

THOROUGH GUIDES

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YORKSHIRE

PART I.

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YORKSHIRE.

PART I.

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Edited by M. J. B. BADDELEY, B.A., and C. S. WARD, M.A.

Maps by BARTHOLOMEW.

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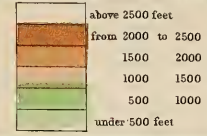
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[ed M. J. B. Baddeley and G. S. Ward]

YORKSHIRE

(PART I.)

THE EAST COAST, YORK

AND

THE COUNTRY BETWEEN THE N.E. MAIN LINE AND THE SEA

ALSO

THE CATHEDRAL AND CASTLE OF DURHAM

BY

M. J. B. BADDELEY, B.A.,

AUTHOR OF THE "THOROUGH GUIDES" TO
THE ENGLISH LAKES, SCOTLAND, WALES (NORTH AND SOUTH),
IRELAND, DEVON AND CORNWALL, THE PEAK, ETC.

TWELVE MAPS AND PLANS

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Cultivate the mind."

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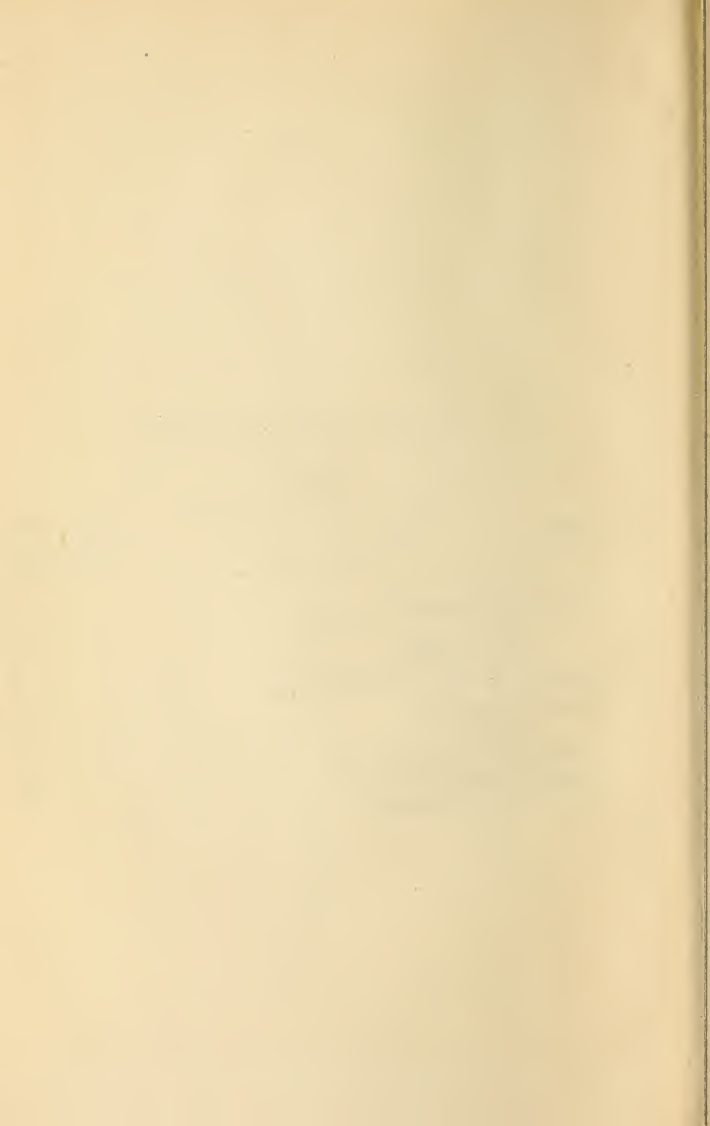
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Introduction

(TO PARTS I. AND II.).

IN making these two little additions to the "Thorough Guide Series," the writer's aim is to describe those parts of Yorkshire which may fairly be regarded as holiday ground. The large manufacturing towns and many districts naturally beautiful but spoiled from a picturesque point of view by the deleterious character of the commercial pursuits carried on in them, are very lightly touched upon. The tourist, or other holiday-maker would hardly thank us for cumbering his pocket with full descriptions of the places which he wishes to avoid rather than to visit.

The **Scenery of Yorkshire**, though in most respects it fails to attain that high pitch of excellence which marks the most celebrated tourist resorts of the kingdom—the Highlands, the Lake District, North Wales, and Killarney, to wit—is of sufficient beauty and variety to commend itself to all real lovers of Nature, and in one respect—its rivers—the county is only surpassed by the lordly streams which discharge the floods of the Grampians and the Lowthers into the German Ocean. The Wharfe, the Ure, the Swale, and the Nidd, are in their upper courses amongst the fairest as well as the most copious of British rivers, and the moors and fells which rise between them, though as a rule destitute of that grace of outline which characterizes the fells of the neighbouring County of Westmorland, afford a number of pleasant and bracing walks. There is no lovelier four miles of river-scenery in the kingdom than that of the Wharfe between Bolton Bridge and Barden Bridge, passing Bolton Abbey. Of the hills, however, only Ingleborough, Pen-y-ghent, and Roseberry Topping—the last-named a perky little eminence of little more than 1,000 feet, can boast any beauty or effectiveness of outline. We might perhaps add in a modified way Simon's Seat and Penhill Beacon—the latter in Wensleydale. Still, people do not visit Yorkshire either to see or to climb mountains.

Yorkshire is of course strong in **watering-places**, both marine and inland. Scarborough fairly claims the title of "Queen of the North." Whitby, far inferior as a town, has a great advantage in its surroundings. Saltburn is select and prettily placed; Filey quiet; Bridlington bustling; and Redcar safe. Some of the quaintest little nooks round the British coast break the coast-line between Scarborough and Saltburn—chief among them Staithes, Runswick, and Robin Hood's Bay, any one of which is a feast for an artist.

The chief inland watering-places are Harrogate and Ilkley, the latter far surpassing its older and more imposing rival in beauty of situation, to which Harrogate, though rich in excursions, has no claim in itself.

In enumerating the special attractions of Yorkshire we must not omit the "castle-crag" towns of Richmond and Knaresborough, which occupy two of the most striking situations of any towns in England.

If Nature has done much for Yorkshire, Art has done still more, while in some instances, as in those of the Abbeys of Fountains, Rievaulx, Bolton, Jervaulx, Roche, and others, Art and Nature in combination have produced results scarcely surpassed in the country. Of the Minsters of York and Beverley there is scarcely need to say that they are magnificent examples of the various periods of architecture to which they belong, while no county can lay claim to such a splendid list of parish churches as that which includes Selby, Bridlington, Howden, Hedon, Patrington, Hull, Rotherham, Beverley (St. Mary's), and Doncaster. As representatives of Norman peculiarities on a small scale, Adel and Lastingham are almost unique.

Antiquities, Roman and British, abound on the eastern side of the county, both on the moors of the Cleveland district and the wolds between York and Driffield. At Aldborough there are, or have been, the most extensive indications of the Roman occupation. Still, it must be confessed, that these antiquities are best and most abundantly seen in the Museum of the Royal Philosophical Society, at York, or in kindred institutions in other towns of the county.

A large part of Yorkshire consists of carboniferous limestone, and, as is customary in that formation, many **caverns** and **waterfalls** occur. Of the caves, Ingleborough, Yordas, and Stump Cross—the two former near

Ingleton, the last-named between Skipton and Pateley Bridge—are the finest. Of the waterfalls, High Force, on the Tees, probably the greatest in volume of any fall in England or Wales, undoubtedly bears the palm. Cauldron Snout, higher up on the same river; Harddraw Force, near Hawes, and the lovely series of cascades in the twin glens of Ingleton, may also be mentioned. This limestone formation also abounds in “swallows”—places where the water suddenly vanishes—and “pots” where it reappears for a few yards far below the surface. The most striking example of this phenomenon is Weathercote Cave, a combination of pot and waterfall—also near Ingleton.

Geologically the most interesting parts of the county are those in which the limestone and sandstone grit alternate. Of the former the great feature is the “Craven Fault”—a huge dislocation extending from Ingleton by Settle to Wharfedale, and producing the grand sheer cliff that hangs 300 feet over Malham Cove, the Scars of Gordale, Settle and Giggleswick, and Kilnsey Crag. This formation spreads over the greater part of Upper Wharfedale, but is superseded in the hills whence the river derives its source, by the gritstone. On the south-west—the chief manufacturing and industrial part of the county—the lofty spreading moors are uniformly of millstone grit, and the coal-measures abound. The great Plain of York is of new red sandstone, which accounts to a great extent for its fertility. The wolds exhibit the characteristic smooth, steep and arid appearance of the chalk formation, and the flat country south and south-east of them is geologically very recent—formed of submarine forests and containing small, lacustrine deposits. The wide and shallow vale of the Derwent, separating the wolds from the moors about Pickering and the Hambletons, is of a clayey formation, and north of that the hills—Hambleton and Cleveland—are of oolite, which contains large deposits of iron-ore, extending from Middlesborough to Loftus, Grosmont and Rosedale. The cliffs, however, from Saltburn to Whitby are of lias and shale. There is a very fine collection of lias fossils in the museum at Whitby. Jet lies in veins in the shale, whence also came the alum which used to be so extensively worked on this shore. South of Whitby the cliffs are of shale, capped by gritstone, and thus, with variations they continue till, a little south of Filey, the chalk of Flam-borough Head, the steepest if not the highest cliff of Yorkshire, begins.

The **hotel and inn accommodation** of Yorkshire is equal to public requirements. At the fashionable watering-places it is almost superabundant, and the only fault to be found is with a select few which go in for show rather than substance. In this respect their proprietors would do well to take a holiday in the Lake District. In the genuine tourist regions of the county, where people go to walk and not to lounge, the hotels are best described as really good inns, simple but clean, and generous in their diet. The valley that suffers most from lack of comfortable accommodation is Swaledale. In Wharfedale and Wensleydale, the sensible tourist will find all he wants.

Cyclists will naturally find the less interesting parts of the county—the Vale of York, for instance—the easiest going. Of the picturesque valleys, however, both Wensleydale and Swaledale are traversed by good roads. The lower part of Wharfedale—from Ilkley to Grassington—is hilly, but the ten miles from Grassington to Buckden is comparatively level, and from Buckden, Wensleydale may be reached after a sharp rise and fall by Bishopdale. Except on the direct line from York, the roads about Scarborough and Whitby are very hilly. Round Harrogate it is easy going in every direction.

Glossary of Architectural Terms.

- Abacus**—the uppermost member of a capital.
- Almery**—*lit.*, a place for the alms, but usually the cupboard or closet, near an altar, used as a receptacle for the sacred vessels.
- Almonry**—the room in which the alms were distributed.
- Aumbry**—used indifferently for *Almery* and *Almonry*.
- Apse**—“the semicircular or polygonal termination to the choir or aisles of a basilica.”
- Arcade**—a series of arches, open or blocked, supported on columns. When blocked the arcade is sometimes said to be a “blind.”
- Architrave**—the lower part of the entablature (*see* “Entablature”).
- Archivolt**—the under surface of an arch.
- Ashlar**—hewn or squared stone, as distinguished from unwrought stone.
- Ball-flower**—an ornament resembling a ball placed in a globular flower, the three petals of which form a cup round it.
- Band**—a continuous line or tablet of panelling. Also one or more mouldings forming a ring around pillars and shafts.
- Barbican**—an outwork a short distance in front of the main works of a fortification, and often used for the defence of a drawbridge.
- Bartizan**—a small projecting turret.
- Basement**—the lowest floor of a building, not necessarily below the level of the ground.
- Battlement**—an indented parapet formed of *merlons* and *embrasures*.
- Bay**—the principal compartment of a building, as, for instance, the portion included between the main ribs of the vaulting or marked off by the pillars, say, of a nave.
- Bracket**—an ornamental projection to support a statue, etc.
- Brasses**—memorials in metal and commonly let into the stone.
- Canopy**—an ornamental projection over doors, niches, etc.
- Campanile**—a belfry.
- Capital**—that part of a column or pier at the top of the shaft.

- Chamfer**—the bevelled edge of masonry or woodwork.
- Chantry**—an endowment for the singing of masses for the dead. Hence a chapel provided for such offices.
- Chapter-house**—the business room of a capitular body.
- Chevron**—a zigzag moulding.
- Clerestory**—the story of the nave or chancel rising above the aisle roofs.
- Cloister**—a covered walk around a quadrangle.
- Corbel**—a bracket formed by a stone or piece of timber projecting from a wall.
- Corbel-table**—a row of such corbels supporting a parapet or cornice.
- Croquets**—projecting flowers or foliage along the edges of pinnacles, etc.
- Crozier**—a bishop's or abbot's pastoral staff.
- Crypt**—the vault below a church. In large buildings the crypt is often an underground church.
- Curtain-wall**—the wall connecting the towers of a castle.
- Diaper-work**—flower panel-work used to decorate the surface of walls.
- Dog-tooth**—an Early English ornament of four leaves united in a projecting point.
- Dripstone**—a projecting tablet or moulding to throw off the rain and sometimes used as an ornament only.
- Entablature**—the horizontal portion of a classical building above the columns.
- Fan-tracery**—a vaulting so named from the likeness of the arrangement of the ribs to that of a fan.
- Fillet**—a small flat face or band between mouldings.
- Finial**—the termination of a pinnacle, canopy, etc.
- Flamboyant**—flame-like flowing tracery.
- Frieze**—the middle division of an entablature.
- Frithstool**—a seat which was the most sacred refuge in a sanctuary, *see* "Beverly Minster."
- Galilee**—a porch or chapel at the entrance of a church, forming a kind of ante-chapel, and regarded as less sacred than the main building.
- Gargoyle** (or **Gurgoyle**)—a projecting spout, often grotesquely carved.
- Groin**—the angle formed by the meeting of vaults, and in Gothic architecture covered by a rib.
- Jamb**—the side of a window, door, etc.
- Key-stone**—the central stone at the top of an arch.
- Lich-gate**—a covered gate, to a graveyard, where a corpse could rest.
- Machicolations**—vertical openings in a projecting parapet.
- Miscere**—the under side of the seats of stalls, intended, when turned up, to form a support for the infirm during the standing part of the services.
- Nave**—the part of a church west of the choir.
- Ogee**—a moulding consisting of a round and a hollow. An ogee arch is similarly formed of contrasted curves, the sides of the arch thus being wave-lined.

Oriel—usually applied to a projecting window.

Paradise—usually the burial place of a monastery, as, for instance, the plat surrounded by the cloisters.

Pediment—the triangular space over a portico, a kind of gable with an obtuse-angled apex.

Pier—sometimes used for “pillar,” but more properly of the mass of masonry between windows and other openings in buildings.

Piscina—a basin with water drain near an altar.

Presbytery—the eastern end of the choir of a church, in which is the high altar.

Reredos—the screen at the back of an altar.

Rood—a cross or crucifix.

Sacristy—the room in which the sacred vessels, etc., were kept, now usually called a vestry.

Sanctuary—*see* “Presbytery.”

Sedilia—the seats on the south side of the choir, near the altar.

Shrine—a repository for relics.

Spandrel—the triangular space between the arch of a doorway and the mouldings which frame it; also the V shaped space between two adjoining arches.

Splay—the slanting sides of a window, door etc., in the thickness of a wall

Squint—an oblique opening to afford a view of the altar.

Stoup—a vessel for holy water.

Transom—a horizontal mullion across a window.

Tympanum—the space above the opening of a doorway.

LONDON TO YORK.

Distances :—Doncaster, 156 *m.* ; Selby, 174 ; York, 188. **Fares** : 27*s.* 6*d.*, 21*s.* 3*d.*, 15*s.* 8*d.* **Time**, 3 $\frac{3}{4}$ —4 $\frac{1}{2}$ *hrs.*

The train service from London (King's Cross) to York and the Yorkshire seaside resorts by the Great Northern and North-Eastern Companies, is as quick and good as any service in the kingdom. Except, however, Peterborough Cathedral (76 *m.*) and the fine churches of St. Neots (52 *m.*), Grantham (105), and Newark (120), nothing of special interest is passed until 9 miles beyond *Bawtry (147 *m.*), where the line passes from Notts. into Yorkshire, we reach Doncaster. There is also an excellent express service over the Great Eastern line from London (Liverpool St.) to Doncaster (182 *m.*), by Cambridge (56), Ely (70), March (86), and Lincoln (145). From March to Doncaster the line is G. E. and G. N. joint.

Route continued on *p.* 2.

Doncaster.

Ref.-rms. at station. **Hotels** :—*Angel, James', Reindeer* (H.Q.) *Ram*. All from $\frac{1}{4}$ to $\frac{1}{2}$ *m.* from station (charges very high during race week). **P.O.** chief desp., 8 & 10 p.m. **Tel. Of.** open 8—8; *Sun.* 8—10. **Pop.**, 21,000. **Market Day**, Saturday.

Except for its Church and its Race Meeting, in the middle of September, **Doncaster**, clean, well-built, prosperous town as it is, offers no special attraction either to the tourist or the pleasure-seeker. It stands on the plain watered by the Don, and on the site of an old Roman station, of which, however, there are no remains.

The **Parish Church**, St. George's, 10 *min.* from station, only dates from 1858, its predecessor, noteworthy for its grand tower, having been burnt to the ground in 1853. The structure, as it now stands, is the work of Gilbert Scott, and is considered one of his finest achievements. In style it is Dec., in shape cruciform. *Dimensions*:—Length, 169 *ft.*; nave, 91 by 65; transept, 92; height of roof, 75 *ft.*; tower, 170 *ft.*—second only to Boston, which, including its lantern, rises to a height of 300 feet. Externally, the *Tower* is also noteworthy for its fine buttresses, its crocketed pinnacles—sixteen in number—its balustrade, and unoccupied niches.

The most effective view of the *Interior* is obtained from underneath the tower, whence every part is seen, and the only exception to be taken arises from the shortness of the nave and chancel

***Roche Abbey** (10 *m.* "Yorkshire, Pt. II.") may be reached by 'bus from Bawtry 3 mornings a week—*Tu., Th., Sat.*, to Maltby (8 *m.*).

in comparison with their height. The *stained glass* produces, perhaps, a too dimly religious light. That in the *east window* (48 by 22 ft., and one of the largest in England) is by Hardman. It represents the final scenes of our Lord's life, and has eight lights, with a wheel, 15 ft. in diameter and including twelve smaller circles. The *west window*—a Jesse, by Ward and Hughes—has three wheels in its upper part. The N. transept window—the Transfiguration, etc.—is by O'Connor, and we should say or hope, unique; perhaps the finest of all are those at the end of the aisles, by Capronnier of Brussels.

The *Chancel* has a fine gilt reredos, given by the old pupils and curates of Dr. Vaughan, who was rector of the town for many years. On each side is a chapel—that on the N. filled by the organ, which has 96 stops and 6,000 pipes. The S. one is the *Seaton Chapel*, and contains a Baptistery and a serpentine Font given by the late Prof. Selwyn. The pulpit and bells were presented by Sir Edmund Beckett. Notice also the fine oak roof.

The **Race-Course**, or Town Moor, is on the London road, nearly two miles from the station, right through the town.

Doncaster is the chief depôt of the Great Northern Railway Co., answering to Crewe on the North-Western, Swindon on the Great Western, and Derby on the Midland. Branches radiate to Sheffield, Leeds, Hull, and Lincoln.

On the **Sheffield** line, 5 m. away, is **Conisborough Castle** ("Yorkshire, Pt. II.").

The **Leeds** Branch is also described in "Pt. II."

Doncaster to **Thorne**, 10 m.; **Goole**, 17; and **Hull**, 40½. This is the quickest route from London to Hull. The country traversed by it is flat and utterly devoid of interest to the tourist, nor do the towns of Thorne and Goole possess anything to attract him. *Thorne* is agricultural, and has a quay on the Don, a mile away. *Goole* is a seaport at the mouth of the Ouse, with a regular service of passenger steamers to several Continental ports.

Goole to Hull by steamer, 25 m. 2 hrs.; 1s. 6d. and 1s.; *Ret.*, 2s. and 1s. 6d.

