m.1 in 20.

Milestones.—Measured from Canterbury as far as Chilham. After Charing measured from Faversham.

Measurements.

Canterbury, * Guildhall. 6$\frac{3}{4}$ Chilham.* 9 2$\frac{3}{4}$ Molash.* 14$\frac{1}{4}$ 8$\frac{1}{2}$ 5$\frac{1}{4}$ Charing.* 21$\frac{1}{4}$ 15 12$\frac{1}{4}$ 6$\frac{3}{4}$ Smarden. 24$\frac{1}{4}$ 19$\frac{3}{4}$ 15$\frac{1}{4}$ 10$\frac{1}{2}$ 3$\frac{3}{4}$ Biddenden.* 28$\frac{3}{8}$ 22$\frac{3}{4}$ 19$\frac{3}{4}$ 14$\frac{1}{4}$ 7$\frac{1}{2}$ 3$\frac{3}{4}$ Sissinghurst.* 30$\frac{1}{8}$ 24 21$\frac{1}{4}$ 15$\frac{1}{4}$ 9 5$\frac{3}{4}$ 1$\frac{3}{8}$ 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.
590 Canterbury to Ashford.
Description.—Class II. The road is very slightly undulating, and has splendid surface throughout.
Gradients.—At 7m.1 in 24; 7¾m.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 3¾m.1 in 20; 11¾m.1 in 17.
Milestones.—Continuation of those from London.
Measurements.
Canterbury,* Guildhall.
6½ Upstreet.*
12¼ 6½ Birchington.*
15½ 9½ 3½ Margate,* Parade.
Principal Objects of Interest.—Margate: Pier, Sands, &c.

592 Canterbury to Ramsgate.
Description.—Class I. Splendid surface throughout.
Gradients.—At 3¾m.1 in 20.
Milestones.—Measured from London Bridge.
Measurements.
Canterbury,* Guildhall.
2½ Sturry.
8½ 5½ Sarre.*
16½ 14 8½ 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; 6¾m.1/12; 7m.1/24.
Milestones.—Measured from Guildhall, Canterbury.
Measurements.
Canterbury,* Guildhall.
6¼ Wingham.*
12½ 6 Sandwich.*
17½ 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 *.
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\% m. 1 in 20; 3\% m. 1 in 15; 6\% m. 1 in 22; 7\% m. 1 in 20; 9 m. 1 in 19; 14 m. 1 in 10 (dangerous); 15 m. 1 in 13-16 (dangerous).

Milestones.—On the Dover road measured from London Bridge; thereafter from Folkestone.

Measurements.
Canterbury,* Guildhall.
3 Bridge.*
10\% 7\% Selsted.*
16\% 13\% 6 Folkestone,* Town Hall.

Principal Objects of Interest.—FOLKESTONE: Church, Caesar'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\% m. 1 in 20; 3\% m. 1 in 15; 5 m. 1 in 17; 6\% m. 1 in 15; 9\% m. 1 in 21; 15 m. 1 in 14.

Measurements.
Canterbury,* Guildhall.
6\% Barham.*
10\% 4\% Elham.*
14\% 8\% 3\% Etchinghill.* (Route 596.)
19\% 13\% 9 5\% Folkestone,* Town Hall.

Principal Objects of Interest.—FOLKESTONE: as above.

Hotels or Inns at places marked *, and at Cheriton Street.

596 Canterbury to Hythe.

Description.—Class III. A good road, but with long hills. For Folkestone turn to L. at Farthing Common.

Gradients.—At 4\% m. 1 in 18; 12 m. 1 in 12 (dangerous); 16 m. 1 in 16.

Measurements.
Canterbury,* Guildhall.
8\% George Inn.*
(13\% 4\% Etchinghill,* Route 595.)
16\% 8\% Hythe.*

Principal Objects of Interest.—Westenhanger: Manor House. HYTHE: Ch., Saltwood Castle, Shorncliffe Camp.

Hotels or Inns at places marked *, and at Chequers and Stanford.
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 16¾m.

Gradients.—At 1¾m. 1 in 18; 2¾m. 1 in 13 (dangerous); 16¾m. 1 in 23.

Milestones.—Continuation of milestones on London Road near Dover, to Eastry.

Measurements.
Dover,* Market Place.
9¾ Eastry.*
12 2¾ Sandwich.*
18¾ 19¼ 6¾ Ramsgate,* Town Hall, or
21 11¼ 9 Margate,* Parade.

Principal Objects of Interest.—Waldershare: Park. Sandwich: Fisher Gate, Barbican, Church, St. Thomas’ Hospital. 13¾m., 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 4¾m. 1 in 14 (dangerous).

Milestones.—Measured from Town Clock, Ashford.

Measurements.
Ashford,* Town Clock.
8¾ Badlesmere Lees,*
13¼ 4¾ 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 6¾m. 1 in 18.

Milestones.—Measured from High Street, Ashford.

Measurements.
Ashford,* Town Clock.
6¾ Ham Street,*
10¾ 4¼ Ivychurch.
14 7¾ 3¾ New Romney,*
10¾ 4¼ Brenzett Corner,* (Route 611 or 615.)

Principal Objects of Interest.—Flat, marsh land after Ham Street. 7¾m., Military Canal.

Hotels or Inns at places marked *.
600 Canterbury to Whitstable, 6\textsuperscript{\frac{1}{2}}m.

Description.—Class II. Good surface, but a very hilly road; several of the hills are dangerously steep.

Gradients.—At 1\textsuperscript{\frac{1}{2}}m. 1 in 12; 2m. 1 in 20; 2\textsuperscript{\frac{1}{2}}m. 1 in 17; 3\textsuperscript{\frac{1}{2}}m. 1 in 16; 4m. 1 in 17; 4\textsuperscript{\frac{1}{2}}m. 1 in 13; 5\textsuperscript{\frac{1}{2}}m. 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 2\textsuperscript{\frac{1}{2}}m. 1 in 17; 3\textsuperscript{\frac{1}{2}}m. 1 in 22; 4m. 1 in 12 (dangerous); 6m. 1 in 25.

Measurements.—Canterbury, * Guildhall.

$6\frac{1}{2}$ Herne.

$8\frac{1}{2}$ Herne Bay, * Clock Tower.

Principal Objects of Interest. — Herne Bay: Pier, Reculver.

Hotels or Inns at places marked.*

602 Ramsgate to Margate, 4\textsuperscript{\frac{1}{2}}m.

Description.—Class II. Good surface.

Gradients.—At 1m. 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.
Route 603—Continued.

Gradients.—At $\frac{4}{19}$m. 1 in 19.

Measurements.—Margate, * Parade.

$3\frac{1}{2}$ Broadstairs,*

$5\frac{1}{4}$ Ramsgate,* Town Hall.

Principal Objects of Interest.—Broadstairs North Foreland, Sands, Church, Stone House.

Hotels or Inns at places marked.*

---

Dover to Deal.

Description.—Class II. Good surface, but a very dangerous winding hill between Dover Castle and Dover. For Sandwich, by this road, 12½m., turn to L. in Walmer.

Gradients.—At $\frac{3}{11}$m. 1 in 11 (very dangerous turns); $\frac{4}{22}$m. 1 in 22.

Milestones.—Measured from Trinity Church, Dover.


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

$8\frac{3}{4}$ 1½ Deal.*

Principal Objects of Interest.—Walmer: Castle. Deal: Castle, Sandown Castle site, Goodwin Sands.

Hotels or Inns at places marked.*

---

Dover to Folkestone.

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 1½m. 1/17; 5½m. 1/10 (very dangerous turns).

Milestones.—From Dover Castle Hotel, Folkestone.


$7\frac{1}{4}$ Folkestone,* Town Hall.

Principal Objects of Interest.—Splendid views. Folkestone: Church, Caesar'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 \( \frac{1}{4} \)m.1 in 24; \( \frac{5}{2} \)m.1 in 18; \( \frac{1}{4} \)m.1 in 14; \( \frac{13}{2} \)m.1 in 14; \( 14 \)m.1 in 20; \( 15 \)m.1 in 15; \( 16 \frac{1}{2} \)m.1 in 13; \( 17 \frac{3}{4} \)m.1 in 15; \( 20 \frac{3}{4} \)m.1 in 20; \( 22 \frac{1}{2} \)m.1 in 18.

Milestones.—Measured from "Barrow Hill," Ashford.

Measurements.

<table>
<thead>
<tr>
<th>Ashford, * Town Clock.</th>
</tr>
</thead>
<tbody>
<tr>
<td>9( \frac{1}{2} ) High Halden,*</td>
</tr>
<tr>
<td>12( \frac{1}{2} ) 3( \frac{3}{4} ) Tenterden,* Market House.</td>
</tr>
<tr>
<td>19( \frac{1}{2} ) 10( \frac{1}{4} ) 7( \frac{1}{2} ) Sandhurst,*</td>
</tr>
<tr>
<td>22( \frac{1}{2} ) 13( \frac{1}{2} ) 10( \frac{1}{2} ) 2( \frac{3}{4} ) Hawkhurst (Highgate).*</td>
</tr>
</tbody>
</table>

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 \( \frac{1}{4} \)m. & \( 9 \frac{3}{4} \)m.1/17; \( 10 \)m.1/11 (dangerous); \( 12 \frac{3}{4} \)m.1/24; \( 14 \frac{1}{2} \)m.1/23; \( 15 \)m.1/21; \( 16 \frac{1}{2} \)m.1/20; \( 17 \)m.1/18.

Measurements.

<table>
<thead>
<tr>
<th>Tunbridge Wells,* Royal Kentish Hotel.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(( 8 ) Lamberhurst,* Bridge. Route 502 or 609.)</td>
</tr>
<tr>
<td>10( \frac{1}{2} ) 3( \frac{3}{4} ) Goudhurst,*</td>
</tr>
<tr>
<td>15 8( \frac{1}{4} ) 4( \frac{3}{4} ) Sissinghurst,*</td>
</tr>
<tr>
<td>18( \frac{1}{2} ) 12( \frac{1}{2} ) 8( \frac{1}{4} ) 3( \frac{3}{4} ) Biddenden,*</td>
</tr>
<tr>
<td>22( \frac{1}{2} ) 16( \frac{1}{2} ) 12( \frac{1}{2} ) 7( \frac{3}{4} ) 4 High Halden,* (Route 606.)</td>
</tr>
<tr>
<td>32 25( \frac{1}{2} ) 21( \frac{1}{2} ) 17 13( \frac{1}{2} ) 9( \frac{1}{4} ) Ashford,*</td>
</tr>
</tbody>
</table>

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 \( \frac{1}{4} \)m.1 in 17; \( 1 \)m.1 in 19; \( 1 \frac{1}{2} \)m.1 in 12 (dangerous); \( 3 \)m.1 in 18; \( 4 \)m.1 in 16-13; \( 4 \frac{1}{2} \)m.1 in 16; \( 5 \)m.1 in 15; \( 6 \)m.1 in 22; \( 11 \)m.1 in 19; \( 12 \)m., \( 12 \frac{1}{2} \)m., and \( 15 \)m.1 in 15; \( 16 \frac{1}{2} \)m.1 in 19; \( 20 \frac{1}{4} \)m.1 in 21; \( 23 \frac{1}{4} \)m.1 in 13; \( 24 \frac{1}{4} \)m.1 in 18, &c.

Milestones.—Irregular.

Measurements.

<table>
<thead>
<tr>
<th>Tunbridge Wells,* Royal Kentish Hotel.</th>
</tr>
</thead>
<tbody>
<tr>
<td>6( \frac{1}{2} ) Wadhurst,*</td>
</tr>
<tr>
<td>16( \frac{1}{2} ) 9( \frac{1}{4} ) Robertsbridge,* George Hotel.</td>
</tr>
<tr>
<td>28( \frac{1}{2} ) 20( \frac{1}{4} ) 11 Hastings,* Albert Memorial.</td>
</tr>
</tbody>
</table>

Principal Objects of Interest.—Fine view from Frant. Hurst Green: Bodiam Castle. HASTINGS: as Route 502. [over.
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, 1½m. shorter, but somewhat rough.

Gradients.—At ½m.1 in 15; 3m.1 in 15; 1½m.1 in 25; 1½m.1 in 22; 2m.1 in 21; 4½m.1 in 18; 5½m.1 in 19; 5½m.1 in 14; 6½m.1 in 15; 8m.1 in 18; 18½m.1 in 25; 25m.1 in 12; 27½m.1 in 18; 28m.1 in 11 (dangerous).

Milestones.—After Lamberhurst Down measured from London Bridge.

Measurements.
Tunbridge Wells,* Royal Kentish Hotel. ( 7½ Lamberhurst,* Bridge. Route 502 & 607.)
10½ 4½ Flimwell.
13½ 7½ 2½ Hawkhurst (Highgate).*
18½ 12½ 8¼ 5½ Newenden.*
21 14½ 10¼ 7½ 2½ Northiam.
29 22½ 18½ 15½ 10½ 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 Peasmarsh.

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 ½m.1 in 19; 3½m.1 in 11 (dangerous); 6½m.1 in 13; 8½m.1 in 21; 9m.1 in 20; 10½m.1 in 13; 13m.1 in 21; 13½m.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.*
8½ 4½ Hartfield.*
12½ 8½ 4½ Forest Row.*
15½ 11½ 7½ 2½ East Grinstead.*

Principal Objects of Interest.—Groombridge: Moat House. EAST GRINSTEAD: Church Sackville College.

Hotels or INNS at places marked *, and at Withyham.
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       9°  3°  Brunett Corner,* (Route 615 or 599.)
16  9°F  6°F  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; 4½m.1/10 (dangerous); 4½m.1/11 (dangerous); 5m.1/13; 6½m.1/11-13 (dangerous); 7½m.1/15; 8½m.1/19; 17m.1/17; 19m.1/13; 19½m.1/21; 19½m.1/25; 22½m. and 23½m.1/17; 25½m.1/21; 31m.1/16.

Measurements.
Battle,* Abbey Gateway.
13½       7½  Maresfield.*
31½       18½  10½  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; 5½m.1 in 12 (dangerous); 6½m.1 in 17; 7m.1 in 21; 8½m.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.
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, ¾ m. less, at 18 m., leaving Cranbrook to the east.