Main route continued from p. 1. North of Doncaster the country is flat as ever, and there is nothing of holiday interest till in 18 miles we reach

Selby.



Distances: York, 14 m.; Leeds, 21; Doncaster, 18; Hull, 30.

Hotel:—*Londesborough Arms* (H.Q.), good fam. and comm.; 5 min. from station, close to Abbey. **P.O.** Chief desp., 8.15; *Sun.*, 8.15; *Del.*, 7. **Tel. Off.** 8—8. *Sun.*, 8—10. **Pop.** abt. 6,000. **Market Day**, Monday.

Selby is a cheerful-looking country town busied to some extent in flax-scutching, rope-making, and boat-building, the last named trade being prosecuted on the Ouse, which is here a wide stream,

crossed by a wooden bridge and a railway draw-bridge (re-built). To the tourist its sole interest is its fine old

Abbey Church.

Services : *Sunday*, 10.30, 3, 6.30 ; *Week Days*, 4.30.

If the church is not open, the verger will be found close at hand.

Selby is in legend said to have been founded by Benedict, a monk of Auxerre—during the latter half of the eleventh century. The earliest work in the present church—the Norman portion of the nave—is ascribed to the second Abbot, Hugh (1097-1123). Externally, as we approach from the station, the great length of the nave and choir-roofs, the latter slightly higher than the former, and the plainness of the tower, which rises between them, are the features most striking to the eye. The tower is surmounted by a balustrade and has small Norman windows. Attached to the S. side of the choir is what once was the Chapter House, but is now the Vestry in its lower part, and a free school in its upper.

Exterior. The *West front*, through which we enter, is very fine, especially the Norman doorway—recessed with five arches and retaining its zigzag and diamond moulding in excellent preservation. Above it is a trefoil arcade and, over that, a narrow window with Perpendicular tracery inserted at a later date. Over that, in the somewhat plain gable, is a graduated arcade of five arches with tooth moulding. The lower part of this front is Norman ; the upper, with the exception of the Perp. window, E.E.

The exterior of the *Nave* is very plain, the windows of the aisles being Dec. in style and those of the clerestory—Norman—very narrow.

The East end, of which the view is rather blocked by adjacent houses, presents a much richer appearance, owing to the turrets, with niches and crocketed pinnacles, and the buttresses, which are also turreted. Here, too, are prominent gargoyles.

The uniformity of the N. aisle is broken by its porch with arcades and recessed Norman doorway.

The **interior** is (March, 1890) in process of partial restoration (the Nave was restored by Sir Gilbert Scott in 1872-3), and consequently the splendid effect of the full-length view is for the time being lost, the choir being partitioned off from the nave. The *Nave* (Norman and E.E.) has eight bays, the oldest being the two easterly ones. The massive piers are alternately round and square in plan, though the square ones, owing to the shafts attached to them, have the appearance of grouped pillars. One of the round pillars recalls a similar work at Durham, being ornamented with the lattice pattern. The *Triforium* has round arches corresponding with the main ones below, of a single span ; those on the north side plain, on the south subdivided into two Pointed arches.

The *Clerestory* consists on the S. side, of three arches over each bay—only the central one pierced ; on the N., of two arches, both pierced. The ceiling, which dates from the 15th century, is of oak panelling, painted blue and gold, and has good bosses.

The visitor will notice the light vaulting shafts in front of the central pillar of each triforium bay on the S. side.

The *West window* of three lights, being as before stated, a Perp. insertion in E.E. work, gives an impression of insignificance, hardly removed by the quatrefoil openings on each side. All these are of stained glass.

At the E. end of the N. aisle is the cross-legged effigy of a knight.

The *Tower* is supported on four plain round arches. It fell in 1690 and brought down with it the S. transept. The *N. Transept* is of two bays in length. Its large Perp. N. window is about to be filled with glass, by Ward and Hughes, representing the history of Joseph.

The *Choir* (Dec.) has seven bays. Round its aisles, beneath the windows, runs a good E.E. arcade. The piers are clustered and have leaf-carved capitals. Above each is an empty niche with a canopy and a grotesquely carved pedestal. The capitals of the vaulting shafts are also richly carved, and the remains of the vaulting shafts, springing from the capitals, are noteworthy.

The choir has no triforium, but the passage is continued from the nave beneath the clerestory windows, and the flowing tracery of the balustrade should be noticed.

The *Lady Chapel* (small) is cut off from the choir by a stone reredos, of which the E. side, in particular, is remarkable. It is a blind Dec. Arcade with diaper work. On it occurs the following epitaph:—

Tho' Boreas with his Blustering blasts
 Has tos't me to and fro,
 Yet by the handy work of God
 I'm here Inclos'd below
 And in this Silent Bay I lie
 With many of our Fleet
 Until the Day that I Set sail
 My Admiral Christ to meet.

John Johnson, Master and Mariner, 1737.

On the South side of the chapel are four sedilia, and under the E. window the mutilated effigy of John Dawney (*d.* 1630).

Just before the battle of Marston Moor (1644) Selby, after being temporarily occupied by the Royalists, was taken by Fairfax, whose bold and successful attack "at once raised him to the first rank among the generals of the Parliament."—*Markham.*

5 miles N.W. of Selby is **Cawood**, where once stood the summer palace of Card. Wolsey, at which his arrest took place. All that remains is the gatehouse and a chapel.

Selby to York, p. 6.

SELBY TO HULL,

30 m.; *abt.* 18 trains in 45-70 min.

This line is a portion of the express route from the Midland main line and Leeds to Hull. It traverses in an almost straight line a perfectly flat country, and for the last dozen miles or so skirts the Humber. After passing (4 m.) Wressle, where on the right may be seen the ruined castle of the Percies, Earls of Northumberland, the only place of interest upon it is (7 m.)

Howden.



From **Selby**, 7 m.; **Leeds**, 28; **Hull**, 23; **York**, 21.

Town, $1\frac{1}{2}$ m. S. of *N.E. Station*, by good road; conveyance, 6d. each passenger; *Hull and Barnsley Station* close to the town.

Inn at N.E. Station; **Comm. Hotels**: *Wellington, Half Moon*, in town.

Howden is one of the numerous Yorkshire towns whose sole magnet for the tourist is its **Church**, once collegiate; and this occupies a high rank even in Yorkshire. It dates from the fourteenth century—considerably later than its neighbouring rival, Selby, and most of the other famous Yorkshire churches. The general style is Decorated, but the tower and other parts are Perpendicular. The Chancel and Chapter House (A.D. 1400) are in ruins, though the east gable, with its three windows, and the walls of the Chapter House, one of the finest extant, are still standing.

The *dimensions* are:—Nave, 105 by 66 ft.; transept, 120 by 30; choir, 120 by 66.

The *West Front* is chiefly remarkable for its fine Dec. window, in four lights, and the hexagonal turrets with crocketed pinnacles which surmount the buttresses at the angles of both the nave proper and its aisles. Each of the niches in the sides of the large window retains a statue. This end of the S. aisle is continued by a Perp. annex of two bays looking south.

The *Nave* is of six bays with aisles and clerestory, but no triforium. The clerestory is later, as is shown by the pitch of the old roof seen, from the interior, above the tower-arch. This is the only part of the church now roofed in, a new roof and the present sittings having been put in in 1850. The interior has graceful proportions but no special features.

The splendid Perp. *Tower*, rising to a height of 130 feet and battlemented, is in two stages, both pierced on every side by two Perp. windows of three lights each, the lower ones having double, the upper single transoms.

The *Transepts* extend the length of two bays each and are mainly of the Dec. order, though they also display E.E. features. They show good tracery.

The rest of the church is in ruin. The roof of the choir fell in 1696, but the east gable, with its magnificent window, retaining only indications of its tracery, with the aisle windows on each side, remain erect. From the apex of the gable rises a fine turret; in fact the turrets at both the east and the west end of the church are as striking as any feature about it.

The octagonal *Chapter House*, unroofed, but retaining its Perp. windows is also very beautiful, and somewhat suggestive of York.

The interior is brought to an abrupt end by the wall necessarily inserted in the eastern arch of the tower. Here, above a stone altar-piece, a three-light geometrical window has been placed.

In the chapel adjoining the south transept are several noteworthy monuments—one of a crusader and his wife; another a recumbent effigy with a shield displaying the Saltmarshe arms. This figure also appears as a crusader.

Howden is celebrated for its **horse-fair**, which begins at the end of September and lasts a fortnight.

For Hull, see p. 26.

There is a walk round the south side of the church, but on the north it is hemmed in by houses.

Continuing along the **main route** (*p. 2*) we see nothing of interest till the towers of York Minster rise almost straight ahead.



YORK

Scale of 1/2 of a Mile
Tramways



LAYERTHORPE

HOTELS

- | | |
|----------------------|-----|
| 1 Adelphi | C 2 |
| 2 Black Swan | B 3 |
| 3 City Temp. | B 3 |
| 4 Clarence | B 3 |
| 5 Gt. Northern | B 2 |
| 6 Harker's York | B 3 |
| 7 North Eastern | C 3 |
| 8 Queen's | C 3 |
| 9 Scawin's | B 2 |
| 10 Station | B 2 |
| 11 Thomas' | B 3 |
| 12 Coffee Houses, &c | B 4 |

York.



General Railway Station, west side of city. *Ref.-Rms.* (1st and 2nd Cl.) on main platform. Half-crown dinner from abt. 1.45 till 3.

Distances by rail:—London, (King's Cross, G. N. R.), 188 *m.*; Birmingham (Midland), 124; Edinburgh (N. Eastern), 204; Hull (via Selby), 45; via Market Weighton, 42; Leeds, 26; Liverpool (L. & N. W.), 100; (L. & Y.), 106; Manchester (L. & N. W.), 69; (L. & Y.), 75; Newcastle (N. E.), 80; Sheffield (Mid. & N. E.), 46. Through trains or carriages from all places named.

Branches:—Knaresborough, 17 *m.*; Harrogate, 21; Malton, 21; Scarborough, 42; Filey, 46; Whitby, 56; Market Weighton, 22; Beverley, 34; Selby, 14; Doncaster, 32.

. The fares are in all cases reckoned upon the lowest mileage.

Hotels:—*Station* (entered from platform) large and first class; Bed & att., from 4s., table-d'hôte bkft., 2s. 6d., do. dinner (from 6.30), 3s. 6d.; *Scawin's* (H.Q.) and *North Eastern*, Tanner Row, 300 yards from stat. (pl. B 2); *Harker's York*; *Black Swan*, Coney st.; *Clarence*, Davy Gate; (all in B 3).

Of the above the North Eastern and Scawin's are close to the old station, and were the chief railway hotels until the present station and its hotel were built; the others are good and centrally situated family and commercial houses.

Also:—*Gr. Northern* (pl. B 2), and *Adelphi* (C 2), Railway st.; *Queen's*, Micklegate (C 3); *Thomas'*, Museum st. (B 3); *City Temp.*, Lendal st. (B 3); *White Horse* and *White Hart* (market-houses), Pavement (pl. C 4); *Coffee House*, Pavement (B 4).

The oldest inns of any importance in York are the Black Swan and the White Horse—the latter a great market-day house.

Theatre (pl. A 3), St. Leonard's Place.

Post-Office, Lendal st. (pl. B 3). Open 7—10 (*Sun.*, 7—10). Chief Del. 7 (*Sun.* 7); Desp. 8.45 (*Sun.* 8.45). **Tel. Off.** 7 a.m.—3 a.m.; *Sun.* 7—10, 5—6. **Chief Branch P.O.**, Micklegate (pl. C 2).

Tramways:—see plan.

Pop. abt. 55,000.

History. *York*, called *Eboracum* by the Romans, and *Jordvik*, whence probably its present name, by the Danes, is one of the oldest cities of importance in the kingdom, its chief rivals in antiquity being London, Lincoln, Bristol, Exeter and Norwich. It was the capital of the Roman province, and the residence of several emperors, one of whom, Severus, died here in 211, and another, Constantius in 306, in which year the son of the latter, Constantine the Great, was proclaimed emperor at York. The "victorious" Sixth Legion had its head-quarters here for three centuries. After the withdrawal of the Romans, the city changed hands repeatedly, Piets and Scots, Saxons, Danes, and finally Normans obtaining apparently easy possession of it.

The Domesday Survey puts the population of York at 10,000, a very considerable figure for that period. The city was easily taken by the Normans, but the Saxons retook it and slew the garrison. In revenge the "Conqueror" laid waste the country from the Humber to the Tees, at a sacrifice, it is said, of 100,000 lives.

During the Plantagenet period the first Parliament on record was held at York, in 1160, and for the next five centuries Parliaments were held here at intervals. The terrible persecution of the Jews took place here in the reign of Richard I. The victims took refuge in Clifford's Tower at the Castle, and slew one another rather than fall into the hands of their persecutors. Two royal marriages took place in the Cathedral—that of Margaret, daughter of Henry III., to Alexander III. of Scotland—both of them under eleven years of age—, and that of Edward III., æt. 16, to Philippa of Hainault, æt. 14. During the Wars of the Roses, the head of Richard Plantagenet, who was slain at Wakefield in 1460, was stuck on a pole over Micklegate Bar, only to be taken down by his son and replaced by those of Lancastrian nobles who fell at Towton. Edward IV. is said to have been crowned in the Cathedral. At the dissolution of the Monasteries Robert Aske, leader of the Pilgrimage of Grace, took the city, but soon lost it again. In Elizabeth's reign the Earl of Northumberland paid the penalty of his intrigues in favour of the Scottish Mary by losing his head at York in the "Rising of the North." The first Stuart kings frequently visited the city, and in 1644 it was besieged by the Parliamentarians. Prince Rupert rushed to the rescue, slipped by the besiegers into the city, and then rashly offered them battle, giving the death-blow to the Royalist cause on the neighbouring field of Marston Moor. The Revolution of 1688 was welcomed by the citizens, and since then the records of the city have been of peace instead of war, the most noteworthy, perhaps, being the initiation of the British Society for the Advancement of Science in 1831.

For evidences of the pre-Norman existence of York as a British, Roman and Saxon city, the visitor should devote an hour or so to the Hospitium in the grounds of the Royal Philosophical Society which contains a very interesting collection of remains of that period (*see p. 21*).

The first view of York with its new station and hotel and the various handsome modern buildings which stand at the entrance to the city from the railway hardly suggests its great antiquity. The **Railway Station** is not only one of the largest and most commodious in the kingdom, but also, owing to the prolonged and regular curve which it maintains from end to end—a length of nearly 300 yards—undoubtedly the most effective in appearance. The roof consists of parallel semicircular arches supported in the interior by colonnades. The *hotel* is also a handsome building and commands a good view, over its own grounds, of the Cathedral, St. Mary's Abbey, etc., on the other side of the Ouse.

The visitor who wishes to turn his time to best account is recommended to visit first the Minster, to which any number of

hours may be devoted; then the grounds of the Philosophical Society, in which are St. Mary's Abbey, the Hospitium, the Museum, and the Multangular Tower; next, to take a walk through the heart of the city and to get on to the wall at, say, Skeldergate postern, near the Castle, returning along it to the station or Lendal Bridge by Micklegate Bar. To go the whole circuit of the Wall is tedious and unremunerative. There are some parish churches of more or less interest besides the Minster, but they are mostly kept under lock and key and are not seen to advantage when the eye is dazed with the glories of the Minster.

From the station to the Minster the distance is half-a-mile. The way, unmistakable, is under the Wall, by the first or second archway, and then on in the previous direction to Lendal Bridge.

Opposite the first archway is a **marble statue** of Geo. Leenan, M.P. (1809-82), thrice Lord Mayor, and chairman of the N. E. Railway. It stands on a granite pedestal.

Lendal Bridge ($\frac{1}{4}$ m., toll, $\frac{1}{2}$ d.) is a handsome iron structure of a single arch with a span of 175 feet. It dates from 1862. Beyond it, on the right, are the premises of the *Yorkshire* (county gentlemen's) *Club*, a substantial well-to-do looking block, and a little further, on the opposite side, the entrance to the Phil. Soc. Grounds (p. 19).

In the next street to the left, *St. Leonard's Place*, a crescent, stands the **Theatre**, with a handsome new E.E. façade, and some way back on the opposite side the old Elizabethan **Manor House**, brick and stone, now partly used as the Wilberforce School for the indigent Blind—established by subscription in 1833.

Further on is a building in which **Art Exhibitions** are usually held, and then the Wall (lately repaired) begins again at *Bootham Bar* (p. 21).

Proceeding up *Duncombe-st.*, we pass on the left, just short of the Minster, the **R. C. pro-Cathedral Church** of St. Wilfrid, which has an embellished tower and an elaborately carved porch, with a figure of the patron saint above it. The interior consists of a lofty nave, with aisles, apse and side-chapels. There are three pictures from the Munich School.

York Minster.

Open to visitors from 9 to 5 o'clock: Nave and Transepts, free; rest of building, 6d. each; Tower, 6d. extra. In summer the vergers go round once after evensong.

Services:—Sunday 10.30 a.m., 4 p.m.; Week-days 10 a.m., 4.30 p.m. All choral except Wed. aft., when the choir takes a holiday.

Dimensions, compared :—

	TOTAL LENGTH.		BREADTH.	
	(Exterior.)	Naves and Aisles.	Transepts.	
	ft.	ft.	ft.	
York	524	103	250	
Canterbury	514	71	140	
St. Paul's	500	118	250	
Westminster	489	75	200	
Winchester	560	86	208	
Ely	520	77	178	
Durham	420	80	170	
Lincoln	488	80	220	
Salisbury	473	99	230	
St. Alban's	540		220	

From the above figures it would appear that York Minster is next to St. Paul's the largest, as it is certainly one of the most beautiful of British Cathedrals. Lacking the varied splendour of Ely, the simple yet matchless grace of Salisbury, and the equally symmetrical but more ornate attractions of Lichfield, its size and height, nevertheless, make it internally, perhaps, the most imposing of our great churches.

The architecture illustrates a period of five hundred years, from the rude Saxon to the fully-developed Perpendicular—the 10th to the 15th century. The earlier styles, however, Saxon and Norman, are confined to the crypt; and what comes before the eye of the spectator is a mixture of Early English, Decorated, and Perpendicular, the two latter predominating. To be more exact we may quote as

Saxon, fragments of coarse rubble-work in the crypt.

Norman, most of the crypt, pillars, etc., as far as it is now opened up. Abp. Thomas, 1070-1100.

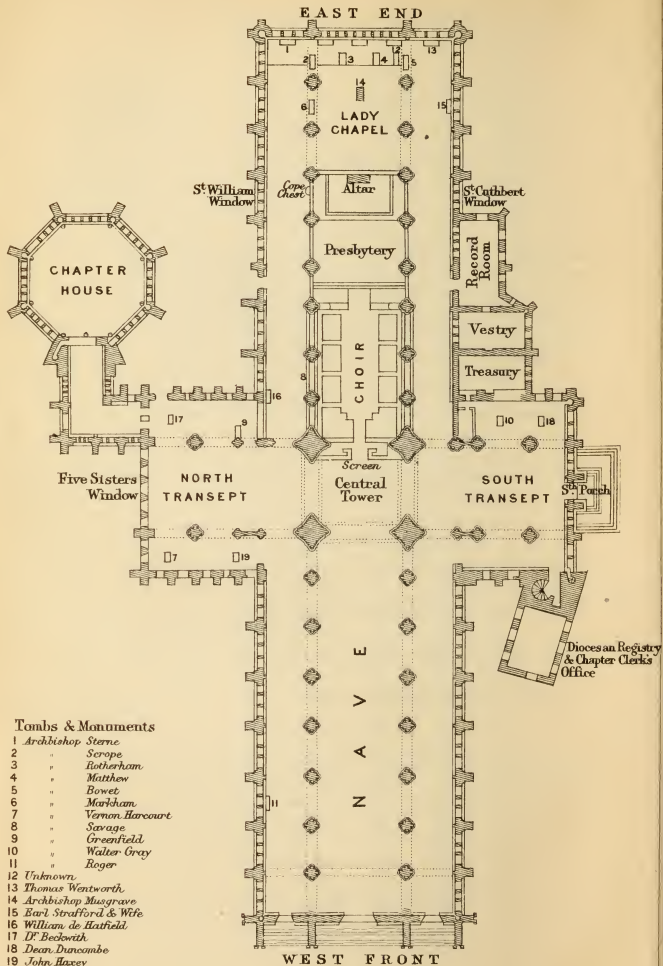
Early English, South (Abp. Walter Gray, 1216-57) and North (John Romanus, 1228-56) Transepts.

Decorated, Nave (Abp. Melton, abt. 1340) and Chapter-house (abt. 1300).

Perpendicular, Choir (Abp. Thoresby, 1362-1400, etc.) and Towers (1405-70).

History. A "little wooden oratory," erected for the purpose of baptizing within it Edwin King of Northumbria, in 627, was the germ of the present Minster. Edwin had been converted by Paulinus, chaplain to Queen Ethelburga. A "stone basilica" which succeeded the oratory was soon burnt down, but was replaced by a larger one which, in its turn, was richly endowed (abt. 1036) by Ulphus, a prince of Deira, whose horn is still to be seen in the vestry (*p.* 16). The devastation of the country between the Humber and the Tees by the Conqueror in 1069, included the destruction of this church as well as a large part of the town by fire. Another building—nave, transepts, and tower—in early Norman style at once sprung up, and nearly a century later (1171) a Norman Choir was added to this by Archbishop Roger. Early in the thirteenth century the Early English Transepts were added by Archbishop de Grey, and in the first half of the fourteenth the old Norman nave gave place to the present Decorated one, and about the same time the Chapter House was erected. Then, between 1360 and 1400 the Norman Choir was superseded by the present Perpendicular one. In 1405, the Central Tower was begun, and

YORK MINSTER



Tombs & Monuments

- 1 *Archbishop Sterne*
- 2 " *Scrope*
- 3 " *Rotherham*
- 4 " *Matthew*
- 5 " *Bowet*
- 6 " *Markham*
- 7 " *Vernon Harcourt*
- 8 " *Savage*
- 9 " *Greenfield*
- 10 " *Walter Gray*
- 11 " *Roger*
- 12 *Unknown*
- 13 *Thomas Wentworth*
- 14 *Archbishop Musgrave*
- 15 *Earl Strafford & Wife*
- 16 *William de Hatfield*
- 17 *D. Beckwith*
- 18 *Dean Duncombe*
- 19 *John Haxey*

Scale of Feet

0 50 100 150

thirty years later the two Western Towers were taken in hand. The patron Saint is St. Peter.

Of the post-Reformation history, it need only be said that the old pavement with its incised slabs was taken up in 1736, while during the present century the building has twice suffered from fire—once in 1829, at the hands of a lunatic incendiary, Jonathan Martin, who on Feb. 1, hid himself during afternoon service behind Abp. Greenfield's tomb in the N. transept, and afterwards set fire to the woodwork of the choir with the result that the carved stalls, the organ and even the roof were destroyed, besides great injury being done to the stonework of the choir, the east window being with difficulty saved. Martin died in a lunatic asylum. The restoration, effected by public subscription at a cost of £65,000, was completed in 1832. Eight years later the roof of the nave was burnt and the S. W. tower gutted by another fire, caused by the carelessness of workmen. The restoration thus entailed cost £23,000 and was again by public subscription. At the same time the new peal of bells was added at the cost of legacies bequeathed by the late Dr. Beckwith. The South Transept—the oldest part of the present building except the crypt—was beautifully restored by the late Mr. Street (1870-80). Much of the recent improvement is due to the late Dean Duncombe.

The Minster is mainly built of magnesian limestone, from Tadcaster; also from quarries in the neighbourhoods of Pontefract and Church Fenton.

Exterior.

Visitors should begin their survey with a walk round the building. Now that the surrounding space has been cleared every part can be appreciated, and no part is better worthy of admiration than that which first strikes the eye as we approach from the station—the **West Front**, Decorated, and unequalled in its style in the kingdom. It does not, however, reveal its great height, the cleared space being too wide to allow of comparison.

In the centre is the *Great Portal*, recessed in five mouldings and subdivided by a clustered column into two doorways with a circular six-light in the space between their two arches. Above the whole is a niched gable, with its apex a little higher than the base of the great window. The central niche contains a figure of Abp. Melton (*d.* 1340), who completed the W. end of the Nave. On either hand, in the pediment but outside the gable, are figures said to represent Wm. de Percy and Robt. de Vavasour, holding respectively in one hand a block of wood and stone in token of their liberality in providing those materials for the building.

Only two other niches in the whole façade have figures, and those are past recognition.

In the elaborate moulding of the central member of the principal arch the story of Adam and Eve is represented.

Beneath the towers, on each side of the central doorway, are smaller doorways, also recessed with five mouldings. Each of these is surmounted by two windows, one above the other and separated by an arcade of niches. The upper pair reach as far as the roof and terminate in a line with the great west window, which, however, has a gable above it interrupting the open battlement that extends from it in both directions round the towers and the nave. Above and behind this battlement, stretching from tower to tower, is a low-pitched gable with battlemented parapet along its edge and a slender finial rising from its apex.

From the corners of the towers, at right angles to their sides, are massive buttresses in four stages, the lowest stage enriched with tabernacle work.

The **Western Towers** (upper part Perpend.) have on each side one large window of three lights with niches above extending to the pinnacled open battlement, which has eight crocketed pinnacles on each tower. The buttresses all round the church have fantastic gargoyles.

Passing round to the right, along the **south of the Nave** we may notice the massive buttresses, each containing the figure of a saint under a canopy, and terminating in pinnacles. Note also the broken flying buttresses.

We now obtain a good view of the **Central Tower**, the largest in the kingdom (65 ft. square, and 213 ft. high), having a pair of lofty windows on each front and terminating in a plain open battlement without pinnacles or other ornament, in strong contrast with the elaboration of the western towers.*

Between the nave and the South main transept is a comparatively mean-looking block, which would be better away. It is called the *Diocesan Registry and Chapter Clerk's Office*.

The **South Transept**, restored in part 1872-80, has for its chief external feature a magnificent Rose Window in the gable, sometimes, and not inappropriately, called the *Marigold Window*. It is in two concentric divisions—the inner of 12 and the outer of 24 lights. On either side are small lancet windows in three divisions, the central light higher than the side ones. Immediately below are three lofty lancets all of the same height, but the central ones having two lights. Beneath is the *Doorway*, approached by a flight of steps and surmounted by three high-pitched gables; around its arch is a line of crumbling open moulding, and on either side arcades, which extend also across the transept aisles. Plain E. E. turrets surmount the buttresses at the corners of the main transept and its aisles.

In the angle of the South transept and the choir are the *Treasury*, the *Vestry*, and the *Record Room*.

The **Choir** or **Chancel** is, with its aisles, of the same height and width as the nave. It is noteworthy for the magnificent windows (72 ft. in height) of its transept-like bay, which rises above the aisles to the height of the main building, but does not project laterally beyond the aisles. The four clerestory windows east of this bay differ from the four west in having the triforium passage on the outside, and this passage has in front of it an open arcade, or screen, of three openings in front of each window. The aisle windows are of the same character on both sides of the transept and are separated from each other by buttresses with crocketed pinnacles.

* The only Cathedrals with higher towers are Lincoln, 262 ft.; Canterbury, 235; and Gloucester, 225; the only Parish Church, Boston, 300.

The feature of the **East End**, to which we now pass, is the great window—"with its many flimsy mullions, wonderful, rather than beautiful." It rises with an ogee dripstone to its finial, high up above the parapet, and has very fine crocketed pinnacles and niched buttresses on each side. At the apex of the window is the figure of an archbishop—probably Thoresby, who built this part of the Minster, and underneath the sill is a line of sculptured heads—Christ and his Apostles, with another figure at each end.

On the **North** side the choir exterior corresponds with the south, but the main transept and the nave are of a different character.

Projecting from the N. E. angle of the transept is the octagonal **Chapter House** (Early Dec.) with large windows and a pyramidal roof. At each angle is a massive buttress terminating in a pinnacle the lower part of which is connected with the main wall by a flying buttress, above which another connection is made by panel-work.

The Transept has for its chief feature the celebrated Five Sisters' Window (*see p. 14*), above which, in the gable, are five smaller lancet windows graduated in height. Below, rising from the ground, is an Arcade of trefoil arches. It is roofed with green tiles.

The north side of the nave is much plainer than the south, the buttresses between the bays being destitute of ornament.

On the N. side of the Minster Yard is a fine ivy-grown arcade of *Transition Arches*—one circular enclosing two trefoils. These are a remnant of the cloisters of the old Archbishop's Palace. To the right of them is the **Cathedral Library** (*Open 11 to 1 Wed.; 2 to 4 Sat.*) containing about 8,000 vols.—amongst them two York Breviaries, a Bible of the time of Edward I., and many Caxtons; also a case of autographs, including one ascribed to Tasso.

Interior.

Visitors enter by the door of the **South Transept**, and at once obtain a striking view, in which the chief feature is the Five Sisters' Window opposite (*see p. 14*). The recent restoration, amounting almost to a renewal, of the South Transept gives it a very fresh appearance, although it is the oldest and one of the grandest parts of the whole minster. It has two narrow aisles separated from the main part by three arches with clustered columns of Purbeck marble and freestone, 8 shafts of each, and foliated capitals. The arches show the dog-tooth moulding, best seen by standing directly under them. The *Triforium* above consists of a round arch over each bay, subdivided into two with cinquefoils in the spandrels, each of these again divided into two with quatrefoils in the spandrels. The *Clerestory* consists of groups of five Pointed arches, separated by shafts of Purbeck marble and freestone alternately, behind which runs the clerestory passage with three lights corresponding to the inner arches of the arcade. This part

is very lovely. The roof is of oak, and the groins have red and gold bosses. The vaulting shafts of Purbeck marble rise to it from the spaces between the main arches. Tooth ornament abounds. Round the west aisle runs an arcade.

Two of the finest *Monuments* in the Cathedral—one quite recent, the other several centuries old—are in the East aisle of this transept. The old one (E. E.) is that of *Archbishop Walter Gray* (1216—57), the builder of the transepts. It consists of two canopies resting on trefoil arches, and surmounted by gables with elaborate pinnacles, on which are thrushes perched on woolsacks. Within is the effigy of the Archbishop in full canonicals, his hand raised in benediction, and his feet trampling on a dragon. The whole is surrounded by a handsome bronze railing. The stone is mostly dark marble and is in striking contrast to that used in the neighbouring monument, raised in memory of Dean Duncombe (*d.* 1880), the restorer of the transept. This splendid work, by Boehm, is an enriched altar-tomb with a most profusely ornate canopy supported on grey granite pillars, having fine open carving on their capitals. The effigy of the Dean in white marble rests on the tomb.

The great **Central** (Lantern) **Tower** has a noble appearance as we stand under it. It rises to a height of 180 feet and is supported by arches with enormous piers, the core of which is Norman, the casings E. E. or Dec. Between the apex of these arches and the lofty Perp. windows of the lantern is an arcade surmounted by a parapeted ambulatory, with armorial bearings—two on each side. The roof is groined.

The **screen** separating the nave and transepts from the chancel is a splendid piece of work, however much we may regret the loss, which its interposition entails, of the full-length view of the Cathedral. Of course it is idle to cry out against these grand obstructions, but any one who has seen one or more of our churches celebrated for length, that is devoid of them—Exeter and Selby, to wit—can hardly deny that they are a mistake. This one is of stone and in fifteen compartments, seven on the N. and eight on the S. of the doorway into the Chancel, which is recessed four-deep and has a gable above it. In the compartments, standing on lofty pedestals, are statues of the Kings of England, holding sword or sceptre, or both, from William I. to John on the N. side, and from Henry III. to Henry VI. on the S. Above these, in a row of small niches, are figures of angels “with all kinds of instruments of musick,” and hence called the “Heavenly Choir.” All the interspaces are filled with carving, and along the top runs a parapet. On this screen stands the organ, built in 1860, and in the archway below is a boss representing the Assumption.

The feature of the **North Transept** is the *Five Sisters' Window* (late 13th cent.), so called from a tradition that the patterns of the painting were worked out in tapestry by five sisters—one for each light. The lights are all the same dimensions (53 ft. by 5). They retain their original glass, of a diaper pattern and remark-

able for its subdued silvery-gray tint. Above, in the gable, are five small lancets, and below is an arcade of trefoiled arches. In the East aisle of this transept is the rich doorway leading into the passage to the Chapter House, and near to it a fine modern altar-tomb to Dr. Beckwith (*d.* 1843), a munificent contributor to the charities of the city—the items are given in the niches round the tomb. At the opposite end of the aisle is the canopied tomb of Archbishop Greenfield (*d.* 1315), Chancellor of England at the time of his election (1306). Its sides are ornamented with an intricate angular arcade, and on its slab is a brass representing the prelate, who is also figured on the top of the canopy, pastoral staff in hand, and in the act of benediction. The brass is one of the oldest extant of any ecclesiastic. Behind this tomb the incendiary Martin hid himself the night before he set fire to the Minster (*see p.* 11). Notice the clock in this aisle, marked with the signs of the zodiac.

The *West aisle* of this transept contains at its N. end the altar-tomb of Archbp. Vernon Harcourt (*d.* 1847)—the effigy in white marble by Noble—and at its South end the tomb of John Haxey, treasurer to the Minster (*d.* 1424)—a wasted stone mummy, of which the right leg is almost gone, confined in an iron cage.

The **Nave** (1291—1330), which we may now most conveniently examine, before entrusting ourselves to the verger who takes us through the choir, etc., is the largest in England, 210 feet long, 103 wide (including aisles) and 93 high. It has seven bays divided by Pointed arches resting on clustered columns, which have beautifully carved capitals. The *Triforium* and *Clerestory* contain conjointly one large window in five divisions over each main arch, the lower part or triforium being an open arcade beneath the roof of the aisle, and the upper a clerestory window filled with painted glass. The heraldic shields between the main arches are those of the chief benefactors of the cathedral. Between the main arches vaulting shafts rise from the floor to the spring of the roof, almost in a line with the base of the clerestory, whence from gracefully carved capitals three groins branch off, the outer ones of each trio joining the nearest one of the next trio at the apex of the roof, which is of wood (painted to look like stone) and has carved bosses. The central opening of each bay of the triforium was once occupied by the figure of a Saint, and several of them, some headless, still remain; the only recognizable one, however, is said to be St. George, in the fourth bay from the W. on the south side. From the fifth bay on the opposite (N.) side projects the figure of a dragon, from which was hung on a pulley the cover of the font that stood beneath.

The windows of the aisles are of three lights and simpler than those of the clerestory. Beneath them runs an arcade of 6 arches (each subdivided into two) in each bay, with gables and pinnacles, with two between the windows. In the second bay of the N. aisle is a doorway with a headless canopied figure above it.

The *West Window* (restored in 1747), 54 ft. high and 24 broad, contests with the East window of Carlisle (50 ft. high and 30 broad) the premiership of Decorated windows in England. Its glass (14th century) is said to have been inserted by Archbishop Melton, who finished the Nave, and represents Saints, Bishops and events from New Test. history. The flamboyant tracery of its upper part is specially fine.

The *West Door*, below, has on both sides rows of empty gabled niches, and its two divisions have a wheel in the spandrel and a gable above them. Above both aisle-doors there is some grotesque sculpture; in the N., a woman and her dog, a man drinking, and a man driving another out of his house; in the S., a man fighting a reptile, Samson, Delilah and the lion, and a man and woman fighting.

In the third bay of the N. aisle is a recessed tomb, supposed to be that of Archbishop Roger (*d.* 1181). The other tombs here were desecrated by the Puritans.

Nearly all the windows in the aisles and clerestory are painted, though several contain only fragments of old glass. The second from the W. on N. side is a "Jesse" window of E. E. design. The rest are Dec.

Choir, Crypt, and Chapter House.

Parties are conducted by the vergers through these parts of the building at frequent intervals, except, of course, during the hours of divine service. Entering the south aisle of the choir, each visitor writes his name in a book and pays 6*d.*

The **choir aisles** have seven windows, four to the east and three to the west of the transept-like bay. Both sets are Perp., but the former are earlier than the latter. All are of three lights except the easternmost one, which has only two. Between those at the west end are placed the tattered colours of the 65th and 84th Regiments, relics of the Indian Mutiny and the late Egyptian War. There are also tablets in honour of those of the 33rd Regt. who fell during the Crimean War, and of those of the 51st who perished in Burmah (1852-3).

The third window from the west end of this aisle is a "Jesse" window (somewhat blistered) of the 14th century. Before reaching it we come to the door leading into the **Vestry**. Here, amongst many other relics, are the Horn of Ulphus (*see p.* 10), made of an elephant's tusk 29 inches long. The story goes that Ulphus disinherited his two sons on the ground that they were likely to quarrel about their portions, and kneeling, horn in hand, before the altar, drank off the wine which it contained and dedicated all his possessions to God and St. Peter. During the Parliamentary War the horn was stolen, but it was restored to the Minster by a son of the famous Fairfax.

Other relics are:—a Coronation chair dating, it is said, from the time of the Heptarchy; the "mazer bowl" or indulgence cup of Archbp. Scroope—a wooden bowl with a silver rim, and three silver cherubs' heads as feet; a silver pastoral

staff taken by Earl Danby from James Smith, the last R.C. Archbp., in the reign of James II.; an oak chest carved with the story of St. George and the Dragon; crowns used when James I. passed through York; signet-rings of Archbps. taken from their tombs; alms-dishes, chalices, and patens; miserere seats saved from the fire in 1829; old tapestry; black-letter bibles (1611), candlesticks, armour, etc.

Returning to the Choir aisle we come to the magnificent *window* of its *South Transept*. This is only a transept in the sense that it rises above the aisle to the height of the main roof. In the lower part it forms an unbroken line with the walls of the aisle. The window is 72 feet high by 16½ in width. It consists of five lights with three transoms, containing in all 108 compartments, and is, like the corresponding one in the North transept, a perfect example of the Perp. style. The stained glass, noteworthy for its silvery hues, depicts scenes from the life of St. Cuthbert and figures of members of the House of Lancaster. It has been restored. The lower part has a double framework, and the triforium-passage crosses at the second transom. The corresponding *window* of the *North Transept* represents scenes in the life of Abp. William of York, who was consecrated in 1153, but was poisoned in a few months. He was afterwards canonized.

The last (most easterly) window on the S. side is a very brilliant instance of colouring. It represents the Annunciation, after Sebastian del Piombo, and was brought in 1804 by the Earl of Carlisle from the church of St. Nicholas in Rouen.

All along this aisle are mural monuments, elaborate but very heavy in appearance—mostly Jacobean. The most noteworthy, perhaps, is that of William Wentworth, Earl of Strafford (*d.* 1695), son of the Earl who was beheaded in the reign of Charles I., and his second wife.

Notice here the brackets and rich canopies attached to each pillar.

We are now in the **Lady Chapel** and in full view of the magnificent **East Window**, second only to that of Gloucester in size and unsurpassed in beauty. The dimensions are 77 feet by 32, while those of the Gloucester East window are 72 by 38. The stained glass dates from 1405 and comprises 200 subjects taken, in the upper part, from the Old Testament, in the lower from the Revelation, with, in the lowest tier of all, Saints, Bishops, etc. A good deal of the blue peeled off in the fire of 1829. The artist, John Thornton, accomplished the work in three years, receiving 4s. a week, £5 at the end of each year and £10 extra on the completion of the task—in all about £56. The window has three transoms and, in its two lower stages, an open arcade, in front of it, admitting passages.

In a line with one another and parallel with the East end are the *tombs* of *five Archbishops*, the most notable one being that of *Abp. Scrope*, an adherent of Richard II., beheaded in 1405 for taking part in the rising of the Northern Barons against Henry IV. There is also, in the centre, the tomb of *Abp. Musgrave*

(1847-60), and on the N. side the cenotaph of *Abp. Markham* (1777-1808).