Gradients.—At ¾ m. 1/17; 3 m. 1/18; 3 ³/₄ m. 1/13–15; 5 ¹/₄ m. 1/17; 5 ½ m. 1/15; 6 ½ m. 1/19; 7 m. 1/17; 8 ½ m. 1/13; 9 ½ m. 1/16; 11 ½ m. 1/15; 12 m. 1/19; 13 ½ m. 1/15; 14 ½ m. 1/19; 14 ½ m. 1/18; 14 ½ m. 1/17; 15 m. and 21 m. 1/20; 21 ½ m. 1/25; 29 m. 1/12 (dangerous); 30 m. 1/18; 30 ½ m. and 32 ½ m. 1/20.

Milestones.—Measured from St. Leonards to Cripps Corner; after Hawkhurst from Maidstone Town Clock.

Measurements.
Hastings,* Albert Memorial.
6 ½ Sedlescombe Street.
(11 ½ 5 Bodiam Inn.* )
14 ½ 8 ½ 4 Hawkhurst (Highgate).*
18 ½ 12 ½ 8 ½ 4 ½ Cranbrook.*
23 ½ 17 ½ 13 9 4 ½ Staplehurst.*
32 ½ 26 ½ 22 ½ 18 ½ 14 9 ½ Maidstone,* Fountain.


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 m. 1/12; 3 ³/₄ m. 1/10 (both dangerous); 8 ½ m. 1/16; 8 ½ m. 1/16; 9 ½ m. 1/14 (dangerous turn); 36 m. 1/13.

Milestones.—Measured from Hastings, Market.

Measurements.
Hastings,* Albert Memorial.
9 ½ Winchelsea,* Court House.
11 ½ 2 ½ Rye.*
19 ½ 10 ½ 8 ½ Brenzett Corner.* (Route 611.)
23 ½ 14 ½ 12 ½ 4 New Romney.*
32 ½ 23 ½ 21 ½ 12 ½ 8 ½ Hythe.* (Route 501.)
37 ½ 28 25 ½ 17 ½ 13 ½ 4 ½ 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; 4⅓m. & 6⅓m.1 in 18; 8⅔m.1 in 23; 11⅓m.1 in 20; 20⅝m.1 in 15 (dan).

Milestones.—Measured from London Bridge.

Measurements.
East Grinstead,*
2½ Forest Row.*
8 5½ Dane Hill.
13½ 10⅔ 5⅔ Chailey.
20½ 17½ 12½ 6⅔ 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 ½m., but is more hilly. The best road to Brighton is either by Lewes (28½m.) or Crawley (32m.)

Gradients.—At ½m.1 in 18-13; ¾m.1 in 12 (dangerous); 2½m.1 in 19; 4½m.1 in 18; 8½m.1 in 22; 9½m.1 in 13; 13½m.1 in 15.

Measurements.
East Grinstead.*
4½ Turners Hill.*
11½ 7½ Lindfield.* (Route 622.)
12½ 8½ 1½ Haywards Heath,* Station.
16½ 12½ 5½ 4½ St. Johns Common.*
27½ 23 15½ 14½ 10½ 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 7⅔m.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.


**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.)
16 ½ 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 ¾m. 1 in 13 (dangerous); 1m. 1 in 20; 7m. 1 in 17; 8m. 1 in 23; 9½m. 1 in 16; 12m. & 14½m. 1 in 21; 16m. 1 in 19; 16½m. 1 in 21; 18m. 1 in 18; 10m. 1 in 18; 20m. 1 in 15; 23½m. 1 in 20; 25½m. 1 in 12 (dangerous); 26½m. 1 in 16; 27½m. 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.
14½ 6½ Shortgate.*
21½ 12½ 6½ Cross-in-hand.*
29 20½ 14½ 7½ Burwash,* Church.
33 24½ 18½ 11½ 4 Hurst Green.*
36½ 27½ 21½ 15½ 7½ 3½ Hawkhurst (Highgate).*
40½ 32 25½ 19½ 11½ 7½ 4½ Cranbrook.*


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 $\frac{1}{4}$m.1 in 13 (dangerous); $\frac{1}{2}$m.1 in 22; 6$m.$ 1 in 19; $\frac{7}{4}$m.1 in 25; 14$m.$1 in 19.

**Milestones.**—Measured from Post Office, Old Eastbourne.

**Measurements.**

<table>
<thead>
<tr>
<th>Lewes</th>
<th>County Hall</th>
</tr>
</thead>
<tbody>
<tr>
<td>9$\frac{1}{4}$</td>
<td>Wilmington</td>
</tr>
<tr>
<td>(12$\frac{1}{4}$</td>
<td>2$\frac{3}{4}$</td>
</tr>
<tr>
<td>16$\frac{1}{4}$</td>
<td>6$\frac{1}{4}$</td>
</tr>
</tbody>
</table>

**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 4$m.$ 1 in 15; 3$m.$ 1 in 18; 6$m.$ 1 in 20; 12$m.$ 1 in 16.

**Measurements.**

<table>
<thead>
<tr>
<th>Lewes</th>
<th>County Hall</th>
</tr>
</thead>
<tbody>
<tr>
<td>7$\frac{3}{4}$</td>
<td>Ditchling.* (Route 625.)</td>
</tr>
<tr>
<td>13$\frac{1}{4}$</td>
<td>5$\frac{1}{4}$</td>
</tr>
<tr>
<td>15$\frac{1}{4}$</td>
<td>7$\frac{1}{2}$</td>
</tr>
<tr>
<td>14$\frac{1}{4}$</td>
<td>7$\frac{1}{4}$</td>
</tr>
</tbody>
</table>

**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$m.$ 1 in 18; 6$m.$ 1 in 20.

**Measurements.**

<table>
<thead>
<tr>
<th>Lewes</th>
<th>County Hall</th>
</tr>
</thead>
<tbody>
<tr>
<td>8$\frac{1}{4}$</td>
<td>Keymer,* P.O.</td>
</tr>
<tr>
<td>10$\frac{3}{4}$</td>
<td>2$\frac{1}{4}$</td>
</tr>
<tr>
<td>19$\frac{1}{4}$</td>
<td>10$\frac{3}{4}$</td>
</tr>
<tr>
<td>25$\frac{1}{4}$</td>
<td>17$\frac{1}{4}$</td>
</tr>
</tbody>
</table>

**Principal Objects of Interest.**—Pleasant road at first at the foot of the South Downs.

**Hotels or Inns** at places marked *.
### 624 Lewes to Newhaven

**Description.**—Class III. Fair surface, but many short steep hills.

**Gradients.**—At \( \frac{4}{9} \) m. 1 in 9 (very dangerous); \( \frac{4}{13} \) m. 1 in 13; \( \frac{7}{16} \) m. 1 in 16.

**Measurements.**—Lewes, * County Hall.  
3\( \frac{3}{8} \) Rodmell, *  
7\( \frac{1}{4} \) 3\( \frac{3}{5} \) 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 1 m. shorter.

**Gradients.**—At \( \frac{6}{13} \) m. 1 in 13 (dangerous).

**Milestones.**—Measured fr. St. Peter’s Church, Brighton.

**Measurements.**—Brighton, * Jubilee Clock.  
7 Clayon, *  
8\( \frac{1}{4} \) 1\( \frac{1}{2} \) Ditchling, * (Route 622.)

**Principal Objects of Interest.**—Ditchling Beacon.

**Hotels or Inns at places marked.**

### 626 Brighton to The Dike, \( 5\frac{2}{3} \) 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\( \frac{2}{3} \) m. shorter).

**Gradients.**—At \( \frac{4}{10} \) m. 1 in 10 (dangerous); \( \frac{2}{17} \) m. 1 in 17; \( \frac{5}{12} \) m. 1 in 12 (dangerous). On the Poyning road at 4\( \frac{1}{9} \) m. 1 in 9; 4\( \frac{1}{13} \) m. 1 in 13; 5\( \frac{1}{14} \) m. 1 in 14 (all dangerous).

**Principal Objects of Interest.**—The Devil's Dyke.

**Hotels or Inns at places marked.**
STEVNING TO HORSHAM.  627

Description.—Class II. An excellent undulating road, joining Rt. 509 at West Grinstead P.O., thence fine surface.
Gradients.—At 1\(\frac{1}{4}\)m.1 in 20; 2m.1 in 16.
Milestones.—Measured from London.
Measurements.—Steyning.*
\[5\frac{1}{2}\] Partridge Green.*
\[11\frac{1}{4}\] 5\(\frac{1}{4}\) Southwater.
\[14\frac{1}{4}\] 8\(\frac{3}{4}\) 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.—3\(\frac{3}{4}\)m.1 in 11 (dangerous); 7\(\frac{3}{4}\)m.1 in 17.
Milestones.—Measured from London St., Basingstoke.
Measurements.—Basingstoke,* Town Hall.
\[5\frac{1}{4}\] Southrope.*
\[11\frac{1}{4}\] 5\(\frac{3}{4}\) 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 1\(\frac{1}{4}\)m.1/12; 2\(\frac{1}{4}\)m.1/22; 3\(\frac{1}{4}\)m.1/10; 3\(\frac{1}{4}\)m.1/24; 4\(\frac{1}{4}\)m.1/16; 5\(\frac{1}{4}\)m.1/13; 5\(\frac{1}{4}\)m.1/13; 6\(\frac{1}{4}\)m. and 6\(\frac{1}{4}\)m.1/15; 7m.1/17; 8\(\frac{3}{4}\)m.1/18; 9\(\frac{1}{4}\)m.1/13.
Milestones.—Measured from City Bridge, Winchester.
Measurements.—Winchester,* George Hotel.
\[3\frac{1}{4}\] Morestead.
\[10\frac{1}{4}\] 6\(\frac{3}{4}\) Bishop's Waltham.*

Principal Objects of Interest.—Bishop's Waltham: Palace ruins, School.

S.E.  2 L
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 4½m. 1 in 20; 7½m. 1 in 25; 8½m. 1 in 13 (dangerous); 9½m. 1 in 20; 23⅔m. 1 in 18; 23½m. 1 in 20; 26⅔m. 1 in 17; 27½m. 1 in 20; 28½m. 1 in 17; 34m. 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.  
8½ Lewes,* County Hall.  
20½ 11½ Horsebridge.*  
29½ 20½ 8½ Ninfield,* Kings Arms Inn.  
36½ 28½ 16 7½ St. Leonards,* Saxon Hotel.  
37½ 29½ 17 8½ 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, Laughton, 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 4½m. 1/20; 7½m. 1/25; 8½m. 1/13 (dangerous); 9½m. 1/20; 15m. 1/18; 15½m. 1/22; 16½m. 1/15; 16½m. 1/17; 17½m. & 21½m. 1/19; 23½m. 1 in 16; 24½m. & 25½m. 1/17; 26½m. 1/11-17 (dangerous); 27½m. 1/20; 27½m. 1/16; 28½m. 1/23; 29½m. 1/14; 29½m. 1/17; 29½m. 1/16; 30½m. 1/25.

Milestones.—Measured from St. Mary’s Church, Lewes; thereafter from East end of High Street, Lewes.

Measurements.

Brighton,* Jubilee Clock.  
8½ Lewes,* County Hall.  
17½ 8½ Uckfield,* Post Office.  
24½ 16 7½ Crowborough Cross.*  
31½ 22½ 14½ 6½ Tunbridge Wells,* Royal Kentish Hotel.


Hotels or Inns at places marked *, and at Ridgewood, Boarshead, and Eridge Station.
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; 18m. 1 in 19; 19m. 1 in 13; 20m. 1 in 9 (all dangerous).

**Measurements.**

- Brighton, * Jubilee Clock.
- £4 Newhaven,*
- 13 41 Seaford,*
- 225 131 91 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 61m. 1 in 18; 16m. 1 in 20; 18m. 1 in 19; 21m. 1 in 20; 21m. 1 in 25.

**Milestones.**—After Henfield, from London *via* Dorking.

**Measurements.**

- Brighton, * Jubilee Clock.
- 111 Henfield,* P.O.
- 161 41 Cowfold,*
- 223 111 61 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 17m. 1 in 23; 24m. 1 in 20; 25m. 1 in 18; 26m., 26m., & 27m. 1 in 21; 28m. 1 in 15; 31m. 1 in 18; 38m. & 38m. 1 in 15; 39m. 1 in 21; 43m. 1 in 17.

**Measurements.**

- Brighton, * Jubilee Clock.
- £6 Shoreham,* Church Street.
- 111 51 Steyning,*
- 151 91 41 Washington,* (Route 509.)
- 22 161 111 71 Pulborough,*
- 233 233 17 12 51 Petworth,*
- 35 29 28 191 12 61 Midhurst,* Market Square.
- 45 39 33 29 22 16 10 11 Petersfield,* Dolphin Hotel.


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); 21 1/4m. 1 in 13; 22 3/4m. 1 in 17.

Milestones.—From Municipal Boundary, Brighton.

Measurements.
Brighton,* Jubilee Clock.
6 Shoreham,* Church Street.
10 3/4 4 1/2 Worthing,* Town Hall.
17 1/4 11 1/4 7 Angmering,*
21 1/4 15 1/4 11 1/4 4 1/4 Arundel.*
32 1/4 26 1/4 21 1/4 14 1/4 10 1/4 6 1/4 Chichester,* Cross.


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 12 1/4m. 1 in 23; 14m. 1 in 24; 15m. 1 in 24; 16m. 1 in 21; 18 3/4m. 1 in 15 (dangerous).

Measurements.
Brighton,* Jubilee Clock.
6 Shoreham,* Church Street.
10 1 4 Sompting,*

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; 4 3/4m. 1 in 13; 6 1/4m. 1 in 23; 6 3/4m. 1 in 22; 7 3/4m. 1 in 10 (dangerous); 8 1/4m. 1 in 17; 9 3/4m. 1 in 23; 11 1/4m. 1 in 13; 12m. 1 in 24; 12 3/4m. 1 in 21; 13m. 1 in 25; 13 3/4m. 1 in 22; 14m. 1 in 21; 14 3/4m. 1 in 15.

Milestones.—Measured from Arundel.

Measurements.
Littlehampton,*
3 3/4 Arundel.*
6 3/4 2 3/4 Whiteways Lodge. (Route 638.)
11 1/4 7 3/4 5 Fittleworth,*
15 11 8 1/4 3 1/2 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% m. For Horsham turn to R.