At the E. end of the N. aisle is the tomb of *Abp. Sterne* (d. 1683), great-grandfather of the author of "Tristram Shandy"—a mitred figure on a pedestal. In a recess on the N. wall, near the W. end of the same aisle, is the tomb of the younger brother of the Black Prince, *William de Hatfield* (d. 1344, æt. 8)—note the three canopies—and on the S. side that of *Abp. Savage* (d. 1507), with mitre and angels with shields. Close by are two ancient *Cope Chests*.

The **Choir** proper, as distinguished from the Presbytery, is very beautiful, though all the carved oak and tabernacle work of the stalls, archbishop's throne, and pulpit is modern, the original work having, as before stated, been destroyed by fire in 1829. From the middle of the choir, too, the difference between the four bays of the presbytery and the three bays of the choir is specially noticeable. The former dates from 1361-70, and the latter from 1380-1400. Notice, too, the different arrangement of the clerestory passage, which in the western bays is inside and in the eastern bays outside the windows.

The height of the choir is 102 feet, and the roof is similar in character to that of the nave but more elaborate in the ribs of its vaulting and in its colouring. The East window seen through the fine open stone *screen* is very effective from here. This screen is a perfect restoration of the one destroyed by the falling beams in 1829. Like the roof and the stalls, it is the work of Sir S. Smirke. It has an embattled parapet, and its openings are filled with plate glass. In front of it is the *Reredos*, in three compartments, with figures in terra-cotta. The *High Altar* is approached by fifteen steps, and in front of it is the *Lectern*, a brazen eagle, presented in 1809.

The **Crypt**, which is entered from the N. aisle of the chancel, has a groined roof supported by six Norman pillars. Notice some of the capitals. Obviously materials of different dates have been used in repairing this crypt.

Somewhat lower down is **Roger's Crypt**, begun 1171. Four pillars are enriched with incised zig-zag and diaper patterns, and there are remains of four slender columns round each, and the bases of similar columns are left between the main pillars. A **mound** marks the spot of King Edwin's baptism in 627 and the burial-place of his head. Of the Saxon work (probably part of *Abp. Egbert's* church, abt. 760), which Roger cased, some herring-bone masonry is still to be seen.

At the foot of the steps on entering, notice the crumbling statue of the "blind fiddler" who once occupied a far more conspicuous position on the outer walls, but is better preserved in his present "habitat."

The **Chapter-house** is entered by an L-shaped passage, which contains some much admired stained glass, a fine arcade below the windows, and faint traces of fresco. Its exact date is uncertain, but generally thought to be about 1300. The doorway

leading from the passage is divided by a shaft into two trefoiled arches, with a mutilated figure of the Virgin and Child above on the outside, and on the inside the inscription :

“ Ut Rosa flos florum, sic est Domus ista Domorum.”

The building is octagonal with a pyramidal roof, each side, except the one in which is the doorway, occupied by a splendid Dec. window of five lights, measuring 46 by 17 feet, and filled with stained glass of the time of Edward II. and III., except the E. window, which was recently restored by Messrs. Barnett of York. All round are stone stalls with shafts of Purbeck marble and beautifully carved canopies, and between each canopy a quaintly carved figure or head, in several of which fanciful resemblances to well-known modern characters may be traced. The roof is of oak, and the boss at its apex bears the *Agnus Dei*. There is no central shaft, and as a whole this is considered one of the finest chapter-houses in the kingdom, if not the finest. Its height is 67 and its diameter 62 feet. It was restored in 1845.

In favourable weather it is worth while to ascend the great central **Tower**, the top of which is reached by successive flights of steps—165 in all. The stairway (*adm.*, 6*d.*) begins in the S.W. angle of the S. transept and where it reaches the roof, is carried on by an outside passage to the corner of the tower, commanding a close view of the roof of the S. aisle and the clerestory of the nave. Note the beautiful tracery running under the parapet, the remains of the flying buttresses, the pinnacles, and the gargoyles. From the top there is a wide panorama of the plain of York, with the wolds (N.E.), the Hambleton Hills (N.), and the moors (N.W.) in the far distance. Below, a bird's-eye of the town, with its alternation of grey-slate and red-tile roofs—the older part almost entirely of the latter. Southward the windings of the Ouse produce a pretty effect.

St. Mary's Abbey, Museum, etc.

Adm. (10 to 6), 1*s.* ; cheaper for a party. (Pl. A 2.)

Next to the Minster the scanty but beautiful remains of St. Mary's Abbey afford the most interesting sight in York. They are situated in the spacious and well-kept grounds of the Yorkshire Philosophical Society, entered a few yards on the Minster side of Lendal Bridge. Besides the Abbey, St. Leonard's Hospital, the Multangular Tower, the Antiquarian and the Modern Museums, have each their special interest.

(1) **St. Leonard's Hospital.** This is on the right as we enter. It was founded by Athelstan about 940, and rebuilt by Stephen, and at the end of the 14th century boasted of an income which at the present time would be equivalent to £20,000, but had sunk to about a fourth of that amount at the Dissolution.

The remains consist of a *Cloister* with a plainly groined roof supported by nine octagonal pillars, and a small *Chapel* of later date than the cloister, with a three-light window and a rose window in the gable. In the cloister some Roman remains have been deposited, including an old worn memorial slab of sandstone, sarcophagi found on the far side of the river in 1873, etc.

(2) **The Multangular Tower.** This is a little beyond the hospital, at the far end of a wall. Both formed part of the Roman wall and consist of courses of trimmed stones with a string of red Roman tiles, five in depth, some way up. In the tower the string-course is not so regular as in the wall. Its upper part is a later addition. The thickness of the wall increases by projections. There are eight narrow, filled-up windows. Remnants of a wall divide it into two equal parts, and there are indications of two floors. Eight stone coffins—three with lids—are from neighbouring Roman burial-places.

(3) **The Natural History Museum**, which we next pass, is a classic building with a Doric portico. It contains an exceptionally good *Geological* department, rich in Yorkshire fossils; stone implements, coins, etc., arranged by the late Professor Phillips; an *ichthyosaurus*, 30 feet long, from the Whitby lias; a *Diornis Robustus*—one of the Moas of New Zealand; a splendid *Irish elk*; *tapestry maps*, made in 1579, of the centre of England; the Rudston collection of *British birds* and, in the Entrance Hall, a tablet illustrative of the worship of Mithras by the Romans.

(4) **St. Mary's Abbey.** The present remains date from the latter half of the 13th century, a period of transition from the Early English to the Decorated style. The Abbey was Benedictine, founded before 732. This building, of which foundations have been discovered, was destroyed in the fire during Stephen's reign. At the Dissolution it was occupied by about fifty monks and had a rental of £1,650, equivalent to £25,000 now-a-days.

The parts still standing are the wall of the N. aisle, the W. window, one of the arches that supported the central tower, and a fragment of the N. transept. The *Wall of the Aisle* has eight windows, complete except in their mullions and tracery. The second from the west retains two mullions with fine capitals and the general plan is an alternation of two and three lights with cinquefoil arches. Between each pair are two blind lancets, and a bold arcade, of which the upper part alone remains, runs below. Between the spring of the arches the stumps of the ribs of the groined roof rise from carved corbels.

The *massive pier* with attached clustered shafts, which formed the N. W. support of the tower, suggests more than any other part of the remains, the grand scale of the building as it once stood. The upper part of the archway between the nave and transept is filled up with a Dec. blind window. Of the transepts there remain the bases of the pillars and a scrap of an arcade, in

which a single arch enclosed two subordinate ones. The bases of the pillars of the choir have also been exposed, showing that the length of the church was 370 feet, the breadth was 60.

The principal entrance was by the Norman arch N. of the nave.

The Antiquarian Museum (*Descriptive Catalogue to be had at lodge, 1s.*) by the river-side now occupies what was once probably the Guest Hall (*Hospitium*) of the Monastery. It is in two stories, the lower of stone, the upper of wood.

In the *Lower Room* is a Roman pavement discovered in Micklegate in 1853, on which the seasons are represented by heads; a remarkable collection of coffins; Roman altars—two dedicated to *Deæ Matres* and one *Deo ALCIACON*, an otherwise unknown deity. The *Upper Room* contains cinerary urns, pottery, Samian (red) ware; coffins, in some of which the shape of the body and the folds of the clothes, retained by the hardening of the plaster that was poured over them, are still recognizable; articles of personal adornment—jewels, bracelets, etc.; bronze figures of birds; tessellated pavements; a jar containing burnt bones; the hair of a young Roman lady, with two jet pins, taken from a coffin lined with lead and filled in with gypsum, etc., etc.

The Walls and the Bars.

The circuit of the Walls is nearly 3 miles, the only breaks being between Lendal Bridge and Bootham Bar ($\frac{1}{3}$ m. by Lendal Bridge, Museum-st., and St. Leonard's); between Layerthorpe Bridge and Red Tower ($\frac{1}{3}$ m. by Foss Islands Road) and between Fishergate and Skeldergate ($\frac{1}{4}$ m. by Tower-st., and Skeldergate Bridge). It is certainly not worth while to make the whole circuit, and the part best omitted is that between Monk Bar (pl. A 4) and Skeldergate (pl. C 3)—a side of the city the reverse of interesting. With here and there the Roman wall as a foundation, the present one dates chiefly from the reign of Edward III. and has at different times been a good deal knocked about, the most important restorations having been after the Parliamentary war and in 1833. Of the bars Micklegate (pl. C 2) is the finest.

The best point at which to begin the walk is **Bootham Bar** (pl. A 3), which crosses the great North road. This bar has a plain round double arch and an Edwardian superstructure with bartizans pierced by arrow-slits, and the city arms on its front. Climbing the steps we proceed along a part of the wall recently rebuilt and gain a close and fine view of the north side of the Minster. This part, as far as Monkgate, follows the course of the Roman wall.

Monk Bar (pl. A 4)—named after Gen. Monk—crosses the Scarborough road. It is the loftiest of the bars. A pointed arch at the level of the wall has its upper part occupied by a portcullis-chamber—with a battlemented gallery above—and its

lower pierced by a Norman arch. From the battlements of the bartizans, defenders are hurling stones at the foe beneath. The arms of England and France are on the front.

Following the wall on, we come to the site of **Layerthorpe Postern**, whence, crossing the bridge and turning along *Foss Islands Road* we re-ascend at *Red Tower*, built of red brick. The next important **Bar** is **Walmgate** (C 5), spanning the Bridlington road. This bar was rebuilt after the Parliamentary siege and has the peculiarity of retaining its barbican. In other respects it is plainer than the other bars and the lowest of all. From it we proceed to the end of this section of the wall at **Fishergate Postern** (C 4), the only remaining one of five similar structures. In the churchyard of St. George's near this Dick Turpin was buried in 1739. Here we are close to the Castle (*p.* 23).

Crossing the Foss and the Ouse—the latter by **Skeldergate Bridge**—a handsome erection of stone and iron, built at a cost of £55,000 (pretty elm-shaded walk by river-side below), we regain the wall at *Skeldergate Postern*, close to which is an artificial mound—**Baile Hill**—40 ft. high and covered with trees. On it William I. built a castle (D 3).

Hence the walk, carried along an embankment, bends sharp to the right and, affording a good view of the Minster, reaches

Micklegate Bar (C 2), which spans the London road. This is the most important of the four bars, but in character is very similar to its fellows. A plain round arch (the side ones—two N., one S.—are modern) is surmounted by a massive square tower with battlemented bartizan turrets. On the battlements are three figures of men-at-arms and, between the bartizans, shields bearing the arms of the city and of France and England, as well as those of Sir J. L. Kaye, Lord Mayor in 1727, in which year the bar was repaired, as an inscription just over the archway records. The shield on the reverse wall, looking citywards, bears the Royal arms.

This bar was a special place of exhibition for the heads of "traitors" to the Crown. The list includes Llewelyn and the Duke of York who was father of Edward IV. The head of the latter victim confronted his son as he entered York after his victory at Towton.

There is nothing of note between Micklegate and the Lendal Bridge end of the Wall. A descent for the station is made from the second archway beyond it.

A Walk through the City.

There are numerous objects of more or less interest in the City. In particular many of the churches have distinctive features, and several of the streets form picturesque vistas effectively filled in by one or more of the Minster towers. Most of the thoroughfares are narrow and scarcely one of them is straight. They are, however, very clean. Sketching roughly the best stroll, we would

suggest as the route,—Micklegate, Ouse Bridge—with a divergence to the Castle if not already seen—High Ousegate, Parliament-st. (the Market Place of York), The Pavement, Colliergate, Petergate, Church-st., Davygate, Stonegate and—if bound for the station—back by Lendal Bridge. Nearly all the Churches are under lock and key.

In Micklegate (pl. C 2) the churches are:—*Holy Trinity* with a rebuilt chancel, and *St. Martin-cum-Gregory* with a brick tower, red tiles, and good Dec. glass in the S. aisle. In Bridge-st., a continuation of Micklegate, *St. John's* (pl. C 3) has a humble dove-cot-like tower, and then, crossing Ouse Bridge, we pass at the corner of Spurrier Gate, *St. Michael's* (pl. C 3) as ugly a block as can well be imagined. It has, however, good stained glass, and the curfew is still rung at 8 p.m.

A détour down Spurrier Gate and Coney St. takes us to **St. Martin's** (pl. B 3.) a small, but striking Perp. structure, restored, with gargoyles and slender buttresses. It has large E. and W. windows—the latter, placed nearer the N. than the S. wall, being a memorial window to Rob. Semar, Vicar in 1447. It represents scenes from the life of St. Martin. The other windows contain fine 15th century glass. The large E. window (modern) is by Heaton and Butler. The reredos is of carved stone, representing the Last Supper; the roof is of pitch pine, the pews of oak with carved ends; in fact the whole interior is a model of compact beauty. A large clock projects over the causeway.

Diverging again down Castlegate we reach the **Castle** (C 4), which occupies an area of four acres surrounded by a wall 35 feet high. It comprises the Prisons, the Assize Courts and *Clifford's Tower*. The last named, an Edwardian structure, on a mound previously occupied by a castle of the Conqueror, is unique in shape, four circles running into one another. It is called after the Cliffords, who were the castellans. Here, but not in the existing building, took place the massacre of the Jews in 1190. Over the gateway is a small chapel surrounded by a Pointed arcade. Over the gateway of a building added to it by Earl Clifford, who garrisoned it for the King in the Parliamentary wars, are the Royal Arms and those of the Cliffords.

Returning to Ousegate we come to *All Saints Church* (pl. B 3), which is remarkable for its octagonal lantern-tower, surmounted by a light balustrade and gargoyles. Parliament-st., which we now enter, is the **market-place** and only wide thoroughfare of York. On Saturdays, market-day, it presents a lively scene. Proceeding along the Pavement, we come to the Shambles (left), a narrow winding lane with a vista-view of the Minster tower. Beyond it (pl. B 4) is *St. Crux*, the tower of which has been taken down, leaving only an oblong block.

A divergence down Foss Gate, across Foss Bridge and along Walmgate brings us to *St. Margaret's Church* (pl. C 5) entered through an iron gate (key at house opp.) and remarkable only for its Norman porch, recessed five deep and with quaint

mouldings representing the signs of the zodiac. In the same street (pl. C 4) is *St. Dennis* with some old glass and a Norman S. doorway.

Turning left along Colliergate we come to *Christ Church* (pl. B 4), of no account in itself, but said to occupy the site of the first Christian Church in York. From about here we have another peep at the Minster through the narrow thoroughfare ahead.

A divergence of a few yards down Goodramgate shows us through iron railings *Trinity Church* (pl. B 3), a very dilapidated structure patched with bricks, but containing fine 15th century glass in its E. window. Service is only held here once or twice a year.

Petergate at the end of which is *St. Michael-le-Belfry*, overshadowed by the Minster, and Stonegate, along which we now pass, are among the most interesting streets of York, but taking the city as a whole, the visitor may be disappointed at the paucity of old domestic architecture which he has encountered during his walk through it.

A turn to the left, along North Street, takes us to *All Saints Church* (pl. B 3), which has a slight lofty spire and valuable stained glass, especially in the E. window and in the most easterly window of the N. aisle, known as the Bede Window, from its having been an offering.

York to Hull and Bridlington.

(a) **By Selby**, 39 m. See pp. 6, 5.

(b) **By Market Weighton**, 42 m.

Pocklington, 16 m.; Market Weighton, 22; Beverley, 34; Hull, 42. Abt. 5 trains in a day in $1\frac{1}{2}$ — $1\frac{3}{4}$ hrs.

Market Weighton to Driffield, 14 m.; Bridlington, 23.

* ** (a) is the quicker route, with 3 or 4 expresses in $1\frac{1}{4}$ to $1\frac{1}{2}$ hrs.; (b) affords the shortest route between York and Bridlington.

This is a route of no scenic interest. At $9\frac{1}{2}$ m. it crosses the Derwent, and passes **Stamford Bridge**, a prettily placed, red village, and the scene of the battle in which Harold of England defeated Harold Hardrada of Norway, Sep. 23, 1066, the latter being slain. Hereabouts the wolds come into view on the left.

At **Pocklington** ($16\frac{1}{2}$ m.; hotel, *Feathers*; Pop., 2730) we gain a pretty peep up the winding street on the left. The *Church* (restored in 1850) has a fine Perp. tower and a flat roof. The nave is E.E. There are some curious monuments.

Nunburnholme ($18\frac{1}{2}$ m.) lies 2 miles to the left of its station. The living is held by the well-known ornithologist, Rev. F. O. Morris.

From near **Londesborough** station ($20\frac{1}{2}$ m.) an avenue on the left leads up to *Londesborough Park*, a seat of Lord Londesborough.

We now ascend a shallow valley of the Wolds, and, after passing ($26\frac{1}{2}$ m.) **Kiplingcotes**, may notice, away to the left, the beautiful white-looking tower and spire of *Dalton Holme* church, rebuilt by Pearson in 1861.

Market Weighton (22 m.; *Londesborough Arms*; Pop., 2,300; pronounced "Weeton") presents its worst side to the railway—gasworks and an ugly church with a brick-topped tower being conspicuous.

A mile distant, N.E., is **Goodmanham**, where once stood a heathen temple, presided over by Coifi, who, however, as well as his master, Edwin, King of Northumbria, was converted to Christianity by Paulinus. The present *church* (Norman) is said to occupy the site of the temple, and there is a myth that the font is the one in which Coifi was baptized in 627.

From **Market Weighton** a new branch line, passing nothing of special interest, crosses the wolds to **Driffield** (14 m.), there joining the Hull and Scarborough line (*p.* 32). A service of express trains is run from Leeds to Bridlington over this branch (see *p.* 4).

Then passing (30 m.) **Cherry Burton**, of which Bishop Bonner was once vicar, we reach **Beverley** (*for description see p.* 32), and, 9 miles further, **Hull**.

Hull.

Stations :—*North Eastern*, General, Paragon (pl. C 1); *Hull and Barnsley*, Cannon-st. (A 3). **Pier** :—*Corporation*, for Lincolnshire, etc. (pl. E 3).

Distances :—Beverley, 9 m.; Bridlington, 31; Doncaster, 41; Leeds, 52; Scarborough, 54; York, 42; London (*via* Goole & Doncaster), 197; Fares,—28s. 3d., 20s. 10d., 14s.

Hotels :—*Royal Station*, (pl. C 1) at N.E. (Paragon) Station :—Bed & att. from 3s. 6d.; Bkfst, 1s. 6d. to 3s.; Din., 3s. to 5s.; *Imperial*, Paragon-st. (C 2); *George*, Whitefriargate (D 3), *Victoria*, *Minerva* (E 3).

Post Office, Whitefriargate-st. (pl. D. 3.) Chief Desp., 8, 9.30; **Tel. Off.** open always.

Pop. (estimated, 1889), 213,833.

The situation of Hull on a dead flat, skirting the north shore of the muddy Humber estuary, here two miles wide, precludes any comprehensive view of the town, which, from a picturesque standard is one of the least attractive of our large trade centres, and the artistic tourist may be excused if he emphasize the old saw, "From H—ll, Hull and Halifax, Good Lord deliver us!" In one or two of the churches, however, and the public buildings there is sufficient interest to detain the traveller for a few hours, and those concerned about docks and shipping will find much to divert them. The town is comparatively free from smoke. The hotel accommodation, mostly of the family and commercial order, is good.