Gradients.—At 7 1/4 m. 1 in 18; 7 3/4 m. 1 in 17; 10 1/4 m. 1 in 22; 11 3/4 m. 1 in 10 (dangerous); 12 1/4 m. 1 in 17; 14 3/4 m. 1 in 21; 17 3/4 m. 1 in 18; 18 m. 1 in 16; 21 1/4 m. 1 in 20; 25 1/4 m. 1 in 18; 28 3/4 m. 1 in 22; 28 3/4 m. 1 in 24; 29 1/4 m. 1 in 18; 30 m. 1 in 15; 30 1/4 m. 1 in 24; 32 m. 1 in 24.

Measurements.

Bognor, * Post Office.

6 1/4 Bognor, * Post Office. (Route 635.)

10 1/4 Balls Hut Inn. * (Route 637.)

16 3/4 10 1/4 6 3/4 Pulborough. *

21 3/4 15 1/4 11 3/4 5 1/4 Billinghurst. *

29 22 1/4 18 1/4 12 1/4 7 1/4 Horsham, * Carfax, or

39 1/4 33 1/4 29 1/4 23 1/4 17 1/4 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.


13 3/4 7 3/4 Littlehampton. *


Principal Objects of Interest.—Bognor and Littlehampton: pleasant seaside watering-places.

Hotels or Inns at places marked *.
640 Portsmouth to Winchester.
(By Waltham.)

Description.—Class II. Ferry to Gosport 3m. 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.  
7 1/4 Gosport,* Landing.  
7 1/4 Fareham.*  
10 1/4 9 1/4 3 1/2 Wickham.*  
14 1/2 13 1/2 7 1/2 4 1/4 Bishop's Waltham.*  
25 1/4 24 18 1/4 14 1/2 10 1/2 Winchester,* George Hotel.


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 3m. Undulating road with good surface throughout. Care is required descending to Titchfield.

Gradients.—At 8 1/2m.1/20; 9 1/2m. & 19 1/2m.1/21; 20 1/2m.1/20.

Milestones.—Measured from Botley.

Measurements.

Portsmouth,* Town Hall.  
7 1/4 Gosport,* Landing Place.  
9 1/4 7 1/2 Titchfield.* (Route 656.)  
15 1/4 14 6 1/4 Botley.*  
23 1/4 21 1/8 13 7/8 Twyford.* (Route 640.)  
26 1/2 25 17 1/2 11 3 1/2 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 1/2m. 1 in 25; 13 1/2m. 1 in 19; 14 1/2m. 1 in 23; 16m. 1 in 23; 15 1/2m. 1 in 17.

Measurements.

Fareham.*  
9 1/2 Corhampton.* Route 650.  
14 1/2 4 1/2 West Meon (George Inn *). Route 654.  
24 1/4 14 1/4 9 1/2 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, L Road Junction, @ Bridge, T indicates a sharp turn.

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

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 (12½m), turn to R. at 6½m.
Gradients.—At 2m.1 in 12 (dangerous); 6½m.1 in 17; 7m.1 in 15; 8½m.1 in 17.

Measurements.
Petersfield,* Dolphin Hotel.
10½ Ropley Dean,* Anchor Inn.
13½ 2½ 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 1½m.1 in 21; 2½m.1 in 17; 4½m.1 in 17; 9m.1 in 18; 10m.1 in 14.

Measurements.
Petersfield,* Dolphin Hotel.
4½ Rake.*
12½ 7½ 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 3½m.1 in 21; 6½m.1 in 25; 7½m.1 in 15; 8m.1 in 17; 11½m.1 in 21.

Milestones.—Measured from London Road, Reading.

Measurements.
Alton,* Market Street.
8½ Odiham.*
10½ 2½ Hook.*
16½ 5½ 6½ Riseley Common.*
23½ 15½ 13 6½ Reading,* King Street.
Odiham to Blackwater (Route 513), 10½m.

Principal Objects of Interest.—Pretty road. Reading as Route 517.
Hotels or Inns at places marked *.
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 1\frac{1}{4}m.1 in 21; 1\frac{4}{4}m.1 in 19; 2m.1 in 22; 6\frac{1}{2}m.1 in 21; 6\frac{3}{4}m.1 in 20; 9\frac{1}{4}m.1 in 20.

Measurements.
Basingstoke,* Town Hall.
6\frac{1}{4} Tadley.
9\frac{2}{3} 3\frac{1}{3} Aldermaston,* Hinds Head Hotel.
17\frac{2}{3} 11\frac{5}{10} 8 Pangbourne.* (Route 490 or 559.)
19\frac{1}{2} 13\frac{1}{2} 10\frac{1}{2} 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 2\frac{3}{4}m.1 in 17; 1m.1 in 17; 4\frac{2}{4}m.1 in 17; 12\frac{3}{4}m.1 in 14; 14m.1 in 15; 15\frac{3}{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{3}{4} Odiham.*
15\frac{3}{4} 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{3}{4}m.1/11 (dangerous); 6m.1/17; 11m.1/21.

Milestones.—Measured from Basingstoke, Town Hall.

Measurements.
Basingstoke,* Town Hall.
7\frac{3}{4} Preston Candover*.
9\frac{2}{3} 2\frac{1}{2} Brown Candover P.O.
14\frac{2}{3} 7\frac{1}{2} 4\frac{1}{2} Lunways Inn.*
19\frac{3}{4} 12\frac{1}{2} 9\frac{3}{4} 5 Winchester,* George Hotel.

Principal Objects of Interest.—Pleasant country road.

Hotels or Inns at places marked*.
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; 3½m.1/23; 20½m.1/16 (dangerous).

Milestones.—Measured from Hyde Park Corner, London.

Measurements.
Basingstoke,* Town Hall.
6 Popham Lane.*
13¼ 7¾ Sutton Scotney.*
21¼ 15½ 7½ Stockbridge,* Town Hall.
35½ 29½ 22½ 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; 20½m.1/11 (both dangerous).

Milestones.—Measured from Marlborough, Town Hall.

Measurements.
Andover,*
7¾ Ludgershall,* Cross.
15¾ 5¾ Burbage,* Inn.
16¾ 15¼ 9¾ 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 ¼m., ¾m., and 1¼m.1 in 19; 2¾m.1 in 18; 4½m.1 in 17; 6½m.1 in 19; 8½m.1 in 16; 9m.1 in 14; 11m.1 in 18; 12½m.1 in 14; 13½m. and 17½m.1 in 17; 18m.1 in 11 (dangerous); 19m.1 in 16; 22½m.1 in 22; 22½m.1 in 19; 23½m.1 in 16.

Milestones.—Measured from Winchester Cross.

Measurements.
Winchester,* George Hotel.
6½ Sutton Scotney.*
12 5¾ Whitchurch,* P. O.
19¾ 12¾ 7¾ Whitway,* Inn.
24½ 18¼ 12½ 5¾ Newbury,* Jubilee Clock.

Principal Objects of Interest.—8½m., Tidbury Ring. 16½m., “Seven Barrows.” NEWBURY: see Route 517.

Hotels or Inns at places marked.*
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; 2½m.1 in 22; 2⁹⁄₁₄m.1 in 19; 2⁹⁄₁₄m.1 in 15; 3m.1 in 21; 4⁴⁄₉m.1 in 20; 5⁵⁄₆m. and 6m.1 in 21; 6½m.1 in 16; 7¼m.1 in 17; 8⁴⁄₉m.1 in 15-16 (dangerous); 9½m.1 in 14 (dangerous turn); 10m.1 in 21; 10½m.1 in 16; 12³⁄₈m.1 in 14; 15⁴⁄₉m. and 16m.1 in 17; 17³⁄₈m.1 in 22; 17½m.1 in 23; 18½m.1 in 17; 19m.1 in 16.

Measurements.

Winchester,* George Hotel.
9 Stockbridge,* Town Hall.
25 1/4 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 ¼m. and ¾m.1 in 19; 1m.1 in 20; 2⁹⁄₁₄m.1 in 18; 3²⁷⁄₈m. in 23; 5⁴⁄₉m. 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,*
13½ 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); 4³⁄₈m.1 in 22; 7m. and 7¾m.1 in 17; 15³⁄₈m.1 in 14; 16½m.1 in 24; 16¾m.1 in 18.

Measurements.

Winchester,* George Hotel.
9¾ Bramdean,* P.O.
12 2½ George Inn.*
19½ 9¾ 7¼ Petersfield,* Dolphin Inn.

Principal Objects of Interest.—A pleasant road.

Hotels or Inns at places marked *, and at Stroud.
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}{3} \text{m.1 in 16 (dangerous); 2m.1 in 22; 2\frac{1}{2} \text{m.1 in 15; 3m.1 in 25; 3\frac{1}{4} \text{m.1 in 20; 6\frac{1}{2} \text{m.1 in 25; 10m.1 in 20; 11\frac{3}{4} \text{m.1 in 13; 13m.1 in 18; 18\frac{1}{2} \text{m.1 in 17; 20\frac{1}{2} \text{m.1 in 15; 22m.1 in 23; 22\frac{1}{2} \text{m.1 in 21; 26\frac{1}{2} \text{m.1 in 23; 38m.1 in 21; 39\frac{1}{2} \text{m.1 in 21.}}}}


Measurements.

Winchester,* George Hotel. 10\frac{1}{2}  Romsey,* Town Hall. 14\frac{1}{2}  Ower. 17\frac{3}{4}  Cadnam.* 25\frac{3}{4}  Ringwood.* 40\frac{1}{2}  Poole,* Post Office.

Principal Objects of Interest.—Romsey: Abbey Church, Palmerston Statue. 18\frac{1}{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}{4}m.1 in 21; 5\frac{1}{2}m.1 in 20; 8\frac{1}{4}m.1 in 21; 9\frac{1}{2}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}{4}m., Route 641.) 11\frac{1}{2}  Fareham.* 16\frac{3}{4}  Cosham.* 20\frac{3}{4}  Portsmouth,* Town Hall. 22\frac{1}{4}  Havant.* 29\frac{3}{4}  Emsworth.* 39\frac{1}{4}  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.
657 SOUTHAMPTON TO BISHOP’S WALTHAM.
Description.—Class II. A hilly road, with good surface.
Gradients.—At 2½m.1 in 15; 3m.1 in 22; 3½m.1 in 16; 4½m.1 in 25; 7½m.1 in 18; 8m.1 in 24; 9½m.1 in 23; 11½m.1 in 16; 14m.1 in 19; 14½m.1 in 17.
Milestones.—Irregular. After Botley, from London.
Measurements.
Southampton,* Bar Gate.
   6\  Botley.*
   10\  3\  Bishop’s Waltham.*
   15  8\  4\  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\  Eastleigh.*
   13  7\  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 5½m.1 in 20; 10½m.1 in 17; 13½m.1 in 18; 14½m.1 in 17; 16½m. & 26m.1 in 19; 29½m.1 in 18; 32½m.1 in 16.
Milestones.—To Redbridge, measured from Southampton; after Lyndhurst measured from High St., Christchurch.
Measurements.
Southampton,* Bar Gate.
   9\  Lyndhurst.*
   16\  6\  Holmsley Station.
   23\  14\  7\  Christchurch,* Town Hall.
   29  19\  12\  5\  Bournemouth,* The Square.
   33\  24\  17\  10  4\ Poole,* P.O.
Hotels or Inns where marked *, and at Redbridge, Totton, Rumbridge, Lyndhurst Road Sta., Boscombe, and Parkstone.
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, 3 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\(\frac{1}{2}\) Stockbridge, Town Hall.
25\(\frac{1}{2}\) 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\(\frac{1}{2}\)m. 1 in 20; 19m. 1 in 25.

**Milestones.**—Measured fr. Southampton Road, Salisbury.

**Measurements.**
Southampton, Bar Gate.
3\(\frac{1}{2}\) Redbridge,*
10\(\frac{1}{2}\) 6\(\frac{3}{4}\) West Wellow,*
18\(\frac{3}{4}\) 14\(\frac{1}{2}\) 7\(\frac{1}{2}\) Whaddon.
22\(\frac{1}{2}\) 18\(\frac{1}{2}\) 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\(\frac{3}{4}\)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\(\frac{1}{2}\)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\(\frac{1}{2}\) Cadnam,*
19 10\(\frac{1}{2}\) Fordingbridge,*
25\(\frac{1}{2}\) 17 6\(\frac{1}{2}\) Cranborne,*
18 9\(\frac{3}{4}\) Downton,*

**Principal Objects of Interest.**—New Forest. Fordingbridge: Church.
663 **Romsey to Botley, Etc.**

Description.—Class II. An excellent undulating road.

Gradients.—At 1m. 1/16; 4m. 1/23; 6$\frac{1}{3}$m. 1/18; 8m. 1/17; 13m. 1/18; 13$\frac{1}{4}$m. 1/24; 14m. 1/14; 14$\frac{1}{4}$m. 1/24; 16$\frac{1}{4}$m. 1/25.

Milestones.—Measured from Romsey.

Measurements.
Romsey,* Town Hall.
7 Swaythling.*
12$\frac{1}{4}$ 5$\frac{1}{2}$ Botley.*
16$\frac{1}{4}$ 9$\frac{1}{4}$ 4$\frac{1}{2}$ 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$\frac{1}{4}$m., without touching Cadnam.

Gradients.—At 1$\frac{1}{4}$m. 1 in 15; 4$\frac{1}{2}$m. 1 in 17; 6$\frac{1}{3}$m. 1 in 20; 8$\frac{1}{3}$m. 1 in 20; 13$\frac{1}{4}$m. 1 in 25; 14$\frac{1}{4}$m. 1 in 17; 15m. 1 in 15.

Milestones.—Measured from Lymington to Lyndhurst, thereafter from Salisbury.

Measurements.
Lymington.*
4$\frac{1}{4}$ Brockenhurst.*
8$\frac{1}{4}$ 3$\frac{1}{2}$ Lyndhurst.*
12$\frac{1}{4}$ 7$\frac{1}{4}$ 3$\frac{1}{2}$ Cadnam.* (Route 655.)
27$\frac{1}{4}$ 22$\frac{1}{2}$ 18$\frac{1}{4}$ 15$\frac{1}{2}$ Salisbury,* Market. (Rt. 501.)
18$\frac{1}{4}$ 13$\frac{1}{2}$ 9$\frac{1}{4}$ 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$\frac{1}{4}$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$\frac{3}{4}$m. 1/22.