Hull, or Kingston-upon-Hull, got its first start as a seaport in the days of Edward I., who, while staying near Cottingham, on his return from Scotland—so runs the story—was much struck with the natural advantages of the situation, bought the site, and gave special privileges to people who would settle on it. Previously Hedon and Ravenser—the latter now under the sea—had been the Humber ports. Since the Edwardian days the town—twice unsuccessfully besieged by the Royalists in the Parliamentary war, and handed over by Protestant officers of James II. to William of Orange—has advanced slowly but surely to its present rank as the third seaport in the kingdom. It commands the greater part of the trade with the Baltic, and a very large share of that with Germany, Holland, and Denmark. The Greenland trade was first instituted by Hull merchants in 1598, but of late years the whale-fishing has been almost entirely superseded by the deep-sea fishing, which now employs nearly 500 boats.

The **Hull River** is little more than a ditch running N. to S. through the town. The chief **Docks** are the *Victoria* (pl. D 5), the *Albert* (pl. E 1), and the *Alexandra*, recently opened, 1½ m. from the Paragon Station, by Drypool Square (pl. C, D 5) and

Hedon Road ; the oldest is the *Queen's* (pl. C 3), which covers ten acres, and when opened in 1778 was the largest in England.

The most interesting part of the town is that between the older docks—Queen's, Princes', and Humber—and the Hull river. Starting from the Paragon station down Paragon Street and Waterworks Street, we come to the **Wilberforce Column** (pl. C 3)—a fluted Ionic pillar 72 feet high, with a statue of the celebrated philanthropist on the top.

William Wilberforce was born in High-st., Hull, in 1759. He was returned as member for the town in 1780, and it was mainly through his exertions that the African slave-trade was abolished in 1807.

Close by are the **Dock Offices**, with three domes. Then, crossing Whitefriargate Bridge, and proceeding along the street of the same name, we may diverge to the left to **St. Mary's Church** (pl. D. 4), Perp., restored by Scott in 1862, and next to Trinity Church, the most interesting in Hull, the interior adornments—reredos, font, &c.—being very elaborate. The *east window* is of seven lights, and is filled with stained glass by Clayton and Bell. The glass in the other windows, by the same artists, is also noteworthy. The fine tower of the church projects into the street.

A little further along Lowgate, the **Town Hall** (pl. C 4)—designed by Brodrick, the architect of the Leeds Town Hall, and opened in 1866—occupies the site of the old Suffolk Palace and garden. It has an Italian *façade* and a clock-tower.

In the vestibule, statues of Wilberforce and Sir Michael de la Pole (*d.* 1389) front each other. On the stairs is Edward I., and on the first landing James Clay, M.P., Andrew Marvel, Wm. de la Pole,* and Ald. Bannister ; also full-length portraits of Mayors.

Hence, turning out of Lowgate by Salthouse Lake, we find ourselves at the north end of **High Street** (pl. C, D 4), a tortuous lane, once the leading thoroughfare of Hull and the residence of its merchant princes. A red-brick house on the left (No. 25), standing back, is the *birth-place* of *William Wilberforce* (1759) ; it was also the lodging-house of Charles I., when he visited Hull in 1639. Then, on the right (No. 139), stands the old *King's Head*, of fourteenth century date, and with an overhanging oak-framed story. Like his predecessor and cousin, Queen Bess, Charles I. does not seem to have been averse to inns, and at this one he is said to have been a frequent looker-in. The house is now a barber's shop, etc.

Proceeding by Humber Street and Queen Street we reach **Corporation Pier**, whence is the ferry across to New Holland, 3 *m.* distant. This affords the best view of the Humber traffic. Returning along Queen-st.—after taking a peep at the Humber Dock

* Sir William de la Pole (*d.* 1376) was the first mayor of Hull and ancestor of the celebrated de la Pole family, whose members as Earls and Dukes of Suffolk played so important a part in history till their last representative, Edmund de la Pole, was beheaded by Henry VIII.

if so minded—we enter the **Market Place**, wherein, at its widest part, is a gilt equestrian *statue of William III.* and, half-way up (pl. D 3), the church of

Holy Trinity,

the largest parish church in England, measuring 272 by 72 feet (across the transept). It is a handsome building of mixed Dec. and Perp. style, remarkable for the number and size of its windows and the employment of brick in several parts—transepts and choir, to wit. The effect is more singular than pleasing. The church was founded in the reign of and, to a great extent, by Edward II., and consists of nave and chancel—both with aisles—transepts, and a grand central tower. The chancel was restored (1868—73) by Scott at a cost of £30,000. Previously, it had not been used for public worship. The **Nave** has a lofty clerestory with 16 Perp. windows displaying peculiar tracery. Its chief feature is the great *West window* of nine lights, the glass by Hardman—notice the delicate blue—the subject being scenes from the life of Christ. The side arches, very slim, rise almost to the level of the roof. Under the *Tower* (Dec.) a vaulted ceiling of oak, gilt and coloured, has been placed. The **Transepts** (Dec.) have fine N. and S. windows, the tracery of the latter, blocked by the organ, being noteworthy. The **Chancel** (Dec.) has five bays, a new oak ceiling and a stone floor, and a Perp. East window of seven lights in three divisions,—*Spes, caritas, &c.* Note also the East window of the N. aisle, the communion table, the oak pulpit, the light oak railing, the new stone reredos, and the new screen.

Between the S. transept and the nave is the **Broadley Chapel** containing a Dec. tomb with a recumbent figure under a crocketed canopy. Another tomb in a canopied recess of the S. aisle, more to the east, passes, without apparent reason, as that of Sir William de la Pole, the first Mayor of Hull, and his wife. Both these tombs have been restored.

Across the street, N.W. of the church, is **Trinity House** (pl. D 3), established in 1369 and rebuilt in 1753, a kind of almshouse for distressed mariners of the Merchant service or their widows. It contains pictures of the battle of the Nile, the landing of William III. at Brixham, and several local celebrities, including Captain Cook, and Andrew Marvel, M.P. (1660—1) and poet. There is also a museum with Arctic curiosities and other relics.

There are many interesting curiosities in the **Museum** of the **Royal Institution**, Albion Street (pl. B 2; *adm. by member's order*)—amongst them, eight human figures carved in wood dug up at Roos in Holderness from a clay bed; Arctic fauna, bronze and flint implements from the wolds, etc.

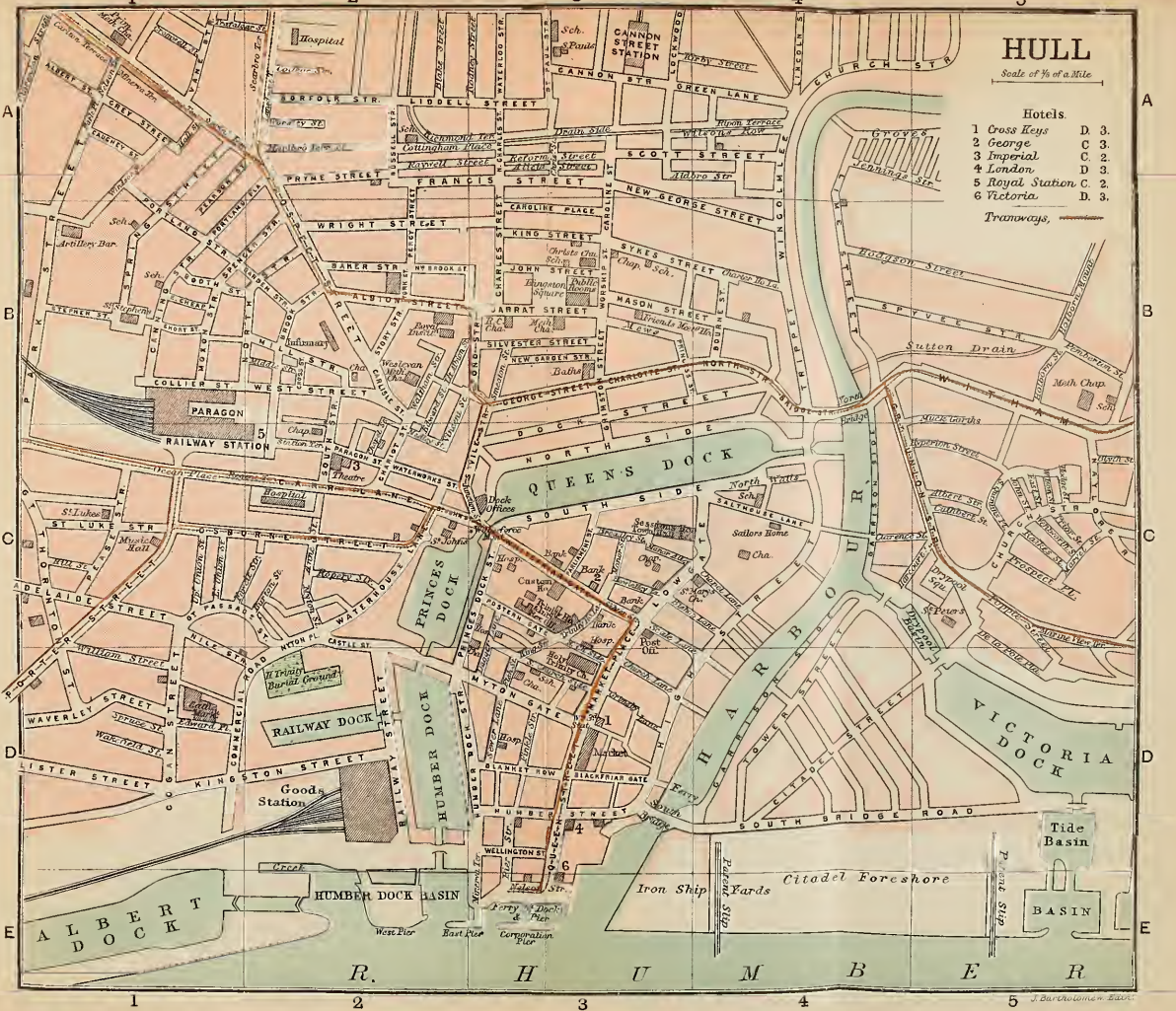
HULL

Scale of 1/4 of a Mile

Hotels

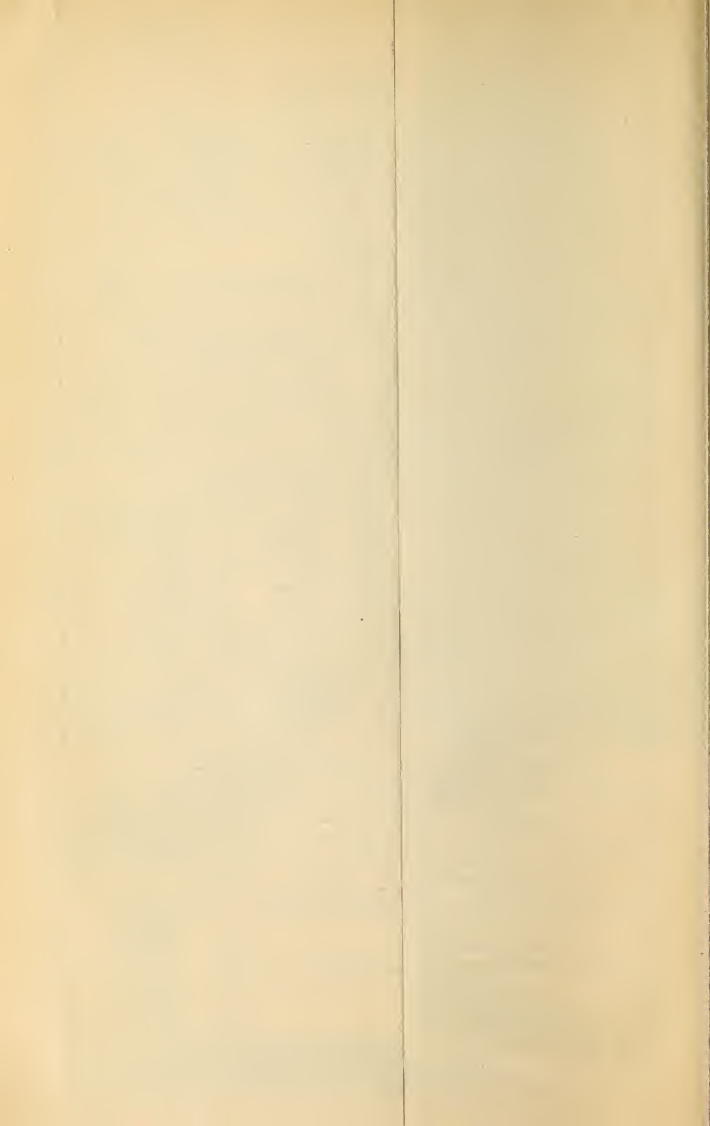
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|-----------------|-------|
| 1 Cross Keys | D. 3. |
| 2 George | C. 3. |
| 3 Imperial | C. 2. |
| 4 London | D. 3. |
| 5 Royal Station | C. 2. |
| 6 Victoria | D. 3. |

Tramways, ————



R. H U M B E R

J. Barcklamos - Edin.



Hull to the Coast.



The country east and north-east of Hull, going by the general name of Holderness, is singularly devoid of interest, and the two watering-places south of Bridlington—Hornsea and Withernsea—owe their popularity almost entirely to the proximity of the big seaport, to the inhabitants of which they perform the office of lung-openers. Of the two, Hornsea is the less unattractive, but the supreme dullness of the route to Withernsea is relieved by the presence of two fine parish churches within a short distance of the line—Hedon and Patrington.

(1) **Hull to Hornsea**, 16 m. 35-50 min. (3rd cl., 1s.). From the Paragon station the line forms an arc round the northern half of the town, passing the *Botanic Gardens* and three other suburban stations, from the last of which, *Wilmington*, it strikes N.E. out of the Withernsea branch and continues in that direction all the way to Hornsea, passing eight more stations, and traversing a rich agricultural district. Among several more or less interesting churches on the way, that of *South Skirlaugh*, 1½ miles N.W. of Skirlaugh Station (8½ m.) is specially noteworthy. It was erected as a chapel by Walter Skirlaugh, Bp. of Durham (1388-1405), and is an excellent example of the Perp. style, consisting of nave, chancel, and a western tower.

The prettiest object on the route is *Hornsea Mere*, well seen from *Hornsea Bridge Station* (15 m.) the nearest to the older part of the town. It is two miles long by one broad—in its widest part—and has one or two nicely wooded islets. There is good coarse fishing in it, but at present it is closed.

Hornsea has two stations—*Hornsea Bridge*, for the old village and the Mere, and *Hornsea* (*Ref.-rm.*), for the modern watering place. Hotels:—*Mere*, opposite the terminus; *Sun*, in the village. *P.O. del.*, 8.30; *desp.*, 7.5. The Marine Hotel, ½ m. north of the terminus, has partly succumbed to the continuously encroaching sea, and what remains is only a public-house.

The village extends along the east side of the mere and calls for no remark. The *Church* is Dec. and Perp. in style and has a crypt. The sea-side portion consists of the station, hotel and some lodging-houses and a pier. The coast on both sides is featureless for miles and there is nothing of special interest inland.

(2) **Hull to Withernsea**, 20 m., 40 min.—1 hr. (3rd cl., 1s.) The Withernsea branch leaves that to Hornsea (*see above*) at *Wilmington*, the next station to which is *Southcoates*, handy for the Victoria and Alexandra Docks. The first place of any interest is (8 m.) Hedon.

Hedon (*Sun Inn*), formerly a port and till 1832 a parliamentary borough, is now a trim little village mainly of one street and some 2 miles from the present coast of the Humber. The *Church*, known as the "King of Holderness"—Patrington, 8 miles further on, is the "Queen"—is very fine. From the station go along the village and in 5 min. you reach the Market Place, close to the church. The *key* is kept at a watch-maker's, nearly opposite the "Sun."

Externally the Church, cruciform with a lofty Perp. tower rising from the crossing, is very pleasing, the transept and the east limb being E.E., and the nave Dec. Of the three doorways all are noticeable, especially that on the S. with its curious enrichment. Observe too the rounded tracery of the aisle windows (Dec.) of the Nave. On the S. side between the S. transept and the projecting vestry (Perp.) once stood the "Chantry of St. Mary," of which amongst other traces is the piscina. The eastward aisle or chapels of the transept-arms have been destroyed and the arches built up.

We enter the church by the N. door into the transept. This is E.E. but has one Norman pillar. Notice the chaste little Dec. niche on the left just within the door, with three lines of ornament—acorns, hops and (?) pears. The beautiful *triforium-clerestory* runs round the transepts and choir, the passage being now interrupted by the inserted Perp. window of the latter. The S. transept, restored by Street, is slightly later than the N. transept, and the lancet lights and circular window above (this recalls the fine example at Beverley) have replaced an inserted Perp. window.

The concave form of the capitals of the tower-arches, answering to the shallow concave fluting of the piers, is peculiar. On the N. side of the choir is a three-arched arcade of sedilia-like character. On the other side sedilia, a piscina and an aumbrey. A beautiful doorway on this side leads into the vestry, where on the W. wall are the remains of the arcade of the *Chantry* of St. Mary.

The *Nave* is Decorated and the aisle-windows are Geometrical, except those at the W. end. The latter, as well as the large W. window of the nave, have flowing tracery approaching to Perp. The *Font* is elaborately carved with eight shield-like panels, each of two compartments. The modern glass in five of the aisle-windows is fairly satisfactory, but the tracery of those on the N. side might have been better filled. At the W. end of the S. aisle lie a mutilated effigy, a grave-slab with a good cross upon it, and two stone coffins. Of the clerestory, the tympanums between the lights are pierced with trefoils except the westernmost, which have quatrefoils.

Route continued. Passing several small stations, amongst which is (16 m.) *Winestead*, the birthplace of the seventeenth century poet, Andrew Marvel, whose father held the benefice, we come to (17 m.) **Patrington** (*Hildyard Arms, Holderness*, near the church; small *inn* at station), the **church** (key at school-house) of which village, $\frac{3}{4}$ m. from the station, shares with that of

Hedon the sovereignty of Holderness, and is, indeed, in many ways one of the most graceful parish-churches in the kingdom. It dates from the time of Edward II., and is almost exclusively Dec. in style. Externally, the feature is the beautiful octagonal *spire* rising to a height of 180 feet from an octagonal tower surmounted by a parapet and sixteen crocketed pinnacles, which is itself built on a square central tower, and gains additional support from flying buttresses at the angles. The building is cruciform, having nave with aisles, chancel, and transept with aisles. The *West Front* is divided into three parts by buttresses surmounted by square pinnacles, having crocketed pyramidal caps and finials. The *West window* has transoms. Buttresses, with carved pinnacles and the most strangely conceived gargoyles, extend all round the church, making four divisions each of the nave and chancel, and three of the transepts. The N. and S. *Porches* are noteworthy, the former having a figure of our Saviour and the latter a parvise over it. The tracery of the windows is of a bold flowing character, except that of the *east window*, of seven lights, which is a Perp. insertion—in its lower part a blind arcade with a mutilated figure of the Virgin. The *interior* is remarkable for the fine clustered piers supporting the tower, each being composed of twenty shafts. The nave—with five bays—and transepts are also separated from their aisles by slender clustered pillars with enriched capitals and fine corbels, which, however, do not support the roof. In the aisles only the spring of the cross arches remains. Notice, too, the sculptured *Font*. The *Lady Chapel*, in the S. transept, is apsidal in form—the central part being adorned with tabernacle work—and contains, in its groining, a remarkable central boss, open on the E. side, and having sculptures on the other three. The chancel has three sedilia, much enriched, and a piscina, and in its north wall is a recess called the *Holy* (or *Easter*) *Sepulchre*, once used in celebrating the Easter mysteries. It is in four compartments, one above another, two occupied by figures of the soldiers keeping watch and the Resurrection respectively, the other two empty. Another unique feature is an unfinished passage in the S. transept with a flight of steps that opens into the tower.