Milestones—Continuation of those near Ringwood.

Measurements.
Lymington.*
9$\frac{1}{2}$ Burley.*
15$\frac{1}{4}$ 5$\frac{1}{2}$ 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; 6½m.1 in 15; 7½m.1 in 14; 14½m.1 in 10; 15½m.1 in 9; 17m.1 in 12.

Milestones.—On the Isle all measured from Newport.

Measurements.
Portsmouth, * Town Hall.
5½ Ryde, * Pier Hotel.
10¼ 4½ Brading, * P.O.
12 6½ 1¾ Sandown, * Hotel.
14½ 8¾ 4½ Shanklin, * Daish Hotel.
18¼ 12½ 8 6¼ 3½ Ventnor, * Clock.


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 ³m.1/15; ³m.1, ²m. ²m., ³m., ³m.1/13; ²m.1/24; ³m.1/10 (very dangerous); 10m.1/17; 10½m.1/15; 10¾m.1/11; 12m.1/17; 12½m.1/13; 13½m.1/16; 19½m.1/14.

Measurements.
Ryde, * Pier Hotel.
7¾ Newport, * St. James Square.
17¾ 10½ Freshwater Gate, *
20¾ 13½ 2½ 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 ⁴m.1/11; ⁴m.1/18; ³m.1/14; ³m.1/17; 4m.1/12; 5m.1/13; 6m.1/14; 15¾m.1/12.

Measurements.
Ventnor, * Clock.
6¼ Chale, *
10¼ 4½ Shorwell, *
19¼ 13½ 8½ Freshwater Gate, *


Hotels or Inns where marked *; Sandrock and Blackgang.
494 CONTOUR ROAD BOOK OF ENGLAND (S.E.)

669 New Port to Yarmouth, &c.

Description.—Class III. A good undulating road. This is the best road to Yarmouth; surface rough near the Needles.

Gradients.—At \( \frac{4}{1} \) m.l in 15; \( \frac{3}{1} \) m.1 in 20; \( \frac{7}{1} \) m.1 in 16; \( \frac{10}{1} \) m.1 in 15; \( \frac{11}{2} \) m.1 in 16; \( \frac{13}{1} \) m.1 in 16 (mostly dangerous).

Measurements.
Newport,* St. James Square.
9\( \frac{3}{1} \) Yarmouth,* Town Hall.
14\( \frac{1}{2} \) 4\( \frac{3}{1} \) 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 \( \frac{1}{1} \) m.l in 14; \( \frac{1}{1} \) m.1 in 25; \( \frac{3}{1} \) m.1 in 13; \( \frac{4}{1} \) m.1 in 15; \( \frac{5}{1} \) m.1 in 15; \( \frac{5}{1} \) m.1 in 21; \( \frac{7}{1} \) m.1 in 19; \( \frac{8}{1} \) m.1 in 22; \( \frac{9}{1} \) m.1 in 18; \( \frac{13}{1} \) m.1 in 16; \( \frac{14}{1} \) m.1 in 7.

Measurements.
Cowes,* Pier.
4\( \frac{3}{1} \) Newport,* St. James Square.
12\( \frac{4}{1} \) 8\( \frac{1}{1} \) Whitwell,* Inn.
16\( \frac{4}{1} \) 11\( \frac{3}{1} \) 3\( \frac{1}{1} \) Ventnor,* Clock.

Principal Objects of Interest.—NEWPORT: as Rt. 667.

Hotels or Inns at places marked *.

671 Cowes to Newport, &c.

Description.—Class III. Good surface to Newport, thence fairly good. For Ryde (8\( \frac{1}{1} \) m.), keep to L. at 3\( \frac{1}{1} \) m., and join Route 667 at Parkfield.

Gradients.—At \( \frac{1}{1} \) m.1 in 17; \( \frac{2}{1} \) m.1 in 14; \( \frac{6}{1} \) m.1 in 15; \( \frac{8}{1} \) m.1 in 19; \( \frac{9}{1} \) m.1 in 22; \( \frac{10}{1} \) m.1 in 19; \( \frac{11}{1} \) m.1 in 19; \( \frac{13}{1} \) m.1 in 14; \( \frac{14}{1} \) m.1 in 11; \( \frac{14}{1} \) m.1 in 12 (dangerous).

Measurements.
West Cowes,* Pier.
\( \frac{5}{1} \) East Cowes,* Pier. (To Ryde Pier 7\( \frac{1}{1} \) m.)
4\( \frac{4}{1} \) 4\( \frac{1}{1} \) Newport,* St. James Square.
14\( \frac{3}{1} \) 14\( \frac{1}{1} \) 10\( \frac{3}{1} \) Sandrock Hotel.*

Principal Objects of Interest.—1\( \frac{1}{1} \) 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.
672 Southampton to Hythe.

Description.—Class II. A fine level road to Eling, thence slightly undulating to Hythe. Good surface.

Measurements.—Southampton,* Bar Gate.
3½ Redbridge,* Anchor Hotel.
5½ 1½ Eling.
10½ 7 5½ 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; 10½m.1/13; 10¾m.1/10 (dangerous).

Measurements.—Beaulieu,*
7½ Lyndhurst.*
11 3½ Rufus Stone.

Principal Objects of Interest.—Pretty road. Lyndhurst. Queen's House, Ch. 10½m. 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 ½m.1 in 15; 1½m.1 in 15; 3½m.1 in 14; 4m. 1 in 13; 4½m.1 in 8 (very dangerous); 6m.1 in 14; 10m.1 in 15; 11½m.1 in 10 (8 dangerous turns).

Measurements.—Ryde,* Pier Hotel.
6 Newchurch.
12½ 6½ Ventnor,* Clock.

Principal Objects of Interest.—Fine view above Ventnor.

Hotels or Inns at places marked *, and at Stroud.
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; 7½m.1 in 8 (very dangerous); 10m.1 in 16.
Milestones.—Measured from Coppins Bridge, Newport.
Measurements,—Newport,* St. James Sq. 7¼ Brading,* P.O. 10½ 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 ¼m.1 in 15; ½m.1 in 21; 2m.1 in 15; 4m.1 in 20; 6½m.1 in 18; 7½m.1 in 22; 9m.1 in 13; 9½m.1 in 19.
Milestones.—Measured from Newport, Town Hall.
Measurements.—Newport,* St. James Sq. 4 Arrington.* 8¼ 4½ Lake.* 9¼ 5½ 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; 4½m.1 in 10 (both dangerous); 8½m.1 in 13.
Milestones.—Measured from Newport, Town Hall.
Measurements.—Newport,* St. James Sq. 5¼ Shorwell.* 9½ 4¾ Chale.*
Principal Objects of Interest.—Carisbrooke: Castle, Roman Villa.
S.E. Ind. 1
INDEX

The Figures after each Name are the Route Numbers.
This Index serves both for the North and South-East Divisions.
Routes from 1 to 340 are in the Northern Division, 318 to 680 South-East Division.

ABBREY, 208
Abbey Town, 167
Aberford, 94, 129
Abingdon, 547, 491
Accrington, 207, 236
Ackworth, 135
Ackworth Moor Top, 105
Acle, 422, 418
Acton Bridge, 258
Addingham, 95, 116
Aldringham, 234
Ainsdale, 228
Aintree, 229
Akeld, 12, 20
Albrighton, 263
Alconbury, 525, 334
Alcester, 422, 418
Aldgate, 258
Addingham, 95, 116
Aldermaston, 562, 646
Aldershot, 514, 556
Alford, 317
Alford, 317, 327, 331
Alfreton, 283, 289, 298
Alford, 317, 327
Alfred, 283, 289, 298
Allendale, 30
Allenheads, 30
Allensford, 47
Allgrave, 268
Alton, 164, 171
Allington, 13
Alnwick, 1, 13, 18, 20
Apley, 448
Alport, 273
Alston, 29, 42, 43, 165, 180
Althorpe, 466, 469
Alton, 512, 628, 642, 645
Altrincham, 252, 253, 257
Alwalton, 338
Amberley, 154, 280, 299
Aberdeen, 166, 177, 193, 184, 190
Amersham, 519, 522, 344, 561
Amphill, 374, 475
Ancaster, 333
Anchorage, 276, 287
Ancroft, 10
Andover, 573, 549, 653, 660, 650
Andoverford, 494
Angmering, 635

Annfield Plain, 7
Anwick, 333
Apperley Bridge, 122
Appleby, 181, 192
Appledore, 611
Ardsley, 105, 139
Arkengarthdale, 58
Armin, 130
Armley, 67
Arnesby, 347
Armstrong, 379, 385
Arthington, 88
Arundel, 635-37
Ascot, 515
Asgarby, 329
Ashbourne, 243, 271-2, 277, 279
Ashby de la Zouch, 286, 343-44
Ashford, 501, 590, 598-9, 606-7
Ashford (Derby), 155, 280
Ashopton, 241, 281
Ashover, 291, 296
Ashton-under-Lyne, 216, 240, 254
Ashton-in-Makerfield, 209, 217, 230
Askern, 85
Askrigg, 195
Aspatria, 195
Aston, 256
Astwood, 375
Atherton, 235
Atteborough, 427
Axe Edge, 268
Aylesbury, 519, 521, 478-79, 499
Aylsham, 401, 419
Aynho, 521, 481, 552
Ayshott, 61, 95
Ayon, 48

Bacup, 216, 221
Bagnall, 513-14
Bainbridge, 57, 61
Bakewell, 155, 273-74, 277, 280, 290
Balcombe, 569
Baldersby, 63
Baldock, 526, 383, 472, 475
Bamber Bridge, 234
Bamford, 281
Banbury, 521, 480, 486, 497
Bardon, 344


1

Ind. 2.
INDEX.

Bardonmill, 4
Barford, 428
Barham, 595
Barking, 528
Barkston, 324, 333
Barway, 390
Barkwith, 321
Barnard Castle, 34, 43, 55, 66
Barnet, 524-5, 531, 473
Barnsdale, 111, 140
Barnsley, 112, 132-135, 139, 240
Barnwell, 338, 381
Barras Station, 58 (Slip Inn, 193)
Barrow, 185, 197
Barrow-on-Humber, 313, 325
Barton (Lincoln), 205
Barton in the Clay (Bedford), 373
Barton Mills (Suffolk), 392, 427
Basingstoke, 513, 559, 558, 628, 646-9
Baslow, 155, 281, 287
Bassenthwaite, 173, 174
Batley, 119
Battle, 502, 612, 619
Bawdeswell, 401, 431
Bawtry, 137, 141, 150, 310
Beaconsfield, 518, 544
Beaulieu, 672, 678
Beccles, 423, 433-34
Beckenham, 529, 574
Beechingham (Lincoln), 308
Beechingham (Notts), 310
Bedale, 61
Bedford, 353, 365-66, 370-75, 384
Bedhampton, 650
Bedlington, 23
Beeston Castle, 258
Belford, 1, 17, 16
Bellingham, 25, 27
Belmont, 208
Belper, 154, 280, 272
Belsay, 2
Benefield, 352
Hennington, 137
Bentham, Upper and Lower, 200
Berkhamsted, 521, 544
Berkwick, 1, 10, 11
Beverley, 76, 77, 84
Bexhill, 613
Bexley, 576
Bicester, 521, 487, 498
Biddenden, 587, 589, 607
Bigby, 204
[385]
Biggleswade, 525-6, 365, 376, 380
Billericay, 464-6
Billisdon, 348
Billingborough, 317
Billingford, 401
Billingham, 9
Billinghay, 333
Billinghurst, 633

Bingham, 303-4
Bingley, 107, 108
Birchington, 591
Birkdale, 228
Birtle, 232, 246, 261
Birtstall, 113, 114, 119
Birtley, 8
Bishop Auckland, 34, 38, 39
Bishop's Stortford, 537, 457, 472-4
Bishop's Waltham, 629, 640, 657
Bitchfield, 336
Ilay, 349
Blackbrook, 265
Blackburn, 207, 211, 212, 218, 225
Black Burton, 199
Blackhill, 35
Blackpool, 202, 204
Blackrod, 234
Blackstone Edge, 239
Blackwater, 513, 645
Blaxton, 141
Blaydon, 4, 31
Bletsoe, 370
Blidworth, 307
Blisworth, 356
Blubberhouses, 102, 98
Blyth (Northumberland), 23
Blyth (Notts), 151
Blythburgh, 435, 423, 439
Blythmarsh, 278
Boar's Head, 209, 212
Bodiam, 614, 620
Bognor, 638-9
Bollingbrook, 330
Bolnhurst, 371
Bolton, 208, 215, 217, 225, 226, 234
Bolton Bridge, 95, 102
Bonchurcn, 666
Bootle (Liverpool), 228
Bootle (Cumberland), 197
Boroughbridge, 53, 92, 109, 118
Borrowash, 302
Borrowdale, 175
Boscombe, 659, 678
Bosley, 243
Boston, 339, 329-32, 335, 397
Boston Spa (Yorks.), 88
Bottesdale, 451
Bothal, 13
Bothel, 162, 174
Botley, 641, 657, 663
Bottesford, 304
Bottisham, 387
Bourn, 323, 317-18, 336
Bourn Bridge, 476, 491
Bournemouth, 659, 678
Bowes, 34, 66, 181, 193
Bowness (Windermere), 183, 189
Bowness (on Solway), 163
Boxford, 438
Bozeat, 369

INDEX.

Brackenrigg Hotel, 177
Brackley, 480, 496
Bradfield Green, 466
Bradford, 87, 105, 106, 107, 109, 119, 120, 121, 122, 144, 239
Brading, 666, 675
Bradmore, 306
Brailsford, 279
Brain-tree, 457, 462, 471
Brander, 634
Bramdean, 654
Brampham, 94
Bramley, 565
Brampton, 3, 160, 165, 166
Brancaster, 407
Brancepeth, 42
Brandon, 392, 416
Brandsby, 93
Brentford, 513, 517, 541
Brentwood, 540, 465-6, 470, 580
Brenzett, 599, 611, 615
Bridge, 500, 594-5
Bridge of Alyn, 21
Bridglington, 83, 72
Bridlington Quay, 72, 76
Brierfield, 213, 214
Brigg, 313, 294-5
Brigham, 162, 173
Brighouse, 120, 128, 114, 143 [630-6
Brightlingsea, 455
Brighton, 507-8, 617, 620, 625-6,
Brimpton, 550
Brixworth, 346
Broadstairs, 603
Brockenhurst, 664
Brocklesby, 325
Bromley, 502, 505, 574
Brompton Swale, 60, 54
Brough, 41, 58, 181, 198
Broughton in Furness, 197
Broxton, 263
Buxton, 100
Buckden, 95 [498
Buckingham, 519, 375, 356, 480-1
Buckland, 493
Budworth, 250
Bulwick, 367
Bungay, 424, 434
Buntingford, 535, 472
Burbage (Derby), 268
Burbage (Wilt.), 650
Bures, 458
Burford, 494, 484
Burgh (Cumberland), 163
Burgh le Marsh, 322, 326
Burley (Yorks.), 115, 116
Burley (Hants), 665
Burnham Market, 402
Burnham (Essex), 469
Burnley, 207, 213-216, 218, 219
Burnsall, 95

Burscough, 229
Burslem, 259
Burton Agnes, 83
Burton Constable, 79
Burton Joyce, 301
Burton Latimer, 370
Burton in Lonsdale, 203
Burwash, 620
Burwell, 326
Bury, 217, 236
Bury St. Edmunds, 387, 437, 448-51
Butley, 444
Buttermere, 175, 176 [279-80
Buxton, 242, 249, 268, 270, 275, 276,
Byfield, 482
Bynness, 2

Cadmium, 655, 662, 664
Caenby Corner, 310, 333
Caister (Norfolk), 422, 432
Caistor (Lincoln), 294, 314
Calbourne, 667
Calder Bridge, 172
Calver, 155, 281, 287, 290
Calvo, 167
Cambo, 28
Cambridge, 535, 537, 383-90
Canterbury, 500, 589-96, 600-1
Capel, 509, 638
Cardington, 372
Carisbrook, 667, 677
Carlisle, 160-165, 3
Carlton, 86
Carlton on Trent, 137
Carnforth, 203
Carperby, 57, 95
Carshalton, 573
Carsington, 278
Carter, 2
Cartsbog, 29
Castle Eden, 9
Castle Hedingham, 389, 462
Castle Inn, 174
Castle Rising, 400
Castleton, 156, 255, 270
Castor (Northampton), 348
Cat and Fiddle Inn, 249
Caterham, 506
Caton, 198, 200
Catterick Bridge, 54, 66
Catton, 30
Catworth, 381
Cawston, 401
Caxton, 379
Chailey, 616
Chale, 668, 677
Chalfont St. Giles, 519
Chapel Brampton, 359
Chapel le Frith, 255, 275, 287
Chapeltown, 112, 146
Charing, 501, 589

INDEX.

Charlbury, 485
Chatburn, 211
Chatham, 500, 578
Chatsworth, 155, 261
Chatteris, 396, 414
Chatton, 17
Cheadle, 244, 253
Cheam, 573
Checkley, 278
Chelford, 245, 257
Chellaston, 286
Chelmsford, 540, 460-64, 468
Cheltenham, 494
Chelveston, 368
Chequerbent, 234
Chertsey, 523, 563
Chesham, 522, 544
Cheshunt, 535
Chester, 251, 252, 260-265. [300
Chesterfield, 154, 283, 287-88, 291,
Chesterford, 537, 391, 461
Chester le street, 8
Chevy Chase (Otterbourne), 2, 25
Chichester, 566-7, 635, 639, 656
Chiddingfold, 566
Chigwell, 536
Chilham, 589-90
Chingford, 539 [552
Chipping Norton, 495, 484, 487-8,
Chipping Ongar, 536, 460, 470
Chislehurst, 574
Chollerton, 3, 27
Chollerton, 28
Cholmondeley Park, 258, 263
Chopgate, 52
Chorley, 212, 234
Chowbent, 226
Christchurch, 659, 678-9
Chunal, 275
Church, 207
Church Enstone, 485, 487
Church Town, 188
Clacton on Sea, 455
Clapham, 103, 200
Clarborough, 293
Cloughton, 200
Clay Cross, 154, 283
Claydon, 426
Clayton, 625
Clayton le Moors, 218, 236
Cleckheaton, 114, 144
Cleethorpes, 314
Chlenwortham, 399
Cley, 412
Clifton (Westmorland), 161
Cliberne, 201, 206, 211
Claphill, 373, 475
Clotton, 265
Cloughton, 69
Clowne, 152, 157
Cockerham, 202
Cockermouth, 162, 173, 176, 168
Coggeshall, 457
Colchester, 540, 389, 453-9, 467
Coldstream, 16, 20
Coley Orton, 343
Collingham, 88, 89, 118
Colnbrook, 516-17
Colne, 106, 142, 214, 220
Colsterworth, 334
Congleton, 244, 256, 267, 268, 269
Conisbrough, 134, 149
Coniston (Lakes), 184, 190
Coniston (Wharfedale), 104
Coniston Cold, 100, 103
Consett (Blackhill), 35
Cooper Bridge, 113
Copdock, 540
Corbridge, 4, 5, 26, 47
Corby, 336
Corhampton, 642, 657
Cornhill, 20
Costham, 511, 656
Costock, 306
Cotebrook, 258
Cotterstone, 43
Cottesmore, 361
Coventry, 524, 350
Cowes, 670-71
Cowfold, 623, 633
Cowshill, 42, 30
Coxhoe, 33
Cranage, 231, 267
Cranborne, 662
Cranbrook, 589, 614, 620
Cranford St. John, 363
Cranley, 565
Crathorne, 53
Crawley, 507-8, 618
Crayford, 504, 500, 571, 576
Cresswell, 152
Crew, 256
Crich, 289
Crick, 358
Croft, 8
Cromer, 411-12, 419, 432
Cromford, 271, 280, 289
Crook, 42
Crooklands, 103, 203
Crosby (Carlisle), 3
Crosby (Liverpool), 228
Crossens, 210
Cross in hand, 572, 612, 620
Crowborough, 631
Crowland, 337, 340
Croxtont Kerrial, 345
Croydon, 506-7, 573-75
Crystal Palace, 529
Cuckfield, 508, 569, 612, 622
Cuckney, 297
Cullercoats, 23
Cumberworth, 132

<table>
<thead>
<tr>
<th>Place</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dalton-in-Furness</td>
<td>185, 197</td>
</tr>
<tr>
<td>Danbury</td>
<td>468</td>
</tr>
<tr>
<td>Daneshill</td>
<td>616</td>
</tr>
<tr>
<td>Daresbury</td>
<td>262</td>
</tr>
<tr>
<td>Darfield Bridge</td>
<td>139</td>
</tr>
<tr>
<td>Darlington</td>
<td>8, 40, 46, 47, 55</td>
</tr>
<tr>
<td>Dartford</td>
<td>500, 504, 571</td>
</tr>
<tr>
<td>Darwen</td>
<td>225</td>
</tr>
<tr>
<td>Davenham</td>
<td>259</td>
</tr>
<tr>
<td>Daventry</td>
<td>524, 537, 482</td>
</tr>
<tr>
<td>Deal</td>
<td>593, 604</td>
</tr>
<tr>
<td>Debenham</td>
<td>436</td>
</tr>
<tr>
<td>Deddington</td>
<td>497, 552</td>
</tr>
<tr>
<td>Deepcar</td>
<td>147</td>
</tr>
<tr>
<td>Deeping</td>
<td>323, 337, 339</td>
</tr>
<tr>
<td>Delamere</td>
<td>252</td>
</tr>
<tr>
<td>Denby Dale</td>
<td>131</td>
</tr>
<tr>
<td>Denholme</td>
<td>127, 143</td>
</tr>
<tr>
<td>Denshanger</td>
<td>375</td>
</tr>
<tr>
<td>Denton</td>
<td>241, 254</td>
</tr>
<tr>
<td>Deptford</td>
<td>500</td>
</tr>
<tr>
<td>Derby</td>
<td>154, 278-86, 292, 302</td>
</tr>
<tr>
<td>Dereham</td>
<td>409-10</td>
</tr>
<tr>
<td>Dersingham</td>
<td>400</td>
</tr>
<tr>
<td>Desborough</td>
<td>370</td>
</tr>
<tr>
<td>Devil's Dyke</td>
<td>626</td>
</tr>
<tr>
<td>Dewsbury</td>
<td>119, 123, 128, 144, 145</td>
</tr>
<tr>
<td>Didcot</td>
<td>548</td>
</tr>
<tr>
<td>Didsbury</td>
<td>444</td>
</tr>
<tr>
<td>Dishforth</td>
<td>53, 118</td>
</tr>
<tr>
<td>Disley</td>
<td>242</td>
</tr>
<tr>
<td>Diss</td>
<td>426, 434, 446</td>
</tr>
<tr>
<td>Distington</td>
<td>162, 171</td>
</tr>
<tr>
<td>Ditchling</td>
<td>622-23, 625</td>
</tr>
<tr>
<td>Ditton</td>
<td>511</td>
</tr>
<tr>
<td>Docking</td>
<td>402, 408</td>
</tr>
<tr>
<td>Dockray</td>
<td>169</td>
</tr>
<tr>
<td>Dodgson (Northd.)</td>
<td>10</td>
</tr>
<tr>
<td>Dodgson (Camb.)</td>
<td>396</td>
</tr>
<tr>
<td>Doncaster</td>
<td>85, 105, 111, 134, 137-149</td>
</tr>
<tr>
<td>Donington</td>
<td>316-17, 335</td>
</tr>
<tr>
<td>Dorchester</td>
<td>547, 490</td>
</tr>
<tr>
<td>Dorking</td>
<td>509, 564, 638</td>
</tr>
<tr>
<td>Dotterell Inn</td>
<td>72, 74</td>
</tr>
<tr>
<td>Dowedale</td>
<td>279</td>
</tr>
<tr>
<td>Dove Holes</td>
<td>270, 275</td>
</tr>
<tr>
<td>Dover</td>
<td>500, 597, 604-5</td>
</tr>
<tr>
<td>Dovercourt</td>
<td>453</td>
</tr>
<tr>
<td>Doveridge</td>
<td>278</td>
</tr>
<tr>
<td>Downham Market</td>
<td>388, 395, 406</td>
</tr>
<tr>
<td>Downholme</td>
<td>57</td>
</tr>
<tr>
<td>Downton</td>
<td>662, 679</td>
</tr>
<tr>
<td>Draycott</td>
<td>278</td>
</tr>
<tr>
<td>Drayton</td>
<td>335</td>
</tr>
<tr>
<td>Driffield</td>
<td>70, 71, 75, 77, 83</td>
</tr>
<tr>
<td>Drighlington</td>
<td>238, 105</td>
</tr>
<tr>
<td>Dronfield</td>
<td>154</td>
</tr>
<tr>
<td>Droylsden</td>
<td>240</td>
</tr>
<tr>
<td>Duddington</td>
<td>348, 367</td>
</tr>
<tr>
<td>Duffield</td>
<td>154, 280, 282</td>
</tr>
<tr>
<td>Duke of York Inn</td>
<td>279</td>
</tr>
<tr>
<td>Dunchurch</td>
<td>524, 349, 358</td>
</tr>
<tr>
<td>Dunham</td>
<td>311</td>
</tr>
<tr>
<td>Dunmore</td>
<td>536, 457, 461</td>
</tr>
<tr>
<td>Dunstable</td>
<td>524, 355, 374</td>
</tr>
<tr>
<td>Durham</td>
<td>8, 32, 33, 34, 35, 42, 44</td>
</tr>
<tr>
<td>Dymchurch</td>
<td>615</td>
</tr>
<tr>
<td>Eaglescliffe Junction</td>
<td>53, 54</td>
</tr>
<tr>
<td>Ealing</td>
<td>518</td>
</tr>
<tr>
<td>Eamont Bridge</td>
<td>161, 179</td>
</tr>
<tr>
<td>Earth</td>
<td>378</td>
</tr>
<tr>
<td>Earls Colne</td>
<td>389</td>
</tr>
<tr>
<td>Earlstown</td>
<td>226</td>
</tr>
<tr>
<td>Earsdon</td>
<td>15, 24</td>
</tr>
<tr>
<td>Easington</td>
<td>9</td>
</tr>
<tr>
<td>Easingwold</td>
<td>91</td>
</tr>
<tr>
<td>East Barkwith</td>
<td>321</td>
</tr>
<tr>
<td>Eastbourne</td>
<td>506, 572, 613, 619, 621</td>
</tr>
<tr>
<td>East Cowes</td>
<td>671</td>
</tr>
<tr>
<td>East Dereham</td>
<td>409-10, 429</td>
</tr>
<tr>
<td>East Grinstead</td>
<td>506, 610, 616-18</td>
</tr>
<tr>
<td>Eastham</td>
<td>232, 261</td>
</tr>
<tr>
<td>East Hanney</td>
<td>492</td>
</tr>
<tr>
<td>East Horsley</td>
<td>510</td>
</tr>
<tr>
<td>Eastleigh</td>
<td>658</td>
</tr>
<tr>
<td>East Rudham</td>
<td>403</td>
</tr>
<tr>
<td>Eastry</td>
<td>597</td>
</tr>
<tr>
<td>Eatington</td>
<td>486</td>
</tr>
<tr>
<td>Eaton Socon</td>
<td>525, 384</td>
</tr>
<tr>
<td>Ebbsfleet</td>
<td>597</td>
</tr>
<tr>
<td>Ebchester</td>
<td>6</td>
</tr>
<tr>
<td>Eccles</td>
<td>233</td>
</tr>
<tr>
<td>Ecton</td>
<td>360</td>
</tr>
<tr>
<td>Edenbridge</td>
<td>505</td>
</tr>
<tr>
<td>Edenhurst</td>
<td>215, 236</td>
</tr>
<tr>
<td>Edenham</td>
<td>336</td>
</tr>
<tr>
<td>Edensor</td>
<td>281</td>
</tr>
<tr>
<td>Edgehill</td>
<td>486</td>
</tr>
<tr>
<td>Edgeware</td>
<td>520</td>
</tr>
<tr>
<td>Edingley</td>
<td>307</td>
</tr>
<tr>
<td>Edlingham</td>
<td>18</td>
</tr>
<tr>
<td>Edmonton</td>
<td>535</td>
</tr>
<tr>
<td>Egerton</td>
<td>225</td>
</tr>
<tr>
<td>Egremont</td>
<td>513-15, 542</td>
</tr>
<tr>
<td>Eglisham</td>
<td>20</td>
</tr>
<tr>
<td>Egremont (Cumberland)</td>
<td>172</td>
</tr>
<tr>
<td>Elham</td>
<td>595</td>
</tr>
<tr>
<td>Eling</td>
<td>673</td>
</tr>
<tr>
<td>Elland</td>
<td>114, 127, 128, 225</td>
</tr>
<tr>
<td>Ellington</td>
<td>377</td>
</tr>
<tr>
<td>Elsdon</td>
<td>22, 25</td>
</tr>
<tr>
<td>Elstow</td>
<td>373</td>
</tr>
<tr>
<td>Elstree</td>
<td>520</td>
</tr>
<tr>
<td>Elswick</td>
<td>4</td>
</tr>
<tr>
<td>Eltham</td>
<td>501, 504</td>
</tr>
<tr>
<td>Eltisley</td>
<td>376, 384</td>
</tr>
<tr>
<td>Elton</td>
<td>338, 364</td>
</tr>
<tr>
<td>Ely</td>
<td>380, 388, 393-94, 414</td>
</tr>
<tr>
<td>Empingham</td>
<td>319</td>
</tr>
<tr>
<td>Emsworth</td>
<td>656</td>
</tr>
</tbody>
</table>

INDEX.