The *village* of Patrington is as uninteresting as its church is the reverse. From it the line bends N.E. to

Withernsea (Hotel: *Queen's*, close to station; 6s. a day; 15s. Sat. to Mon.; Bed and Att. from 3s.; Table-d'hôte, 3s. 6d. Post dep. 6.5, Sun., 5. Tel. Off. 8—8, Sun., 8—10.) Withernsea has a spacious hotel, a pier (1d.), and fair bathing, but no elements of the picturesque. The low cliffs, north and south, are rapidly crumbling away, the average rate of destruction being about two yards a year. The shore consists of sand and shingle. Behind the hotel is the *church*, neatly restored and with a Perp. tower.

Spurn Head is 15 miles S. of Withernsea, through Holmpton, Easington, and Kilnsea. It is approached by a causeway of sand and pebbles, "Middle Bents," 2½ m. long with two lighthouses at

its far end. East and west are dreary sands. The site of the old port of Ravenser—or Ravenspur—is now under water, and *Sunk Isle*, beyond and now protected by a sea-wall, suggests by its name the constant encroachment of the sea. The nearest station to Spurn Head is Patrington (abt. 14 m.).

Hull to Scarborough.

Distances :—Beverley, 9 m.; Bridlington, 31; Filey, 44; Scarborough, 54.

This line passes within view of the sea for short distances near Bridlington and Filey. Elsewhere its course is more or less inland.

Quitting the Paragon station we branch northwards, and in 4 m. may notice on the left the fine Perp. tower of **Cottingham** church. The building contains a very fine 14th cent. brass of Nicholas de Luda (Louth), who built the chancel. Then we come to (9 m.) **Beverley**, catching sight of its splendid Minster on the left as we approach the station.

Route continued, p. 38.

Beverley.

Distances, by rail :—Bridlington, 22½ m.; Filey, 35; Hull, 8½; Scarborough, 45½; York, 34; London, 222.

Hotels.—*Beverley Arms*, 10 min. from station; *Holderness* (H.Q.), 7; *King's Arms*, 8. For all of these turn to the right at the end of Railway Street—the short street from the station—and go through Wednesday Market, Toll Gavel, and Saturday Market.

Refreshment Rooms at Station.

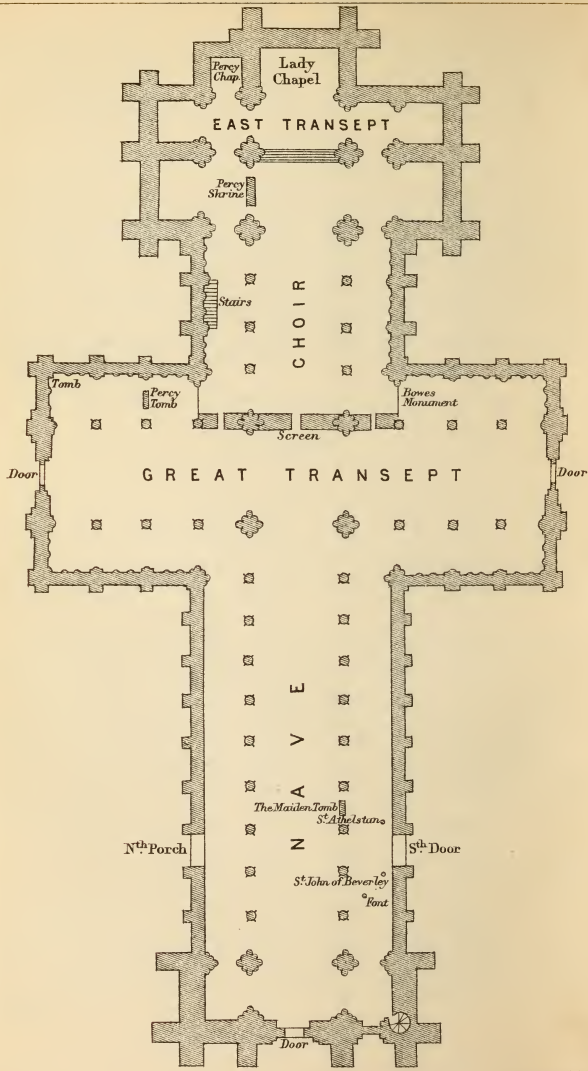
Post Office in Cross Street, between the station and the town. Chief despatch about 8.45 P.M.; Sunday, 6. **Tel. Off.** open 8—8; *Sun.*, 8—10. **Market Day, Sat.** **Pop.**: about 12,000.

Beverley, the capital of the East Riding, and a commonplace town in a flat, wooded and pastoral district, possesses two great churches, which place it in the first rank for ecclesiastical architecture. In this respect it might be called the “Rouen” of England. Besides these, the only object we need mention is the **North Bar**, all that is left of the town-gates. It is a 14th century gateway, in brick, and has stepped battlements.

The *Minster* is at the north end of the town, and *St. Mary's Church* at the south end, nearly a mile apart. If time be an object the Minster can be reached from the station in 3—4 minutes without going into the centre of the town, thus :—turn to the left from Railway Street either a little way from the station, or at the end of it—you thus reach the N.E. corner of the Minster Close. The contrast between the mean streets of this approach and the noble church, suddenly revealed in its full proportions, is very striking.



BEVERLEY MINSTER



Scale of Feet
 0 5 10 20 30 40 50 100

J. Bartholomew, Edin.

Beverley Minster.

Choral Services :—Sunday, 10½ and 6½ ; week days (small choir), 4½.

Principal Dimensions :—Total length (interior), 334 ft.; Nave (including W. towers), 152 ft. long ; width, with aisles, 64 ; height, 67 ; of side aisles, 33 ; Great Transept, N. to S., 167 ; E. to W., 70. Eastern Transept, N. to S. 100. Height of Western Towers, 162½.

After York Minster, Beverley Minster is by far the finest church in the county. For beauty of detail and unity of effect it is second to none in the kingdom.

Exterior. Beginning with the *North Side*, we have to notice particularly the elevations of the ends of the two transepts. These are Early English, the Eastern being narrow in proportion to its height. The Great Transept consists of a lofty central gable, with lean-to aisles. The entrance to this transept on the N. side is a single doorway ; but the *S. side* has two Pointed doorways, separated by a clustered column, and enclosed in a round-headed arch of 5 members, with a blind Pointed arch on each side. Above this is a triplet of lancets of equal height, with another triplet above, with tooth ornament, the centre one in this case being higher than the others. In the next stage is a beautiful Rose window, with a niche on each side, and the upper part of the gable is pierced by a shuttle-shaped light. The graceful buttresses, rising to lofty pinnacles, complete a perfect composition. From this, the S. side, is the best general view. Here, standing a little way off, we see the architectural features of the whole church. The Nave, with flying and pinnaced buttresses, is Late Decorated ; the W. end, with the towers, Perpendicular. The Transepts are exquisite Early English. The Transepts are on this side similar to those on the south, already viewed. It will be noted that the second or Eastern Transept is a real transept, and, unlike the one at York, projects beyond the choir-aisles. In the third stage of its S. front is a very beautiful little circular window with tooth moulding and, between the first and second stage, an elegant blind lancet arcade. The chancel is also E. E.

The *East End* is Early English. It has a large Perpendicular window, of 9 lights, which is almost flimsy with excess of lightness. Above is an ogee canopy surmounted by a crown. Notice the statues of Athelstan and St. John of Beverley, in the buttresses.

“By far the finest *West Front*,” says Mr Rickman, “is that of Beverley Minster. What the West Front of York is to the Decorated style, this is to the Perpendicular, with this addition, that in this front nothing but one style is seen—all is harmonious. Like York, it consists of a very large west window to the nave, and two towers for the end of the aisles. This window is of 9 lights, and the tower windows of 3 lights. Each tower has four large and eight small pinnacles, and a very beautiful battlement. The whole front is panelled, and the buttresses, which have a very bold

projection, are ornamented with various tiers of niche-work of excellent composition and most delicate execution. The doors are uncommonly rich, and have the hanging feathered ornament. The canopy of the great centre door runs up above the sill of the window, and stands free in the centre light, with a very fine effect. The gable has a real tympanum, which is filled with fine tracery." Of the many niches, only one on the N. side of the N.W. tower retains its statue, and that cannot be satisfactorily identified. On the S.W. Tower is a sun-dial, with the inscription "Now or When."

The *North Porch* is Perpendicular, and is surmounted by a double canopy, the outer having straight sides, the inner being ogee. The whole is enriched with beautiful tabernacle work.

History. John of Beverley was born of noble parents, in the 7th century, at Harpham, about a mile north of Lowthorpe Station, on the Bridlington line. He was educated by Abp. Theodore, and later became a pupil of St. Hilda at Whitby. In 687 he was made Bishop of Hexham, and among his pupils was Bede, to whom we owe the only authentic account of his master. In 705 John was translated to York, and in the course of his journeys through the diocese he observed a place called Inderawood, a land of wild forest and waters, interspersed with green pasture-lands, to which a later age has given the name of Beverley, from the beavers, as it is said, which then sported in the waters of the Hull. A little church was there already, dedicated to St. John the Evangelist. Fascinated by the beauty of the position, John became its owner. He added a choir to the church, and converted it into a house of monks, whilst on the south side he built a nunnery in honour of St. Martin, thus constructing what was called a twin monastery. He endowed the place well. The neighbouring nobles assisted him, and Inderawood became, even in its founder's time, an important ecclesiastical centre. To this place John retired in 718, resigning his see. He died here on May 7, 721, and was buried in St. Peter's Porch, and the church of Beverley adopted him as its patron saint. He was canonized in 1037, and his body translated to a rich shrine. Just 100 years later the Minster was destroyed by fire, which resulted in the construction of a new shrine and a fresh translation in 1198. His remains were discovered in 1644 under a marble stone at the entrance into the choir, and they were again seen so late as 1726. They now rest in a small vault under the nave pavement beneath the second boss of the roof from the Great Transept.

Athelstan in the 9th cent. conferred the right of sanctuary on Beverley, and it grew into wide repute. Edward I. took St. John's banner with him to the Scottish war, but it was the victory of Agincourt (Oct. 25, 1415), won on the anniversary of St. John's translation, that brought Beverley distinction. Henry V. and his Queen visited the shrine, and thenceforth St. John's death-day became a special festival. In the reign of George I. the Minster had become dilapidated, and the North end of the Great Transept was 4 feet out of the perpendicular. It was skilfully thrust upright by timber framing. In 1867 the late Sir G. G. Scott restored the minster.

In the spring and summer of 1642 Charles I. had his headquarters at Beverley, when endeavouring to get possession of Hull (held against him by Hotham), where he had previously stored large supplies of arms as against the Scots.

Having completed our circuit—we should have mentioned that the Central Tower, at the inter-section of the Great Transept, only rises just clear of the roofs—we enter by the North Porch.

Interior. The general impression is that we are in a building of nearly one period. This arises from the fact that, though the Nave is Late Decorated and the Eastern parts Early English (*i.e.*, about 100 years earlier than the Nave), the design of the Early English builders was allowed to influence the character of the later work.

We begin our survey with the West End. This bay is Perpend. The *West Window* of 9 lights, and divided by a transom, is splendid, and below is rich panelling with 24 niches. On the West Doors are ungainly (modern) figures of the Four Evangelists. The wooden tracery is far superior to these figures. Note the fine carving of the finial above the Ogee canopy.

The **Glass of the West Window** is by Hardman. In the centre light above the transom is *St. John of Beverley*. The other lights of this tier represent the *Marriage of Edwin of Northumbria and Ethelburga of Kent* and the *Baptism of Edwin by Paulinus*. Notice the figure of Coifi (in the outer light) with his broken idols at his feet. In the centre light below the transom is *Athelstan*. On the right is the *Synod of Arles* (A.D. 314), at which 3 British bishops were present, including Eborius of York. Abp. Thurstan, who granted (1100) the first charter to Beverley, is in the light beyond. On the left of Athelstan is the *Consecration of St. John of Beverley* as Bishop of Hexham. The outer light on this side represents Abp. Neville, who gave Westwood Common to Beverley.

The window under the S.W. Tower depicts *Gregory in the slave market*; that under the N.W. Tower *St. Augustine* (of Canterbury) *and his monks, with Ethelbert and Bertha of Kent*.

The **Nave** proper has eight Late Decorated bays and one (East) Early English. The lofty arches are carried on clustered pillars, and between the arches are small angels with musical instruments.

The *Triforium* has a plain pointed arcade (4 arches above each main arch) with short pillars, and in front of this and intersecting its arches is a trefoiled arcade with clustered shafts. The effect of the whole is extremely pleasing. The Clerestory has a passage, and its windows are 3-light. The roof is a simple but a beautiful groined vault.

The *N. Aisle* of the Nave has Perpend. windows to the W. of the Porch, and Late Decor. ones to the E. of it. Below all the windows is a very rich ogee and foliated arcade, except in the E. bay, where it is Early English. Notice the carved capitals and the figures at the intersection of the arches.

The *S. Aisle* has beautiful Decorated windows, and under them is a 14th cent. arcade, which is Early English in all but date. The *Font*, of black marble and quite plain, has suspended over it an elaborate canopy of carved oak of the same date as the Evangelists on the West doors. The two large figures by the South door are from the Georgian choir-screen—Athelstan and John of Beverley (like Gregory the Great). On the S. side of the Nave is a plain slab on legs and without inscription, under a 14th cent. canopy with beautifully carved capitals. It is known as the *Maiden Tomb*, and tradition says it commemorates two benefactresses of the town.

Proceeding eastward, we note that the Early English work begins with the East bay of the nave, and that Purbeck marble is introduced. This stone is not found in the later parts of the church.

The work of the Early English builders having, as we have said, greatly influenced the builders of the nave, it is not surprising to find the arrangement of the main arches, the triforium, and the clerestory, as well as the wall-arcade, in the Eastern parts very

similar to what we have seen in the Western. The clerestory, however, is of five instead of three lights, and in place of the later ball-flower ornament we have the dog-tooth.

Of the *windows* the three most easterly in the S. aisle, and one—the third from the E. end—on the W. are coloured.

The **Great Transept**:—*South Arm*. The three glaring lancet windows, above the doorway, have Jesse glass, by Hardman. Notice also the painting (*temp.* James I.) of Athelstan granting privileges to the Minster (represented by St John of Beverley):—

Als fre make I the
As hert may thynke or eyh may see.

In the E. aisle of this arm of the transept is a monument to Major-General Bowes (*d.* 1812), a Peninsular hero.

In the *North Arm* the chief object of interest is the fine 14th cent. tomb (with effigy) of an unknown priest, in the East aisle. It is shown as that of a grandson of Hotspur. Notice the arcade around the tomb, a model of which is to be seen in the Crystal Palace. In the corner of this aisle is another tomb with effigy (unknown), and at the S. end of the aisle are the remains of an altar. In this arm only the central light of the lowest window is coloured.

The **Choir Screen** (completed in 1880) is considered, and we think justly, one of Scott's best designs, and it is honourable to Beverley that the execution of such an elaborate task should be the work of a local carver—Elwell of North Bar, whose shop is worth a visit. The figures in the pinnacled niches of the parapet are (from N. to S.) Athelstan, St. Nicholas, St. Mary, St. John the Evangelist, St. Martin, and St. John of Beverley. Besides these there are 16 niches on the pillars supporting the groining, and 36 more around the main arches. If all these are ever worthily occupied, the screen will be one of the most remarkable of its kind.

The **Choir**, both in its architecture and its fittings, is of great beauty. The 42 canopied *Stalls* are extremely rich, and date from the beginning of the 16th cent. In the canopies, which have the unusual feature of a bracket for a figure, some of the carved heads have been added in the 18th cent. The work of restoration, carried out by Mr. Elwell, is excellent. As usual, the *misereres* (under side of the seats) exhibit the humour of the carver.

A peculiarity of the architecture of the choir is the treatment of piers of the Eastern Transept. These increase in size by successive groups of shafts projecting corbel-wise. The object sought was to strengthen the pier under conditions that forbade buttresses, and the device is as pleasing to the eye as it has proved effectual.

The *Reredos* is a satisfactory reproduction of the original Decorated work. It was entirely rebuilt in 1826, and the tabernacle work of the upper stage is very elaborate.

Beneath the floor of the choir is a *Well*. This, which had often been mentioned by writers upon the Minster, was discovered in 1877. It was filled with what was supposed to be fragments of the original reredos.

On the N. side of the altar, under the arch of the transept, is the famous **Percy Shrine**. To describe adequately this exquisite example of Decorated work is quite beyond us. It is believed to commemorate Idonea, wife of the second Lord Percy (*d.* 1365), but the tomb and effigy have disappeared. The canopy is a ridge-roof with superbly carved finials (vine and leaf). Under the canopy notice our Lord with a soul between two angels. The whole of the foliage and the angels supporting brackets are quite perfect. Of the figures in the spandrels two are assigned to Edward III. and Philippa.

Passing now into the **Lady Chapel**, which is the eastern limit behind the Reredos, the **Old Glass**, collected from the windows of the Minster, in the great East Window, is worth examination. The window itself has two sets of mullions. The carving at the back of the Reredos (notice the bagpiper at the S. side), where are also some ugly tombs, is very beautiful. To the N. of the East Window is the *Percy Chapel*, with the arcaded altar-tomb of the 4th Earl of Northumberland (1489).

The **Fridstol**, "the Chair of Peace," a stone seat—which, when a suppliant had reached, he was absolutely safe from pursuit—is a relic of the old Sanctuary days. There is a similar seat at Hexham.

Some of the open under-cut bosses in this part are very beautiful.

From the North aisle of the choir a *staircase* (notice the bracket with Athelstane and St. John of Beverley) leads to the top of the Reredos, and affords a beautiful view of the Minster. Observe from here the peculiar piers of the Eastern Transept, already mentioned. In the North Aisle of the Choir we have yet to see one of the most beautiful objects in the Minster. This is an Early English **Staircase** of two flights, with balustrades of slender columns supporting enriched foliated arches. The manner in which the arches are adapted to the ascent is a good example of rather awkward forms being successfully treated. At present the staircase leads nowhere, and it is doubtful whether the apartment it was intended to serve was ever built. Hereabouts hang the colours of the Old East Yorkshire Militia.

From the Minster it is 15 minutes' walk through the town to

St. Mary's Church.

This beautiful building, which would itself establish the reputation of any town for church architecture, is mainly Perp. in style, though it has details of earlier date. Like the minster it was restored by the late Sir Gilbert Scott. It consists of nave with aisles, transepts, chancel, central tower, and a large porch leading into the S. aisle. This **Porch** has two archways—the outer Dec.

with an ogee canopy; the inner originally Norman, but lowered into a Pointed one, while the side windows and the superstructure are Perp. The features of the **exterior** are the great *west window* of seven lights (Perp.); the flying buttresses attached to the Porch and the S. transept, which are, however, a modern addition by the elder Pugin; the crocketed pinnacles, which rise from graduated buttresses between every pair of windows and from the battlemented clerestory, and the octagonal turrets, similar to those of King's College Chapel at Cambridge, flanking the west window. On the N. and least restored side, the chancel has two *chantry chapels*, which in conjunction with the chancel itself, transept, and tower compose a striking picture as seen from Dead Man's Lane—as a blocked up piece of road on the N.E. side—only approachable through private grounds—is lugubriously called.

The *West door* under the great window is recessed in four mouldings, but the tops of the shafts are crumbling away. The octagonal turrets rise from the ground on each side, and the plain stonework is relieved by bands and canopies at intervals. The tower has, in its first stage, a circular window on each side, and a four-light Perp. window, to which clocks are fixed on the S. and W. sides, above. From its battlemented parapet rise sixteen pinnacles.

Interior:—Entering by the S. porch we notice the absence of a triforium and the unusually large clerestory windows. The nave has seven bays. The ceiling is panelled, the squares painted blue with gilt stars. On some of the pillars on the N. side are angels' shields inscribed with the donor's name.—*e.g.*—"Thys pillor made the maynstyrls" and, to emphasize the fact—five minstrels are figured upon it, instruments in hand.