Gravesend, 500, 534, 464, 579-81
Grays, 534
Great Barford, 384
Great Glen, 346
Greatham, 45
Great Smeaton, 8
Great Tatham, 456
Great Weldon, 352, 367
Greenfield Station, 222, 224, 254
Green Hammerton, 90, 92
Greenhead, 3, 160
Greenodd, 184, 185
Greenwich, 503
Greetland, 223
Greta Bridge, 66
Greystoke, 170
Greystoke, 170
Grimsby, 314, 325-26
Grimsthorpe, 336
Grimston, 404
Grindleton Bridge, 156, 281
Grinsholm, 54
Groby, 344, 351
Groombridge, 610
Guiseley, 115
Guist, 409, 431
Guyhirne, 341, 396
Hacketon, 354
Haddon, 378
Haddiscoe, 433
Haddenham, 378
Ham Street, 599
Hambleton, 64
Hambleton, 506
Hampole, 105
Hampton, 523, 542
Hampton Court, 542
Hampshill, 507-8
Handforth, 244
Handley, 263
Hanley, 259
Happisburgh, 421
Harborough, 370, 346, 352
Harlow, 195
Harwell, 88, 117
Harlaxton, 345
Harleston, 434, 445, 452
Harlestone, 358
Harpenden, 373
Harrogate, 90, 94, 102, 109, 117
Harrow, 522
Harston, 383
Hart, 44
Hartfield, 610
Hartford, 252
Hartlepool, 44, 45
Hartley, 15, 23
Harwich, 453
Harwood Gate, 22, 28
Haslemere, 567, 644
Haslingden, 221, 236
Hassop, 290
Hastings, 502, 613-15, 608, 630
Hatfield, 525, 477
Hatfield Peverel, 468, 540
Hatfield Woodhouse, 141
Hatherley, 285
Hathersage, 156, 281
Haughton-le-Skerne, 55
Havant, 656
Haverhill, 389
Hawarden, 232
Hawes, 57, 61, 194, 199
Hawes Junction, 194
Hawes Water, 179
Hawkhurst, 606, 609, 614, 620
Haworth, 106
Hawsker, 69
Haydonbridge, 4, 29, 30
Hayfield, 248, 275
Haywards Heath, 612, 617, 622
Hazelgrove, 242, 243
Hazelhead Station, 147
Heacham, 400, 408
Headcorn, 587
Headingley, 116
Heanor, 284
Heathfield, 620
Hebdon Bridge, 99, 238
Heckford Bridge, 456
Heckington, 329
Heckmondwike, 144, 145
Heddon-on-Wall, 3, 5
Hedgeley Moor (Percy Cross), 21
Heden, 78
Hellifield, 100, 103
Helmshore, 93, 52, 64, 73
Helsby, 262
Hemel Hempstead, 521
Hemsworth, 135
Hensfield, 633
Henley, 547-48, 554, 560
Henlow, 372, 475, 525
Hepple, 25
Herne Bay, 601
Hertford, 527, 473-4, 477
Heswell, 80
Heveningham, 445

INDEX.

Hexham, 4, 5, 27, 28, 29, 30
Heywood, 217
Hickstead, 507
Higham, 283
Higham Ferrers, 368, 370
Highclere, 549
High Force Hotel, 43
High Halden, 606-7
High Hesket, 161
High Wycombe, 125, 131, 135, 561
Hillington, 402-3
Hillmorton, 358
Hilton (Derby), 278
Hilton (Hunt.), 376
Hinderton, 260
Hinderwell, 67
Hindley, 217, 235
Hingham, 428
Hitchin, 525, 527, 372, 383
Hockhille, 524, 355, 478
Hoddesdon, 535, 527
Hoghton, 207, 208, 212
Hollingworth, 240
Holme, 110
Holmes Chapel, 231, 245, 264, 267
Holmfirth, 125, 131, 135, 224
Holt (Denbigh), 251
Holt (Norf.), 409, 411, 417, 430
Holton le Clay, 326
Hook, 513, 645
Hope, 156
Horbury, 124
Horley, 569
Hornby, 198
Horncastle, 322, 330, 333
Horndon, 464
Horningham, 429
Hornsea, 79
Horsebridge, 506, 572, 630
Horsford, 430
Horsham, 509, 565, 618, 623, 627, 633, 638
Horsley, 5
Hoxworth, 234
Houghton-le-Spring, 32
Houghton on the Hill, 348
Hounsdown, 513, 517
Hove, 634-36
Howden, 80, 130, 136
Hoylake, 240, 260
Huddersfield, 113, 120, 124-128, 133, 147, 148, 237
Hull, 77-81, 84, 313, 325
Hungerford, 517, 492
Humbersby, 70, 74
Hunstanton, 400, 407-8
Huntingdon, 525, 334, 377-80, 386, 397
Hursley, 655
Hurstbourne, 549
Hurst Green, 502, 608, 620
Hurstpierpoint, 623
Husbands Bosworth, 347
Hut Green, 85, 130
Hutton Bridge, 187
Hyde, 241
Hynd Head, 511
Hythe, 507, 596, 615
Hythe (Hants), 673, 678

IDRIDGEHAY, 282
Ightham, 561, 585
Ilford, 540
Ilkeston, 292
Ilkley, 95, 109, 115, 116
Ilingworth, 125
Ilsley, 491
Ingham, 449
Ingleton, 103, 199
Ipswich, 540, 435-38, 426, 442-43
Irlam, 233
Irthingborough, 370
Isham, 362
Isle of Skye Hotel, 224
Islip, 488
Ixsouth, 447, 451

JEDBURGH, 2
Junction, 126, 223

Kaber, 193
Kegworth, 285
Keighley, 95, 99, 107, 127, 142, 220
Kelbrook, 214
Kelsall, 346
Kelsall, 252, 264
Kelso, 12
Kelstedge, 291
Kettlewell, 95, 104
Kelton, 320
Keyingham, 78
Keymer, 623
Keysoe, 371
Key Street, 500, 586
Kidburn, 346
Kidlington, 497
Kidsgrove, 497
Kildwick, 107
Kilham, 70
Kilnsea, 78
Kilsby, 482
Kimbolton, 368, 371, 381
Kingsclere, 562, 550
Kingsclere, 562, 550
Kingsfield, 509, 638
Kings Langley, 521
Kings Lynn, 398-404, 388, 341, 429

INDEX.

Kingston, 511-12, 541-43
Kingston Bagpuize, 547
Kirkandrews, 163
Kirkby Lonsdale, 103, 187, 198
  Moorside, 73
  Stephen, 59, 193, 195, 198
  Thore, 181
Kirkham, 205
Kirkleatham, 49, 50
Kirkstall, 108, 115
Kirkstone Pass, 177
Knaith, 312
Knarsdale, 36, 165
Kneesall, 309
Kniveton, 278
Knottingley, 130
Knutsford, 231, 257, 266
LACEBY, 314, 325
Lach Dennis, 267
Ladybower, 241
Lake Bank, 184
Lamberhead Green, 227
Lamberhurst, 502, 607, 609
Lambourn, 557
Lampart, 346
Lancaster, 203, 198-202
Lanchester, 7, 35
Lancing, 635
Landford, 661, 664
Langdale, 190
Langely Mill, 284, 299
Langsett, 147
Langtoft, 71
Langton, 60
Langworth, 314, 321
Latchingdon, 469
Lavendon, 353
Lavenham, 450, 462
Laverstoke, 513
Lawton Gate, 259, 231
Leadenham, 308, 324
Leadgate, 35
Leamington, 357
Leasingham, 323
Leatherhead, 509-10, 541
Leathley, 96
Leeds, 87, 108, 110-118, 123, 238
Leek, 243, 269
Leeming Bar, 61, 66
Leicester, 344-51, 285
Leigh (Lanc.), 226
Leigh (Essex), 528
Leighton Buzzard, 478
Leiston, 278
Lewes, 616, 620-24, 630-31
Leyburn, 57, 61, 65
Lillingstone Dayrell, 356
Limpnfeld, 570, 575
Lincoln, 311-14, 321-24, 303
Lindal, 185
Lindale, 185
Lindfield, 617, 622
Linton (Camb.), 389
Linton (Yorks), 95, 104
Lintford, 6
Liphook, 511
Litcham, 401
Littleborough, 238, 239
Littlehampton, 637, 639
Littleport, 388, 394
Liverpool, 228-232, 246, 261
Loddon, 423, 433
Lofthouse, 112
Loftus, 67
London, 500-40
Longframlington, 21
Longhorsley, 21
Long Melford, 487
Longnewton, 55
Longnor, 274
Long Preston, 103, 213
Long Stratton, 426
Long Sutton, 397, 399
Longton (Staffs), 259, 278
Longtown, 166
Longwashby, 180
Longwrotton, 22
Lorton, 168, 176
Loughborough, 306, 285, 343
Loughton, 538
Louth, 310, 321, 326-27, 333
Lowdore Hotel, 175
Lower Brailes, 483
Lower Heyford, 487
Lowestoft, 434-35
Lowick, 10, 16
Lowick Bridge, 184
Low Moor, 144
Lowton, 226
Low Wood (Windersere), 183, 186
Ludgershall, 650
Luton, 373, 355, 383
Lutterworth, 349, 359, 482
Lydd, 611
Lymington, 664-65, 678
Lymm, 253
Lyndhurst, 659, 665, 672
Lynn, 398-404, 388, 341, 429
Lyss, 568
Lytham, 204

MABLETHORPE, 315, 327, 331
Macclesfield, 243, 249, 255-57
Mackworth, 279
Maghull, 229
Maidenhead, 517, 546, 548, 555
Maidstone, 501, 577-78, 582-86, 614

INDEX.

Maldon, 456, 468-69, 471
Malham, 100
Maltby (Yorks.), 150, 151
Maltby-Le-Mash, 327, 315
Malton, 82, 68, 74, 75
Manchester, 233-245, 252
Manningtree, 443, 453
Mansfield, 157, 284, 250-7, 300, 307
Manton, 305
March, 342, 396
Mardale Green, 179
Marden, 588
Mareham, 328
Maresfield, 505, 612
Margate, 591, 597, 602-3
Mark Cross, 572
Market Deeping, 323, 339
Market Harborough, 346, 352, 370
Market Rasen, 310, 314
Market Weighton, 41, 84, 110
Markfield, 344, 351
Markham Moor, 311
Marlborough, 517, 650
Marlow, 546, 560-61
Marple, 248
Marsden, 237
Marshaw, 201
Marske, 50
Marston Moor, 89
Martinscroft, 233
Marton, 244
Maryport, 164, 171, 176
Masham, 62, 65
Massingham, 404
Matlock Bath, 271, 280, 291, 296
Mayfield (Staffs.), 243
Mayfield (Sussex), 572
Medmenham, 560
Melbourne, 351, 383
Melling, 198, 199
Mellor Brook, 206
Melmerby, 180
Melton Mowbray, 305, 345
Menston, 109, 115
Mepal, 414
Mere, 231, 252
Mere Brow, 210
Mereworth, 582, 584
Merrow, 504
Merton, 509
Methley, 111
Methwold, 416
Muxbrough, 134
Mickleover, 278
Middleham, 65
Middleburgh, 50-55
Middleton in Teesdale, 43
Middleton Stoney, 496
Middlewich, 259, 264, 266
Midhurst, 567, 634
Mildenhall, 392, 427
Miller’s Dale, 276
Millom, 197
Milnrow, 126, 222
Milnthorpe, 203
Milton, 678
Mindrum-mill, 11, 12
Mirfield, 128
Mitford, 22
Molash, 589
Monks Eleigh, 450
Monyash, 274
Moor Cock Inn, 194, 195
Morchett, 320, 348
Moresby, 162, 171
Moreton, 246
Morley, 114
Morpeth, 1, 13, 21, 22, 23, 24
Morston, 412
Mossbrough, 152
Mossley, 254
Mottram, 240, 241, 247
Mounton, 336
Mount Sorrel, 285
Muker, 59
Mundesley, 420
Mundford, 392, 398
NANTWICH, 256, 265, 266
Napot, 357
Narborough, 350, 429
Nateby, 59, 195
Navenby, 324
Nayland, 467
Needham, 437
Needles, 667, 669
Nelson, 213, 214
Nenthead, 42
Neston, 260
Nettlebed, 547-48
Neville’s Cross, 42
New Alresford, 512, 643
Newark, 137, 301, 303, 307-9
Newbald, 41
New Bolingbroke, 330
New Buckenham, 425
Newbury, 527, 499-91, 549-50, 557
Newby Bridge, 183, 185, 188
Newby Head Inn, 199
Newcastle-on-Tyne, 1-9, 14, 15
Newcastle-under-Lyne, 231, 244, 278
Newchurch, 674
New Delph, 222, 237
Newenden, 609
Newhaven, 624, 632
Newhaven Inn, 279, 282, 273
New Holland, 313, 325
Newmarket, 387, 391-93, 427, 476
New Mill, 131, 132, 147

INDEX.

Newmills, 248
Newport (Isle of Wight), 667, 669-671, 675-77
Newport (Essex), 537
Newport Pagnell, 355, 369, 375
New Romney, 599, 615
Newton-le-Willows, 209, 226
New Wimpole, 385
Ninfield, 619, 630
Niton, 671
Nordelph, 395
Norman Cross, 525, 334
Northallerton, 8, 60, 61, 91, 118
Northampton, 353-60, 367, 346-47, 496
North Burton, 70
North Cave, 80, 81
North Elmham, 401, 409
North End, 329, 397
Northam, 609
North Kilworth, 401, 409
Northleach, 329, 397
Northiam, 609
North Kilworth, 359
North End, 264
North Shields, 14, 23, 24, 37
North Walsham, 420, 432
North Wheatley, 293
Northwich, 250, 252, 257, 259, 267
Norton Heath, 256
Norwich, 418-31
Nottingham, 248
Northam, 657
Nottingham, 599, 615
North Burton, 70
North Cave, 80, 81
North Elmham, 401, 409
North End, 329, 397
Northam, 609
North Kilworth, 359
Northleach, 494
North Shields, 14, 23, 24, 37
North Walsham, 420, 432
North Wheatley, 293
Northwich, 250, 252, 257, 259, 267
Norton Heath, 460
Norwich, 418-31
Nottingham, 298-306, 292
Nuthall, 298
Oadby, 346
Oakham, 305, 319, 361
Oakworth, 142
Oddam, 645, 647
Oldham, 645, 647
Oldham, 216, 222, 223, 224, 237
Old Hurst, 413
Old Stratford, 355
Ollerton, 152
Ollerton, 309
Olney, 366, 369
Ongar, 536, 460, 470
Orford, 444
Ormesby (Nork.), 432
Ormesby (Yorks.), 49, 50, 51
Ormskirk, 227, 229
Orpington, 576
Orsett, 580
Orton, 192, 196
Orset, 128
Oswaldkirk, 93
Otley, 88, 98, 109, 116
Otterburn, 2, 25
Oughtibridge, 147
Oulton, 111, 129
Oundle, 338, 352, 364, 381
Outhgill, 195
Outwell, 394-95
Ovenden, 127
Over, 264
Overton, 513

INDEX.

Puckeridge, 535, 390, 472
Pulborough, 634, 638
Purfleet, 534
Putney, 530

QUEENBOROUGH, 586
Queensbury, 121, 143
Queensferry, 232
Quorn don, 285

RADCLIFFE, 303-4
Rainham, 528, 534
Rainhill, 231
Ramsgate, 592, 597, 602-3
Rainhill, 231
Ramsbottom, 231
Ramsbottom, 128
Ravenglass, 172, 197
Ravenscroft, 344
Ravenstonedale, 193
Ravenscote, 130, 136
Rawdon, 115
Ravenstonedale, 193
Ravenscote, 130, 136
Rawdon, 115
Rawtenstall, 215, 221
Rayleigh, 463, 465 [645-6]
Reading, 515-17, 490, 554, 558-62, 645-6
Reading, 515-17, 490, 554, 558-62, 645-6
Reading, 515-17, 490, 554, 558-62, 645-6

INDEX.

Sandwich, 593, 597
Sankey Bridge, 231
Sarre, 501-92
Savernake, 650
Sawley, 211
Sawtry, 334
Saxilby, 311-12
Saxmundham, 435, 440
Saxthorpe, 430
Scale Hill Hotel, 176
Scamblesby, 333
Scarborough, 62, 69-73, 82
Scarisbrick, 227
Scisset, 131
Scorton, 54, 60
Scotch Corner, 46, 66
Scotch wood, 4, 6
Scremerston, 1, 10
Scrivelsby, 330
Seacroft, 87
Seaford, 632
Seaforth, 228
Seaham, 9
Seamer, 71
Seascale, 172
Seaton Burn, i
" Carew, 45
" Delaval, 24
" Sluice, 15, 23
Sebergham, 182
Sedbergh, 194, 196, 198
Sedgefield, 33, 39, 45
Sedlescombe, 614
Selby, 80, 85, 86, 110
Selsted, 594
Setchey, 398
Settle, 103, 213
Sevenoaks, 502, 570-71, 585
Shanklin, 666
Shap, 161, 179, 196
Shap Wells Hotel, 161, 196
Shard Bridge, 202
Shardlow, 285
Sharnford, 350
Shaw, 99, 222
Sheepbridge, 154
Sheerness, 586
Sheffield, 112, 147-150, 152-156, 241
Shefford, 372, 475
Shefford, 239
Shere, 140
Shere, 564
Sherfield, 558
Sheringham, 412
Shillingford, 489, 547
Shipdham, 410
Shipley, 107, 108, 109
Shipston on Stour, 483
Shipton, 91

Shipton under Wychwood, 484
Shoebury Ness, 528
Shooters Hill, 500
Shoreham, 634-36
Shorncliffe, 501
Shortgate, 620
Shorwell, 668, 677
Shotley Bridge, 6, 35
Shotton, 9
Shrewbury, 263
Sibsey, 331
Sidcup, 501, 574
Silkstone, 240
Silloth, 167, 171
Silsoe, 373
Silverstone, 496
Sinderby, 62, 66
Singleton, 567
Sinnington, 73
Sissinghurst, 589, 607
Sittingbourne, 500, 586
Six Mile Bottom, 391, 476
Skegby, 296
Skegness, 322, 332
Skelmersdale, 227
Selkirk, 182
Skewwith Bridge, 190
Skipton, 102, 103, 104, 107, 116, 211, 214
Sleaford, 308, 323, 329, 333, 397
Sledmere, 75
Sleights, 68
Slip Inn, 58, 193
Slough, 577, 545
Smarden, 589
Smisby, 286
Smorthwaite, 194
Snaith, 73, 82
Snaith, 86, 130
Snake Inn, 241
Snodland, 582
Soham, 393
Somersham, 396, 413
Southam, 357
Southampton, 512, 656-60, 673, 678
South Anston, 153
Southborough, 572
South Cave, 41, 80, 81
Southend, 528, 463, 471
Southery, 388
Southminster, 465
South Ockendon, 579
Southport, 227, 228, 210
Southrope, 628
South Shields, 31, 37
Southwater, 627, 509
Southwell, 301, 307
Southwold, 423, 435, 439
Sowerby Bridge, 128, 239
Spalding, 316, 336, 399-40
Spaldwick, 377

<table>
<thead>
<tr>
<th>Place</th>
<th>Page Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sparrowpit</td>
<td>270, 287</td>
</tr>
<tr>
<td>Spennymoor</td>
<td>34</td>
</tr>
<tr>
<td>Spilsby</td>
<td>322, 328, 331</td>
</tr>
<tr>
<td>Spofforth</td>
<td>94</td>
</tr>
<tr>
<td>Stadhampton</td>
<td>489</td>
</tr>
<tr>
<td>Stagsden</td>
<td>375</td>
</tr>
<tr>
<td>Staincross</td>
<td>112</td>
</tr>
<tr>
<td>Staintrop</td>
<td>34, 40, 56</td>
</tr>
<tr>
<td>Staines</td>
<td>513-15, 542, 563</td>
</tr>
<tr>
<td>Staithe</td>
<td>67</td>
</tr>
<tr>
<td>Stakepool</td>
<td>191, 202</td>
</tr>
<tr>
<td>Stalham</td>
<td>421, 432</td>
</tr>
<tr>
<td>Stalmine</td>
<td>202</td>
</tr>
<tr>
<td>Stalybridge</td>
<td>240, 254</td>
</tr>
<tr>
<td>Stamford</td>
<td>334, 337, 318-20, 367</td>
</tr>
<tr>
<td>Stamford Bridge, Yorks</td>
<td>83</td>
</tr>
<tr>
<td>Standish</td>
<td>209</td>
</tr>
<tr>
<td>Stanford-le-Hope</td>
<td>528</td>
</tr>
<tr>
<td>Stanhope</td>
<td>42</td>
</tr>
<tr>
<td>Stanmore</td>
<td>521</td>
</tr>
<tr>
<td>Stanningley</td>
<td>87</td>
</tr>
<tr>
<td>Stansted</td>
<td>474</td>
</tr>
<tr>
<td>Stanton by Bridge</td>
<td>286</td>
</tr>
<tr>
<td>Stapleford</td>
<td>302</td>
</tr>
<tr>
<td>Staplehurst</td>
<td>614</td>
</tr>
<tr>
<td>Starbeck</td>
<td>109, 102</td>
</tr>
<tr>
<td>Staveley</td>
<td>288</td>
</tr>
<tr>
<td>Staveley (Westmorland)</td>
<td>186</td>
</tr>
<tr>
<td>Staverton</td>
<td>357</td>
</tr>
<tr>
<td>Staxton</td>
<td>71, 74</td>
</tr>
<tr>
<td>Steeton</td>
<td>95, 220</td>
</tr>
<tr>
<td>Stevenage</td>
<td>526-27, 533</td>
</tr>
<tr>
<td>Steyning</td>
<td>627, 634</td>
</tr>
<tr>
<td>Stickney</td>
<td>331</td>
</tr>
<tr>
<td>Stifford</td>
<td>528</td>
</tr>
<tr>
<td>Stillington</td>
<td>93</td>
</tr>
<tr>
<td>Stilton</td>
<td>334</td>
</tr>
<tr>
<td>Stockbridge</td>
<td>649, 652, 660 [254]</td>
</tr>
<tr>
<td>Stockport</td>
<td>242, 243, 247, 248, 253, 147</td>
</tr>
<tr>
<td>Stockbridge, Yorks</td>
<td>4</td>
</tr>
<tr>
<td>Stockton</td>
<td>9, 33, 51-55</td>
</tr>
<tr>
<td>Stoke</td>
<td>278</td>
</tr>
<tr>
<td>Stoke by Nayland</td>
<td>467</td>
</tr>
<tr>
<td>Stoke Ferry</td>
<td>395, 398, 415-16</td>
</tr>
<tr>
<td>Stoke Goldington</td>
<td>354</td>
</tr>
<tr>
<td>Stokenchurch</td>
<td>518, 546</td>
</tr>
<tr>
<td>Stoke on Trent</td>
<td>278</td>
</tr>
<tr>
<td>Stokesley</td>
<td>48, 52</td>
</tr>
<tr>
<td>Stone</td>
<td>265</td>
</tr>
<tr>
<td>Stony Middleton</td>
<td>276, 287</td>
</tr>
<tr>
<td>Stony Stratford</td>
<td>524, 335, 375</td>
</tr>
<tr>
<td>Stowmarket</td>
<td>437, 447</td>
</tr>
<tr>
<td>Stratford</td>
<td>398</td>
</tr>
<tr>
<td>Stratford-on-Avon</td>
<td>486</td>
</tr>
<tr>
<td>Stratford St. Mary</td>
<td>540, 459</td>
</tr>
<tr>
<td>Streatley</td>
<td>559</td>
</tr>
<tr>
<td>Stretham</td>
<td>252</td>
</tr>
<tr>
<td>Stretham</td>
<td>388</td>
</tr>
</tbody>
</table>

**Routes 1-340 Northern Division, 318-680 S.-E. Division.**
INDEX.

Thursby, 162, 164
Thursford, 411
Thurcaston, 260
Tibshelf, 296
Tickhill, 138, 150
Ticknall, 286
Tideswell, 276
Tilbury, 534, 579-80
Timperley, 253
Tingewick, 481
Tingley, 123
Tinsley, 150, 149
Tintwistle, 240
Tissington, 279
Titchfield, 641, 656
Toddington, 374
Todmorden, 207, 221, 238
Tonbridge, 502, 572, 581-82, 584
Tontine Inn, 48, 53
Tooting, 508
Topcliffe, 53, 118
Torksey, 312
Totmanslow, 278
Tottenham, 535
Towcester, 356, 496, 524
Towlaw, 47
Towton, 140
Uckfield, 506, 631, 656
Ulceby Cross, 326, 331
Ullswater Hotel, 177, 169
Ulverston, 184, 185
Underbarrow (Churchtown), 188
Upholland, 227
Upminster, 579
Upper Broughton, 305
Upper Tean, 278
Uppingham, 305, 320, 348
Upstreet, 591-92
Upton, 397
Uttoxeter, 278
Uxbridge, 518-19, 545

VENTNOR, 666, 668, 674, 670

WADHURST, 608
Wainfleet, 326, 332
Wakefield, 105, 112, 124, 128-131
Waldershare, 597
Walkden, 234
Wall, 27, 28
Wallingford, 548, 489-90
Wallsend, 14
Walmer, 604
Walmer Bridge, 210, 229
Walsingham, 405, 431
Waltham Abbey, 539
Waltham Cross, 535, 539
Waltham-le-Wolds, 345
Walton, 229
Walton-on-Naze, 454
Wangford, 423, 435
Wansford, 334, 348, 364
Wantage, 492, 548, 559
Warboys, 382
Ware, 535, 533, 473-74, 477
Warenford, 1
Wark, 27
Warkworth, 13
Warminster, 338, 364
Warmworth, 149
Warrington, 209, 231, 233, 250, 253, 258, 262
Warwick, 357
Warwick Bridge, 160
Washington, 509, 534
Waterhead (Windermere), 183, 186
Waterhouses, 243
Wateringbury, 583-84
Waterloo, 511
Watford, 521, 545
Wath, 134
Watton, 410, 428
Wearhead, 30, 42
Weasenham, 404-5
Weaverham, 258
Weeden, 524, 357
Weeley, 454
Weldon Bridge, 19, 21
Welford, 347, 359
Wellingborough, 360, 362, 368-69
Wells-next-the-Sea, 402, 405, 407, 412, 417, 431
Wenney, 394
Welton, 80
Welwyn, 525-26, 474
Wem, 263
Wendover, 519
Wennington, 200
Wensley, 57, 61, 65
Wentbridge, 140
West Auckland, 34, 47
Westenhanger, 501, 596
Westerham, 505, 570