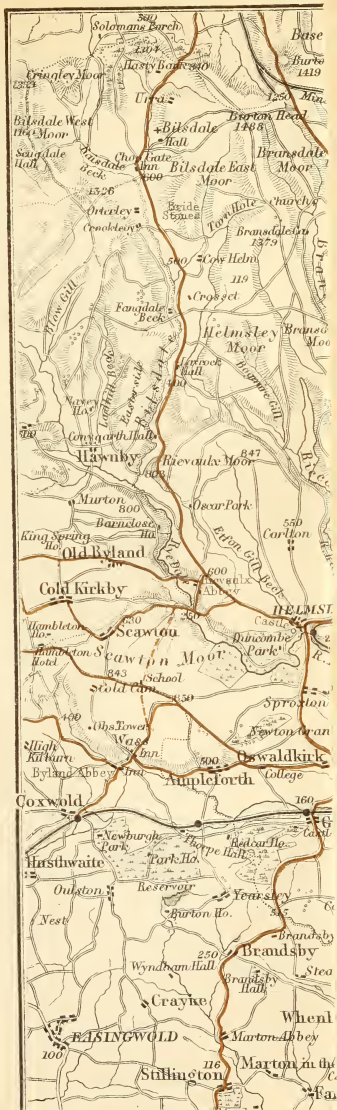
Another curious inscription is on the marble font at the west end of the nave, "Pray for the soules of Wyllyam Feryfax, draper, and his wyvis which made this font of his pper cost the day of Marcii V. of our Lord M.D.X.X.X."

Lofty Pointed pillars support the tower, and the *Transepts*, though mainly Perp., display Norman moulding on their pillars, and Dec. details. The N. transept contains the organ.

The *Chancel* (Dec.) has five bays, and its roof is divided into forty squares, in each of which figures an English King, beginning with "King Brutus" and ending with Edward IV., the length of their reigns and their burial-places being also given. Perhaps the most unique feature of the church is to be seen in the east part of the N. aisle, where the ribs of the groined roof, perfectly regular in their arrangement, on the north side descend to the ground, forming a cluster of slender shafts round the main pillars, while on the opposite (S.) side they intertwine and rest in the usual way on the capitals of the pillars. A *Chapel* opens out of this aisle, and above it are two priests' rooms, reached by a remarkable staircase.

The *Monuments* as a rule are ugly and heavy,—worthy samples of the Queen Anne period.

Route continued. From Beverley the line passes through a dull flat country to (11 *m.*) *Arram* and (13) *Lockington*, two





Carriage Roads described in the Book Foot Routes wholly or in part

English Miles 0 1 2 3 4 5 6 7 8

FLAMBOURGH (HEAD)

miles beyond which station we pass, close by on the left, *Watton Abbey*, now an Elizabethan farm-house with remnants of the old building—a Gilbertine monastery of the 12th century.

Then, passing (16 *m.*) *Hutton Cranswick*, we come to (19½ *m.*) **Driffield** (*Red Lion*), an important agricultural centre on the edge of the wolds, but possessed of little interest to the tourist. The *church* has a good *Perp.* tower and some Norman details.

Several Tumuli were opened in the neighbourhood of Driffield in 1851 and many interesting "finds" made—among them skeletons, flint spear-heads, urns, "with the usual British zigzag ornament," a bronze dagger, beads of amber, bone and stone—but "no trace of iron." *Phillips*.

For **Driffield to Malton**, see p. 42; to **Market Weighton**, p. 25.

From Driffield the line turns N.E. and passing four village stations reaches (31 *m.*)

Bridlington. For description see p. 85, and for route on to **Filey and Scarborough**, p. 81.

York to Scarborough, Filey, Whitby, and Bridlington.

York to Malton, 21 *m.* (—Pickering, 32; Whitby, 56.) ; Seamer Junc., 39; (Filey, 45½; Bridlington, 59.) ; Scarborough, 42.

Bridlington may now be reached from York in 47 miles, *viâ* Market Weighton.

Except over a few miles on each side of Castle Howard, where the Derwent valley contracts and assumes a serpentine course, there is no scenery of any account between York, Scarborough, Filey, and Bridlington. The Whitby branch, however, beyond Pickering, where for 25 miles it threads the narrow valleys that pierce the moors, is one of the prettiest lines in the kingdom.

The railway, branching from the main line at the north end of the station and crossing the Ouse, affords a fine view of the Minster. Otherwise, as we traverse the wide plain of York, there is nothing of note till we come to (9 *m.*) **Flaxton**, whence it is 2½ miles to Sheriff Hutton.

Sheriff Hutton Castle, the towers of which, looking rather like chimneys, are seen from the railway on the left, was originally built in the middle of the twelfth century by Bertram de Bulmer, Sheriff of Yorkshire, but rebuilt in the fifteenth century by Ralph Neville, first Earl of Westmorland, into whose family it had passed by marriage. On the death of the great "king-maker," at the battle of Barnet, it was seized by Edward IV., who, in turn, transferred it to his brother, Richard III. The "crook-backed monarch" imprisoned within its walls his niece Elizabeth, daughter of Edward IV. and afterwards wife of Henry VII., as well as his nephew Edward, son of the Duke of Clarence. The remains consist mainly of scraps of the S. wall and the N.E. and S.W. towers—the portions seen from the rail. On the S.E. tower the arms of the Nevilles may be seen. There is a good view from the mound on which the castle is built.

Sheriff Hutton Church is Dec., with a peculiar tower, Norman in its lower part, and with square-headed windows in the N. aisle. It contains effigies of the fourteenth and fifteenth centuries—that of the latter date being a member of the Neville family, created Duke of Bedford, and who was to have married Elizabeth of York.

At **Barton Hill** (11 *m.*; *inn*) we are a mile from *Foston*, where Sidney Smith was vicar for some years, and two miles from the *Carlisle Monument* (see p. 66) at Castle Howard, both of which are seen on the left as we approach the station.

The line now enters the narrow, serpentine part of the Derwent valley already mentioned, passing (15 *m.*) **Kirkham**, within view and to the left of the remains of the Abbey described on *p.* 65. The gateway and a fragment of the choir are well seen. All along here the pretty floral adornments of the stations strike the eye.

Castle Howard Station (16 *m.*) is a short mile further, but no part of the mansion or grounds (see *p.* 67) is visible from the railway, which soon emerges from the wooded defile into more open country, passing (18 *m.*) *Hutton's Ambo* and then affording a pretty view on the left of a prosperous-looking suburb of (21 *m.*) *Malton*.

Route continued on p. 42.

Malton.

Ref.-rms. at station. **Hotels:**—Talbot (H. Q.), good-class fam. and comm.; $\frac{1}{2}$ *m.* from station; (Bed and Att. 4s.; Bkft. 2s. 6d.; Dinner from 2s. 6d.; Inclusive Terms—not less than two days, 10s. 6d. a day, 63s. a week). *George*, smaller, $\frac{1}{3}$ *m.*; turn left, up main street, for both. **P.O.** east-end of main street. *Del.* about 7 and 5; desp. about 9.50 and 8.10 (Sun. 7.15). **Tel. Off.** open 8—8, Sun. 8—10. **Pop.** about 11,000. **Market Days,** Tu. and Sat.

Malton, otherwise called New Malton to distinguish it from Old Malton, which is now a small village parochially absorbed in the newer town, contains little to detain the tourist. It is in all probability the *Derventio* of the Romans, its importance as a station being indicated by the proximity of several Roman roads. Of the Norman castle which was given by its owner to the Scottish king David and destroyed with the town by the fighting Archbishop Thurstan, there are no traces.

The *Priory Church* of Old Malton is the one object which claims the tourist's attention at Malton. It is on the Pickering road, $1\frac{1}{2}$ miles from the station (turn right on entering the main street). Just out of the town we pass on the right the lodge of a *Jacobean Mansion*, which has also vanished. In front of it are three gateways, two of them blocked up, and between it and the river was the Roman Town, *Derventio*. Hence by a pleasant path, separated from the road by a hedge, we reach the

Priory Church, which is all that remains of a priory founded in 1150 by Eustace Fitz John for canons of the Order of St. Gilbert of Sempringham, whose leading principle was to combine the monastery and the convent. It does not appear, however, that in this instance the principle was carried out, there never having been any "Sisters" at Malton. The church has a special interest from its being the only one out of twenty-six built for this particular Order, in which worship has been continuously offered up to the present day.

The original building appears to have had all the usual parts of an Abbatial church. Between the Dissolution, however, and the middle of the eighteenth century, the central tower, the choir, and the aisles were pulled down, and what now remains—the nave—minus its clerestory—and the S.W. tower are suggestive of an effigy lopped of all but its trunk and even that not complete. These parts have been lately restored, the re-opening taking place on Lady Day, 1889.

The general style is Trans., Norm., but the tower and triforium are E.E. The *Tower* is in three stages, with lofty Pointed windows with tooth-ornament over the uppermost pair and quatrefoil openings above. The *West Doorway*, by which we enter, is deeply recessed and adorned with rich 12th century moulding. The window above has been filled in with Perp. tracery and is blocked above the transom, where it is simply part of the gable-end of the otherwise destroyed clerestory. Note the original tooth-moulding on both sides of this window.

The destruction of the aisles and consequent walling up of the arches of the *Nave* has caused the main pillars to show only about one-third of their circumference on the S. and two-thirds on the N. side. The S. is pierced by just enough windows to light the church, but the N. has none. The pillars are round, clustered and octagonal. The middle one on the N. side is gracefully adorned with an arcade in two stages. The vaulting shafts rest on corbels in the string-course below the triforium.

The *Triforium*, a very fine one, consists of round arches—each enclosing two pointed ones separated by a slender shaft with foliated capital—and a lancet on each side. It extends the full length of the six bays on the S. side, and of the three more easterly ones on the N., the remaining three of the latter being ornamented by a blind arcade.

The new oak *roof*, given by Lord Fitzwilliam, “might easily be mistaken for a bit of 15th century work.” An oak wind-porch has also been placed at the W. end, and an elaborate oak screen partitions off the S.W. tower, used as the vestry. The prettily shaped *Font* is of Tadcaster stone. The three eastern bays are separated from the rest by a low oak screen in memory of “John Evelyn Denison, fifteen years Speaker of the House of Commons.” The old *pulpit* has been effectively painted, the *choir* furnished with oak stalls and laid with slate and Tadcaster stone, in diamond pattern. The *altar* with its carved and gilded altar-piece is a striking feature of the church, and above it, in the place of a happily destroyed E. window, are rich hangings of velvet and damask thirty feet high and, above them, a grained and painted canopy of wood. “There are probably few more imposing altars in the diocese.” *Church Times*.

The Visitor may notice the trim little graveyard a little on the Malton side of the church.

The Training Stable of **Whitewall**, which has earned an almost classic fame through the memory of John Scott and his Leger winners, of which perhaps West Australian, who won that race in 1853, is the most celebrated, is $2\frac{1}{2}$ m. S. of Malton, on Langton Wold.

Malton to Driffield *by rail, 20 m.* This branch line crosses the wolds, attaining a height of about 300 feet and passing through a tunnel a mile long between *Wharram* (7 m.) and *Burdale* (9) stations. The bare undulating stretches of the chalk wolds have little attraction for the searchers after the picturesque, and except **Garton** (17 m.), which has a Norman church restored for Sir Tatton Sykes by G. E. Street and containing mural paintings by Clayton and Bell; and a gothic tower, 120 feet high, in memory of Sir Tatton and commanding a wide view, there is little to comment on all the way.

Malton to Thirsk *by rail, 30 m.* This line skirts the low Northern slopes of the wolds, passing (10 m.) **Horvingham** (*Worsley Arms*), where, $1\frac{1}{2}$ m. from the station, is a *Spa* of some local fame with waters said to be akin to those of Harrogate. At **Gilling** (13 m.) the line joins that from Pickering and Helmsley, and at *Pilmoor Junction* (24 m.), which stands like a lodge in a wilderness, without any road to it, the main North Eastern line is entered. For **Thirsk** see p. 110.

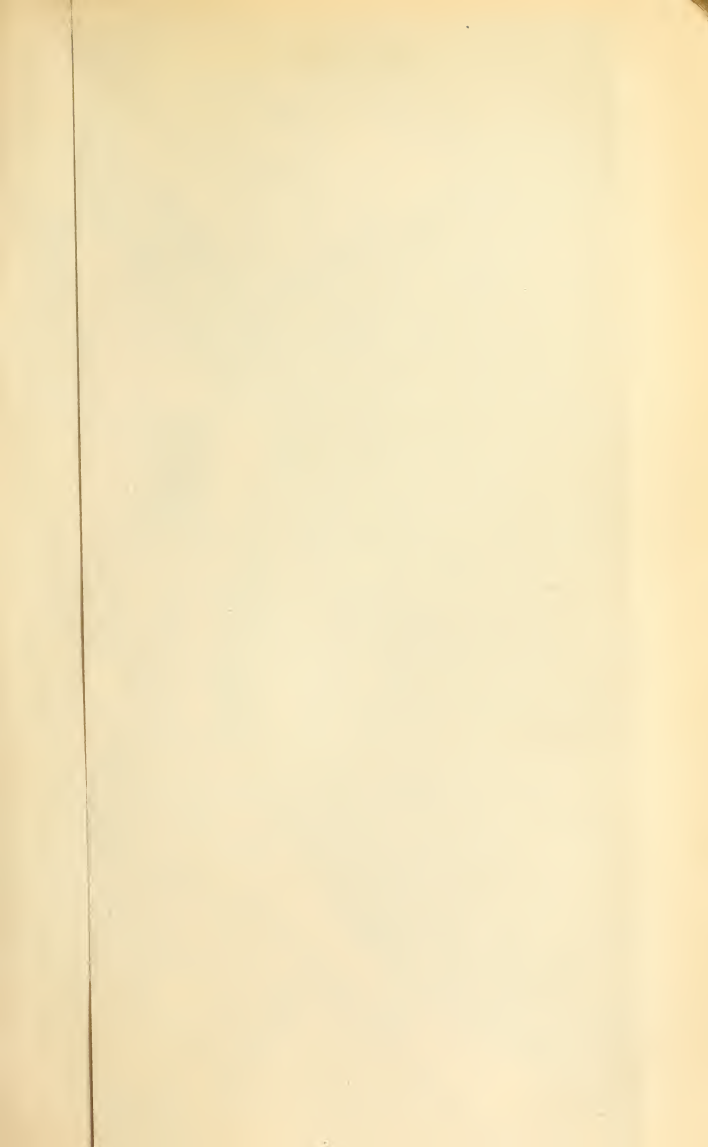
Route continued to Scarborough and Whitby. The Whitby branch strikes off at **Rillington**, 4 m. beyond Malton, but the Whitby trains start from Malton.

(a) **To Scarborough.** Until the last few miles the line traverses a perfect flat, bounded on the S. by the wolds, and on the N. by the moors. $1\frac{1}{4}$ m. S. of **Heslerton Station** (29 m.) is *West Heslerton Church*, a handsome structure, built by Sir Tatton Sykes, with the "Four Doctors of the Church" removed from Bristol Cathedral, on its tower. Then, after two more small stations, we reach (39 m.) **Seamer Junction**, where the branches from Hull, Bridlington, and Filey (p. 81), as well as that from Pickering, converge. Then Scarborough is entered through a depression between the Race Course hill and Oliver's Mount.

For **Scarborough** see p. 43.

(b) **To Whitby.** The wide *Vale of Pickering*, which this line first traverses, is not seen to advantage from its own dead level. At the town of **Pickering** (32 m., p. 79), however, we enter a narrow winding valley, and the interest is sustained for the rest of the way. The line was originally constructed by Stephenson as a horse railway. The first station, **Levisham** (38 m.), occupies a secluded part of the valley, out of sight of any village, Levisham itself being $1\frac{1}{2}$ miles away, up a steep hill. (For walks see pp. 65, 80.) Thence the line follows the windings of the valley up and up till it gains its summit-level (800 ft.) 44 miles from York, and at once begins a descent by the *Eller Beck*, which falls from the wild moor on the right. At **Goathland Mill** ($46\frac{1}{2}$ m.; p. 91) the original line made a steep drop by an incline worked by ropes, but a serious accident in 1863 led to a deviation which takes it round a sharp corner formed by the Eller Beck, looking down into which we have the sweetest bit of scenery on the route. Next at **Grosmont** (50 m.; large ironworks) the North Cleveland branch (p. 93) comes in, and for the remaining six miles we thread the windings of the Esk valley, crossing the river times innumerable, until it expands into Whitby Harbour, and, after going under the lofty viaduct of the Whitby and Scarborough line, we enter Whitby Station. The Abbey is seen crowning the hill in front.

For **Whitby** see p. 92.





SCARBOROUGH

Scale of 1/2 Miles.
 0 100 200 300 400 500 Yards

Hotels

Abraham	B1
Adams	D2
Bell	D3
Bowman	D3
Bull	F2
Butcher	F2
Cardle	D3
Corn	F3
George	F3
Imperial	D2
Parish	D2
Prince of Wales	D2
Samuel	F3
Samuel	F3
Royal	D2
Victoria	D2
White	D2

1 2 3 4 5
 B C D E F G
 1 2 3 4 5

SCARBOROUGH and FILEY SECTION.

Scarborough.

Railway Station (pl. D 2. *Ref. rms.* on main platform) in Westborough, $\frac{5}{8}$ m. from the sea by main thoroughfare—Westborough, Newborough, and Eastborough; $\frac{1}{2}$ m. by Westborough, Vernon Place, Falconer's Road, and under the Cliff Bridge. Both routes down-hill all the way. Station, 150 ft. above sea.

Distances:—**Main Line**; Leeds, $69\frac{1}{2}$ m.; York, 42; Malton, 21. **Branch Lines**; (1) Hull, $53\frac{1}{2}$ m.; Bridlington, $22\frac{1}{2}$; Filey, $9\frac{1}{2}$. (2) Pickering, $19\frac{1}{2}$; (3) Whitby, 22.

Distances and Railway Fares.

From m.	Tourist.			Ordinary.		
	Avail. May 1 to Dec. 31.					
	1 cl.	2 cl.	3 cl.	1 cl.	2 cl.	3 cl.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
267 Birmingham	44 10	33 9	25 0	44 10	37 4	27 1
256 Bristol	68 0	53 0	38 0	68 0	57 2	41 6
247 Edinburgh*	64 9	52 11	35 0	70 4	56 10	39 5
293 Glasgow*	68 5	53 10	36 6	74 2	58 0	41 6
142 Liverpool*	37 5	29 7	20 6	42 8	33 4	23 2
231 London	61 0	47 0	34 0	65 2	51 4	38 3
110 Manchester*	29 5	23 7	16 0	31 8	25 4	18 2
87 Sheffield	23 8	19 4	13 6	23 8	19 4	14 7

* * * The Ordinary Fares quoted are for single tickets—one in each direction. From stations marked * *Ordinary Return Tickets* are granted at the same, of almost the same, rates as Tourist Tickets.

Hotels.

(Those marked * run 'buses at 6d. each from the station): (1) **Family and Tourist (South Cliff)**; **Grand*, St. Nicholas Cliff; **Crown* and **Prince of Wales*, Esplanade; **Royal*, St. Nicholas St.

These four hotels are all finely situated on or close to the South Cliff, with good views. The inclusive terms are about 9l. a week, which may be regarded as a minimum charge, those staying less than a week being charged extra for their bedrooms, or paying so much per meal, etc.—Bkfst., 3s.; dinner, 5s.; bed and att., from abt. 4s. 6d. The weekly terms include breakfast about 9 o'clock, lunch at 1, dinner at 6, tea, bed and attendance. There is a reduction from Nov. 1 to July 1.

Cambridge, $\frac{1}{4}$ m. from the sea, incl. terms 63s. a week (Bed extra for less than a week). *Pavilion* (pl. D 3) with grounds, openly situated opp. station; incl. terms 10s. 6d. a day (Bed extra for less than 4 days).

North Cliff:—**Alexandra*, N. end of Parade; *Queen*, centre of Parade, entered from North Marine Road; both overlooking the North Bay. Inclusive Terms, 9s.—10s. 6d. a day.