<table>
<thead>
<tr>
<th>Place</th>
<th>Page Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westgate</td>
<td>591</td>
</tr>
<tr>
<td>West Haddon</td>
<td>358</td>
</tr>
<tr>
<td>West Hartlepool</td>
<td>45</td>
</tr>
<tr>
<td>West Malling</td>
<td>501, 582, 585</td>
</tr>
<tr>
<td>West Meon</td>
<td>642, 657</td>
</tr>
<tr>
<td>Weston, on the Green</td>
<td>496</td>
</tr>
<tr>
<td>West Haddington</td>
<td>358</td>
</tr>
<tr>
<td>West Hartlepool</td>
<td>45</td>
</tr>
<tr>
<td>West Woodburn</td>
<td>26</td>
</tr>
<tr>
<td>Wetherby</td>
<td>89, 93, 97, 118</td>
</tr>
<tr>
<td>Wetherden</td>
<td>447</td>
</tr>
<tr>
<td>Wetwang</td>
<td>83</td>
</tr>
<tr>
<td>Weybourne</td>
<td>412</td>
</tr>
<tr>
<td>Whaley Bridge</td>
<td>242, 255</td>
</tr>
<tr>
<td>Whalley</td>
<td>680</td>
</tr>
<tr>
<td>Whittington</td>
<td>201</td>
</tr>
<tr>
<td>Whitchurch</td>
<td>29</td>
</tr>
<tr>
<td>Whitby</td>
<td>51, 67, 68, 69</td>
</tr>
<tr>
<td>Whitby</td>
<td>342, 382</td>
</tr>
<tr>
<td>Whitfield</td>
<td>651</td>
</tr>
<tr>
<td>Whitfield</td>
<td>476</td>
</tr>
<tr>
<td>Whitley</td>
<td>110</td>
</tr>
<tr>
<td>Whitstable</td>
<td>600</td>
</tr>
<tr>
<td>Whittleford</td>
<td>476</td>
</tr>
<tr>
<td>Whitley</td>
<td>23</td>
</tr>
<tr>
<td>Whitwell</td>
<td>82</td>
</tr>
<tr>
<td>Whitwell (Isle of Wight)</td>
<td>670</td>
</tr>
<tr>
<td>Whitwick</td>
<td>351</td>
</tr>
<tr>
<td>Wickersley</td>
<td>150, 151</td>
</tr>
<tr>
<td>Wickford</td>
<td>466, 465</td>
</tr>
<tr>
<td>Wickham Market</td>
<td>435, 441, 452</td>
</tr>
<tr>
<td>Wickham (Hants.)</td>
<td>640, 663</td>
</tr>
<tr>
<td>Widdrington</td>
<td>13</td>
</tr>
<tr>
<td>Wigan</td>
<td>209, 212, 217, 227, 235</td>
</tr>
<tr>
<td>Wigston</td>
<td>347</td>
</tr>
<tr>
<td>Wigtown</td>
<td>154, 167, 174, 182</td>
</tr>
<tr>
<td>Wilbarston</td>
<td>352</td>
</tr>
<tr>
<td>Wilberfoss</td>
<td>84</td>
</tr>
<tr>
<td>Willington</td>
<td>42</td>
</tr>
<tr>
<td>Willeshamstead</td>
<td>373</td>
</tr>
<tr>
<td>Wilmington</td>
<td>621</td>
</tr>
<tr>
<td>Wilmislow</td>
<td>244, 245</td>
</tr>
<tr>
<td>Wilshire</td>
<td>211</td>
</tr>
<tr>
<td>Winchelsea</td>
<td>615</td>
</tr>
<tr>
<td>Winchester</td>
<td>512, 558, 640-41, 648, 651-55, 658, 629</td>
</tr>
<tr>
<td>Windermere</td>
<td>177, 186</td>
</tr>
<tr>
<td>Windsor</td>
<td>516, 542, 544-45, 555, 563</td>
</tr>
<tr>
<td>Wingham</td>
<td>593</td>
</tr>
<tr>
<td>Winking</td>
<td>516</td>
</tr>
<tr>
<td>Winsford</td>
<td>264</td>
</tr>
<tr>
<td>Winslow</td>
<td>519</td>
</tr>
</tbody>
</table>

Winster, 277, 280
Winston, 55, 56
Winwick, 209
Wirksworth, 271, 282, 299
Wisbech, 394-97, 341
Witham, 471, 540
Witney, 485, 494, 553
Wilton Gilbert, 35
Wilton le Wear, 38, 47
Woburn, 355, 475
Woburn Sands, 355
Woking, 563
Wokingham, 515
Wollaston, 369
Wolsingham, 7, 38, 42
Wolverton, 375
Wolvey, 350
Wolviston, 9, 45
Wombwell, 134
Woodbridge, 435, 444
Woodford Green, 537-38
Wood Green, 532
Woodhead, 125, 240
Woodrow Inn, 490
Woodstock, 495, 497, 553
Wooler, 10, 112, 17, 20, 21
Woolhampton, 517
Woolpit, 437
Woolwich, 503
Woore, 265
Wooton, 313
Workington, 171, 173
Worksop, 138, 153, 288, 297, 309
Worsborough Bridge, 112
Worsley, 235
Worthing, 509, 635, 639
Wortley, 146, 148
Wragby (Yorks.), 105
Wragby (Lincoln), 321-22
Wrentham, 435
Wrotham, 501, 581
Wykeham, 73, 82
Wymondham, 427
Wynyard Park, 45
Wykenhoe, 455
Wykenhoe Cross, 455

**YARDLEY GOBION, 355**
Yardley Hastings, 353
Yarm, 49, 53, 54
Yarmouth, 418, 422, 432-33, 435
(Isle of Wight), 669
Yaxley, 426
Yeadon, 122
Yedingham, 82
Yetholm, 11
York, 82-85, 87-93
Youlgrave, 273
Yoxford, 424, 435, 445

LIST OF
Gall and Inglis'
Cycling and Touring
Maps and Road Books
1898
THE "HALF INCH" MAP OF
ENGLAND & SCOTLAND
70 SHEETS PUBLISHED.
Each Sheet covers an Area of 40 X 50 Miles.

SCALE: HALF AN INCH TO A MILE.

The Fishing Gazette says: "We know these Maps to be invaluable, and that we are doing anglers good service in recommending them to their notice."

The Cyclists' Touring Club Gazette says: "Their value has long been admitted."

Tourists and Cyclists, Walking and Driving Parties, Anglers and Sportsmen can have no clearer and handier Maps for finding their way about the country; the Main Roads are coloured, and the Cross Roads, Lanes, and Footpaths distinctly marked.

These Maps are printed on thin, but tough paper, and are therefore light and strong; while the cloth edition can be folded to lie open at any particular part—a great advantage to Cyclists.

- PRICES -
Printed on Strong Paper, Roads Coloured, each sheet, 1/-
Cycling Edition.—Mounted on Cloth, and folded neat pocket size, each sheet, 1/6

OTHER SECTIONS NOT SHOWN ON INDEX.
...
Cambridge District. | Darlington, and Stockton
G.
Glamorganshire District.
...
Melrose District, Mounted on Cloth, 1/-
...
Edinburgh to Glasgow, 6d.; Mounted on Cloth, 1/-
61. Edinburgh District.
66. Arran, 6d.; Mounted on Cloth, 1/-
67. Clyde Watering Places, 6d.; Mounted on Cloth, 1/-
69. Oban District.
70. Scottish Lake District.
71. Fife, Forfar, and East Perth District.

For the convenience of Tourists, half sheets with the following places in the centre, are issued at 6d. each; mounted on Cloth, 1/-:

Eastbourne. Maidenhead. Strathclyde. etc., etc.
CRUCHLEY'S
COUNTY MAPS
of ENGLAND.
42 Maps, each 20 by 23 Inches.

The Publishers' Circular, referring to "Surrey," says:
"An excellent Map, as we have found on many occasions
when walking in that county."

The average scale of these Maps being considerably less
than that of the Half Inch Map, this forms a much cheaper
Map of England, but as each sheet, as a rule, covers a
much larger area, the amount of detail is considerably less.

Price 6d. each, printed on strong paper, Coloured.
Price 1s. each, mounted on cloth, Coloured, and folded
in neat Cloth Cover.

<table>
<thead>
<tr>
<th>County</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>11</th>
<th>12</th>
<th>13</th>
<th>14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bedford</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Berkshire</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buckingham</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cambridge</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cheshire</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cornwall</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cumberland</td>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Derbyshire</td>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Devonshire</td>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dorsetshire</td>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Durham</td>
<td>11</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Essex</td>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gloucester</td>
<td>13</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hampshire</td>
<td>14</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hereford</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hertford</td>
<td>16</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Huntingdon</td>
<td>17</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kent</td>
<td>18</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lancashire</td>
<td>19</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leicester</td>
<td>20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lincoln</td>
<td>21</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Middlesex</td>
<td>22</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monmouth</td>
<td>23</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Norfolk</td>
<td>24</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northampton</td>
<td>25</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northumb'land</td>
<td>26</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nottingham</td>
<td>27</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oxfordshire</td>
<td>28</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Rutland         | 29|   |   |   |   |   |   |   |   |    |    |    |    |    |
Shropshire      | 30|   |   |   |   |   |   |   |   |    |    |    |    |    |
Somerset        | 31|   |   |   |   |   |   |   |   |    |    |    |    |    |
Stafford        | 32|   |   |   |   |   |   |   |   |    |    |    |    |    |
Suffolk         | 33|   |   |   |   |   |   |   |   |    |    |    |    |    |
Surrey          | 34|   |   |   |   |   |   |   |   |    |    |    |    |    |
Sussex          | 35|   |   |   |   |   |   |   |   |    |    |    |    |    |
Warwick         | 36|   |   |   |   |   |   |   |   |    |    |    |    |    |
Westmld. & LakeDist. | 37|   |   |   |   |   |   |   |   |    |    |    |    |    |
Wiltshire       | 38|   |   |   |   |   |   |   |   |    |    |    |    |    |
Worcestershire  | 39|   |   |   |   |   |   |   |   |    |    |    |    |    |
Yorkshire       | 40|   |   |   |   |   |   |   |   |    |    |    |    |    |
North Wales     | 41|   |   |   |   |   |   |   |   |    |    |    |    |    |
South Wales     | 24|   |   |   |   |   |   |   |   |    |    |    |    |    |

Bound in one volume as an Atlas, 42 Maps, coloured, 25/-

Picturesque Routes in Southern Norway.

With Map constructed on the basis of the Ordnance
Survey of Norway. Edited by the Skien-Thelemarkens
Touring Club. Containing Guide, Fares, Time-Tables,
Hotel Charges, 6d.
THE
Continuous Strip Maps,
By H. R. G. INGLIS.

On a long Tour everyone has felt the nuisance of carrying a large number of Maps for the purpose of showing a single route. By a simple and novel arrangement the following Roads—on the very large and detailed scale of half an inch to a mile—have been issued in pocket form, and although they are from 4 to 16 feet in length their bulk is no greater than a single Map.

The Map turns over page after page

JUST LIKE A BOOK,
And never requires to be unfolded.

PRICE 2/-

A Key Map at the beginning shows what page to turn to.

Each Map is a continuous strip of our 1/2-inch Map, joined together so as to produce a neat Map pocket size, showing the Road, and about 6 miles on each side.

GREAT NORTH ROAD MAP, London to York, Newcastle, and Edinburgh, 2/-.

HOLYHEAD ROAD MAP, London to Birmingham, Shrewsbury, Holyhead, and Dublin, 2/-.

BATH ROAD MAP, London to Newbury, Bath, and Bristol, 1/-.

EXETER ROAD MAP, London to Salisbury and Exeter, 1/-.

LAND'S END TO JOHN O' GROATS, in Three Sections—

1. Land's End to Exeter, Bristol, Worcester, and Birmingham, 2/-.

2. Worcester to Warrington, Preston, Carlisle, Edinburgh, or Glasgow, 2/-.

GALL & INGLIS, LONDON AND EDINBURGH.
INDEX
TO THE HALF-INCH MAP OF
ENGLAND & WALES.
SCALE—HALF AN INCH TO A MILE.

GALL & INGLIS, 25 Paternoster Square, LONDON,
and 90 Bernard Terrace, EDINBURGH.
Telegrams: "Gall, Edinburgh."
GALL & INGLIS
MAPS OF LONDON.

Extended Edition.

REDUCED ORDNANCE MAP of LONDON.

Showing the 'Bus, Car, and Steamer Routes, divided into Half-Mile Squares; with Handbook containing Index to 5000 Streets, &c., Guide to the principal places of interest, and 3 useful Maps. Additional strips on the North, South, and East have been added, making the area of the Map nearly 40 by 50 Inches. The Map is very minute, and shows not only the streets, but the narrow lanes and alleys of the "city."

Price 1s.; Mounted on Cloth, 2s. 6d.
The largest and most detailed Map sold at this price.

HANDY MAP & GUIDE TO LONDON,
20 by 30 Inches.

This Handy Map is beatifully Coloured, and with a new Illustrated Guide and Index to the Streets, forms a neat Pocket Companion to the City.

Mounted on Cloth, Price 1s.

THE SIXPENNY PLAN OF LONDON,
20 by 30 Inches.

Folded in Cover, Showing the Streets, Railways, Steamer Routes, &c.

THE ENVIRONS OF LONDON,
SCALE: HALF AN INCH TO A MILE.

Shows the country 25 miles on each side of St. Paul's, and is a splendid Cycling Map.

Main Roads Coloured, 1s.; on Cloth, 2s.

SIXTY MILES
NORTH, SOUTH, EAST, & WEST OF LONDON.


Price 1s. each.; on Cloth, 2s. each.

THE SUBURBS OF LONDON.

Shows the country from Croydon to Enfield, and Hampton to Romford, on a large scale—1 inch to a mile. To do justice to the roads, this scale is absolutely necessary in this area. A capital Map for Rambling, and for short runs.

Price 6d. on Cloth, 1s.