(2) **Family and Commercial**; *Bull* (H.Q. Westborough), *George* (Newborough), **Castle* and **Talbot* (Queen St.), *Imperial*, Huntriss Row. Terms of these abt. 9s. a day (not less than 4 days); *Brunswick* (Westborough) 52s. 6d. a week; *Bar*, Newborough; *Bell*, Bland's Cliff; *Victoria*, Westborough; also small ones (very nicely furnished) at the Station, and Ramshill.

(3) **Temperance**; *Adelphi*, Westborough, 7s. a day, 42s. a week, etc.

(4) Numerous **Private Hotels and Boarding Houses.** Lodgings *ad lib.*

Restaurants. At the *Royal, Grand, Bull and Imperial* Hotels; *Barton's* 38, St. Nicholas St; *Ellingham's*, St. Nicholas Cliff.

Cars and Cabs. *Distance*, 1—3 pers. 1s. a mile one horse, 1s. 6d. two horses; more than 3 pers. 1s. 6d. a mile, either. Additional distances reckoned by half-miles at corresponding rate.

Time; 1—3 pers. $\frac{1}{4}$ hour 1s. one horse; 1s. 6d. two horses; more than 3 pers. 1s. 6d. either; succeeding quarter-hours, 6d. one horse; 9d. two horses.

Buses along Westborough, Newborough, Eastborough at hourly intervals. *Fares*: 2d., 1d.

Boats.—1—3 pers., 1s. 6d. an hour; more than 3 pers., 6d. each an hour; for each succeeding 20 min., 6d. 1—3 persons; 2d. each more than 3. Fishing-gear is supplied gratis and a variety of fish—gurnard, plaice, flounder, codling, whiting, may be caught, with an occasional mackerel-trail.

Horses, 2s.; Ponies or Mules, 1s.; Donkeys, 6d. an hour: 8d., 6d., and 2d. respectively for each succeeding 20 min.

Banks.—*Old Bank, York, City and County, York Union*, all in St. Nicholas-st.

Public Baths.—Charges: Cold (salt or fresh), 1s.; warm, 1s. 6d. Reduction in aft. or even.

South Foreshore Road (pl. C 4). Here are also Turkish (2s.) and Tepid Swimming Baths (6d.); *Ramshill Road* (pl. F 3). Open 6 a.m. to 9 p.m.

Churches, etc.—Chief Sund. Services, 10.30 and 7. **Church of England**, *St. Mary's* Parish Ch. (pl. B 4); *Christ* (pl. C 3); *St. Martin's-on-the-Hill* (pl. F 3, High ritual); *St. Thomas'* (pl. B 5); *All Saints* (pl. E 1); *Holy Trinity* (pl. F 2).

R. C. (pl. B 4), 8.30, 10.30, 6.30.

Congregational, South Cliff (pl. F 3), 10.30 and 7.
etc., etc.

Theatres.—*Londesborough* (pl. D 3); *Royal* (pl. C 3); *Spa* (pl. E 4); *Prince of Wales Circus* (pl. C 3).

Post Offices.—*Head Office*, Huntriss Row (pl. C 3), open 7—10; *Sun.*, 7—10 a.m. Chief desp. abt. 6 and (during season) 7.20 p.m.; *Sun.* 6 p.m.; Del. 7, 12, 4.30, 7.45; *Sun.* 7. **Tel. Off.**, open 1—10; *Sun.*, 7—10 a.m., and 5—6 p.m.

Branch Offices: Albion Crescent (pl. F 3); *Falsgrave, corner of St. John's Road (pl. E 1); North Marine Road (pl. A 3); Queen-st. (pl. C 4) South-st.; *Sandside (pl. C 5); Victoria Road (pl. C 2).

* Also *Tel. Off.*

Spa (pl. E 4). Open 9 a.m. to 9 p.m. (6d.). **Band** plays 11 to 1 and 7 to 9. *Sun.*, 3—4.30. Evening Entertainments in Theatre or Grand Hall. Sacred Concerts, Sunday 8 p.m.

Aquarium (pl. D 4). Entertainment all day, mostly of non-aquarium character. *Adm.* 6d.

Lawn Tennis, entr. fee, 2ls.; Subs. (May—Oct. 15), 21s. Reduction for families: North Cliff and South Cliff.

Newspapers :—*Gazette* (Th., 2d.); *Post* (Cons., F., 1d., daily, $\frac{1}{2}$ d.); *Mercury* (Lib., F., 1d.); *Evening News*, $\frac{1}{2}$ d.

Res. Pop.—Abt. 35,000. **Market Days**: Th., Sat.

For History of Town see p. 51.

Scarborough fairly claims the premiership among Northern watering-places. As much frequented by ordinary sea-side visitors, and, we may add, as much over-run by day-trippers as Blackpool or Southport, it is immeasurably superior to either of those places in natural attractiveness; indeed there is no popular resort round the English coast which presents a bolder front to the sea than this town of the "castled rock," though, of course, in rich and varied beauty it cannot compare with many of our favoured haunts in Wales and Devonshire. The fragmentary keep of the old Edwardian Castle looks as if it had been raised as it now stands for the purpose of effect, and in conjunction with the red-roofed old town below gives a character to the scene of which even the huge, and showy palaces that have sprung up in the neighbourhood cannot deprive it. The rock on which the castle stands is an abrupt promontory—or, rather, peninsula—200 feet above sea-level and forming the end of a ridge which divides the town into two parts, called respectively the North and South Cliff. At present all the noise and bustle is on the South side, where are the business parts of the town, the railway station, the chief hotels, the Spa and the Aquarium. The north side is a kind of Sanctuary, though it may be reached from the centre of the town with ever so little of that climbing which is abhorrent to the sea-side lounge. To many visitors, however, its comparative quiet and unobtrusiveness will form its special commendation, especially as it has the additional advantage of being less expensive.

Round the north shore the cliff-line slopes at an even gradient to a little beck. At the foot of it a fine esplanade, the North Foreshore Road, with terraced walks between it and the cliff, has been completed, and the natural inequalities of the undercliff have been utilized to form a labyrinth of pleasant walks, which lack nothing but shade. As a set-off to the "Spa" which brings the South Foreshore Road to an abrupt termination, this North Foreshore boasts a fine Promenade Pier (*Adm. Id.*) 350 yards long and widening at its end so as to find room for a Refreshment Room and Orchestra.

The eastern bluff of the Castle Rock is so steep and its base is so beset with huge stones that there is no possibility of making a road or even a footpath round it. The two foreshores are, therefore entirely cut off from one another.

The **Sands** are good, especially on the north side, and the sea scarcely recedes $\frac{1}{4}$ mile even at spring-tides. Northwards you may follow them during the greater part of the day for a mile, as far as Scalby Mill, where, except when the water is low, progress is barred by the Scalby Beck, beyond which there is no recognized track. Southward you may keep along them for about $2\frac{1}{2}$ miles to the boulders beyond Carnelian Bay; or, if the tide does not permit, you may follow the edge of the cliff so far and, for variety, return by road. In this direction there is a good deal of black weed-grown rock.

The **bathing** is good on both shores and the machines as cumbersome and ugly as elsewhere, and, at the price (9*d.*), we may add, anything but what they ought to be in "appointments." It is possible that they are the same "chariots" as were described more than a century ago in "Humphrey-Clinker." Anyhow, the inventor of a bathing-machine endurable either to look at or to ride in, would make a fortune.

A feature of Scarborough is the admirable way in which the streets are kept. Even in the narrow lanes or "wynds" of the old town, which clambers up the foot of the Rock between the Harbours and the Castle, there is nothing, except now and again an inevitable fishy odour caused by the herring trade, to offend the most sensitive nostril, while the more modern parts of the town are kept scrupulously clean. Many holiday resorts in England and all in Scotland might with advantage take a lesson from Scarborough in this respect.

"Life" in Scarborough is of a very sophisticated, not to say treadmill character. Everybody feeds at the same hours; everybody goes to the Spa at the proper times; most do a little fishing and a little flirting, and wind up with a concert and a dance. There are one or two stereotyped drives, and the railway takes a few of the more adventurous spirits to Filey, Bridlington, Robin Hood's Bay and Whitby. But the one motto of the place is: "The proper study of mankind is man,"—or "woman," and the Spa is the "studio." We shall attempt later on to draw visitors a little further away; to give them a chance of losing themselves on the heathery moor-lands; of wondering whether this or that little valley will ever come to an end, and of taking their well-earned ease at one or other of the village inns that at present are as unknown to them as Siberia or Timbuctoo.

Walk through the Town.

Sojourners at Scarborough will not need to be directed from one object of interest to another, but those who pay the town a flying visit may like a description of what we consider a remunerative walk. There is no one special "lion"; but the Castle, St. Mary's Church, the Spa, the Aquarium, the Museum, the Harbour, the Pier, and the Bridges, are all sufficiently interesting to keep people's legs moving.

From the end of the station take the right-hand street in front of the Pavilion Hotel. This brings you in less than $\frac{1}{4}$ mile to *Valley Bridge* (toll, $\frac{1}{2}$ *d.*), the higher of two ornamental bridges that span the deep ravine separating the business part of the town from the fashionable South Cliff.

The **Valley Bridge** is, like the Clifton Suspension Bridge, a transported structure. It was originally erected over the Ouse at

York, but was moved to Scarborough in 1865. The roadway is carried over lattice girders supported by three stone piers. The general appearance is light and elegant, but a better idea of the structure will be gained from the Cliff Bridge below, which in its turn is better seen from here than from itself.

The **Cliff Bridge** (*toll, ½d.*), nearly $\frac{1}{4}$ m. lower down the ravine, at its opening on to the shore, connects the central part of the town with the South Cliff. It was built in 1827, is about 150 yards long, and fifty feet above the roadway, and consists of four arches on stone piers, the road and footway being guarded by light parapets.

There is a good view both ways, especially *down* the ravine, from the middle of the Valley Bridge, all the more effective from its being confined by the foliage and houses on both sides to the "canvas" limits. Below, the Ramsdale valley extends from the shore to the west limits of the town. A part of it is prettily laid out as a People's Park, and, just above the bridge, is an ornamental sheet of water. The sea and the castle form the background, and the "Grand" is, as usual, conspicuous.

A descent may be made into the valley from either end of the bridge, and the South shore or the Esplanade reached by direct roads.

From the Valley Bridge we proceed direct to the *Ramshill Road*, at the commencement of which are the Cambridge Hotel and two of the largest and most noteworthy churches in Scarborough—the *South Cliff Congregational* and *St. Martin's-on-the-Hill*, both modern. The former, in the Dec. style, attains, by means of a clock-tower and a spire, a height of 100 feet. The latter (always open), the most fashionable and "advanced" church in Scarborough, is E.E. and has a massive gable-capped tower. Inside, the oak Pulpit with painted panels, on an alabaster base, the Font—of Purbeck marble—and the stained glass windows by Messrs. Morris, are the most noteworthy points.

All this part of the town is laid out in fine streets and crescents.

Proceeding along Ramshill Road, we pass the *South Cliff Baths* and, at the neat little Ramshill Hotel, turn left along Prince of Wales Terrace—(a shorter cut from St. Martin's is by West Street).

The handsome little Church with a short spire, two cross streets further along Ramshill Road, is the South Cliff Wesleyan Chapel.

From the Ramshill Hotel to the top of Oliver's Mount is a walk of 10 minutes (*see p. 53*).

Prince of Wales Terrace is fronted by fine railed-in grounds, and from its east end, opposite the Prince of Wales Hotel, standing 160 feet above the sea, we have a fine view of the bay, town, and castle, to which the red-tiled houses of the oldest part of the town, between the Castle and the Harbour, afford a picturesque variety of colour and grouping. Autumnal mornings, when the sun and mist are striving for the mastery, are specially effective.

From all along the *Esplanade*, in the centre of which stands the Crown Hotel, there is the same excellent view, and from its N. end you may descend to the Cliff Bridge and cross into the main part of the town, or drop still lower to the Spa.

South of the "Prince of Wales" Fashion is spreading its wings wider every year. There are several new streets and fine blocks of lodging-houses; also in 5 minutes you may enter the new and tastefully laid-out **South Cliff Gardens** which occupy the broken upper part of the cliff and are connected with the shore by a long flight of steps. The cliff about here rises to 150 feet.

From the "Prince of Wales" there are three ways down—two of them to the shore, without touching the Spa, (1) a zigzag walk, (2) The *South-Side Tramway* (fare 1d.).

The **Scarborough Hydraulic Tramways** (two, formerly three in number) enable people to avoid the long zigzags by which the 160 feet of abrupt cliff between the shore and the roadways can only otherwise be surmounted. In going down they are a good deal used simply for amusement, but in returning they are a real boon to those short of "puff." They are worked by steel ropes. This one is 100 yds. long, 165 ft. in vertical height, and has a gradient of 1 in 3. It was constructed in 1875. The *Central Tramway* close to the Grand Hotel is similar to it.

The Spa zigzag is entered close to the Tramway, and the payable is at the top. (Tram passengers pay at the bottom.)

The Spa.

Open till 9 p.m., during the season. **Admission**, from opening till 5 p.m., 6d.; from 5 till close, 6d.; *Day-ticket*, 9d.; week, 3s. 6d.; fortnight, 6s.; month, 8s.; Season (June—Nov.), 15s. Family, week, 9s.; fortnight, 16s. 6d.; month, 25s.; season, 45s. *Bath-chairs*, 1s. a day extra.

Entrances :—N. end of Cliff Bridge (no charge for bridge); Foreshore Road, below bridge; Esplanade (opp. Crown and Prince of Wales Hotels); foot of Southside Tramway.

Ref.-rm. on ground floor.

Band plays 11—1 and 5 to 7. Entertainments nightly in the Theatre or Concert Hall. Charges additional to entrance fee.

The **Spa**, which now exists as a spa little more than in name, though the guide-books give elaborate descriptions and analyses of its chalybeate and saline waters—quite innocuous—(they will be found under the North Orchestra), began life as a cistern in 1698. Forty years later the waters were buried by an earthquake. Discovered again after some years, they increased in favour for another century, when a storm destroyed their dwelling-place. Then the Cliff Bridge Company took them in hand, and by 1858, under the supervision of Sir Jos. Paxton, Saloon and Promenade were completed. The Saloon, in its turn, fell a victim to fire in 1876, and in its place has risen up the present handsome and not over-and-above obtrusive **Pavilion**, mostly in mixed Turkish and Renaissance style, with domes and a detached tower. It was opened by the Lord Mayor of London in 1880. The buildings comprise on the ground floor a covered-in promenade, an entrance Hall, with a fine large *Concert Hall*, reaching the entire height of the structure on the left, and the Restaurant on the right with lavatories, etc., and a "wing" of shops still more to the right. Half-way up the stairs is an *Art Gallery* (adm. 6d.), and from the first floor the small Theatre, over the Restaurant, and the promenade gallery of the Concert Hall are entered. In front of this floor, too, runs an uncovered balcony.

In front of the whole extends the *Grand Promenade* protected by a substantial sea-wall, against which the waves beat for about two hours on each side of high tide. The view of the bay and castle is striking, and with a strong east wind the effect is very fine. The promenade is nearly 200 yards long.

The broken ground rising from the promenade to the Esplanade, 150 feet above, is planted so as to form a hanging grove and laid out with a maze of zigzag walks. As is usually the case, trees are less affected by the sea wind on the East than on the West coast—probably because there is, in the long run, less of it.

From the Spa we may either ascend (see above) to the Esplanade, descend to the sands, or cross by the Cliff Bridge into the centre of the town. The best plan is to pass under the Cliff Bridge (*p.* 47) to the Aquarium (left) and the Museum (right), if you intend to visit either or both, and then, after a due study of the motley gathering of bipeds and quadrupeds on the sands, to ascend to the Castle by the Parish Church, which is well seen high up in front. From hereabouts, near the Cliff Bridge, the *Grand Hotel*, which, on the seaward side, rises in tiers as high as any ten-story house in the "Cooget" at Edinburgh, is an overpowering object, and however handsome it may be, certainly does not enhance the picturesqueness of the scene. Its basement, opening on to the Foreshore Road, is occupied by Refreshment Rooms adapted to the requirements of excursionists.

The **Aquarium** (*adm.*, 1s.), is a large subterranean building, Moorish in style, with a Concert Room, Refreshment Room, long effective colonnades, grottoes, and numerous fish-tanks. Its nominal source of entertainment is subordinate to any which may be likely to attract, and from morning till night it provides a *pot-pourri* bill of fare more of the music-hall than any other stamp. Several of the apartments are after particular Eastern models.

Opposite the entrance to the Aquarium, and on the north side of the road is the **Museum** (9 to 6; *adm.*, 3d.), a Doric Rotunda, founded in 1828 by the Philosophical and Archæological Society, and since then enlarged by the addition of wings. The most interesting single object in it is a coffin formed by hollowing out an oak tree and containing, when it was found, the full skeleton of a human being and a number of bronze and flint implements, which point to a very early date. It was discovered in 1828 in a tumulus at Gristhorpe. The skeleton is supposed to be that of a British chieftain. In the same room are some stone "querns"—round grindstones worked by the hand before windmills and watermills came into use; and a ducking-stool once fitly used for the punishment of scolding wives. Upstairs is a well-arranged local *Geological Museum*, also a collection of birds, insects, and shells.

Hence a return may be made to the middle of the town either by the north end of the Cliff Bridge (*p.* 47) and the front of the Grand Hotel, or by the Central Tramway (*1d.*, *p.* 48), which ascends the cliff just N. of the "Grand," the most interesting route from either the hotel or the top of the tramway being in front of the

Royal Hotel along St. Nicholas-st., and up Newborough, the chief shopping thoroughfares of Scarborough, through the *Bar* into Westborough.

Before proceeding to the North Cliff, the **Harbours** may be inspected. There are two—the *Old* (inner) and the *New* (outer). The Old Pier separates them, and the West and East Piers form respectively their bulwarks against the sea. Between the East and Old Piers there is connection by drawbridges, but the passage between the Old and West Piers is unbridged. The last named is the landing-place for the fishing-boats, of which it occasionally snacks strongly. The East Pier is notable for its rude solidity. The tide recedes very little from it, and it has to withstand the full brunt of the sea. Starting from the shore end of the West Pier, you may make the circuit of the New Harbour, visiting the **Lighthouse**, which stands on Vincent Pier—reached by drawbridge—on the way. The light is visible for 13 miles, red to seaward and white towards the harbour. It is shown while there is 9 feet of water in the harbour. In daytime a ball is hoisted while there is 12 feet of water at the pier-head and 9 feet at the entrance to the Harbour. The most characteristic scene is in the early hours when the fish, just brought to land, are sold by auction on the quay.

North Cliff.

From the South Foreshore Road this is best reached by turning inland opposite the end of the West Pier, and walking up *St. Mary's Street*—the latter part by steps—at the top of which St. Mary's (Parish) Church is seen.

From the Station the best route is down Westborough, under the Bar Arch into Newborough, and then by Queen-st. (third on left) into Castle Road, where turning right, you pass the R. C. Church and reach the N. side of St. Mary's.

St. Mary's, the Parish Church of Scarborough, is interesting, but of little account in comparison with the famous Minsters of the county. Its attraction is in no small measure due to its commanding site. Lengthways it has been docked by the destruction of its old chancel, and breadthways enlarged by the addition of an extra N. Aisle—to the great detriment of its appearance as a whole.

History. The original church was presented by Richard I. to monks of the Cistercian Order. At one time it had three towers—two at the W. end and a Central one. In the Parliamentary War (1645), it was utilized by the Roundheads as a convenient point from which to besiege the castle, and the result was the destruction of the chancel. The central tower afterwards fell in, inflicting considerable damage on the nave. The present tower and the outer N. aisle date from 1669, and the whole church was restored in 1850. Further alteration is now proceeding (June, 1890).

Externally there is little to remark. The tower is plain and battlemented, and the W. end has a rose window over an E.E. one of three lights and a doorway with a niche over it. The entrance, however, is by the S. Porch, which has a parvise over it, and to the E. of it are four chantries at right angles to the aisle and noteworthy for their roofing of stone slabs. The S. transept remains and has crocketed turrets. A scrap or two of wall marks the eastern limit of the former chancel.

The *inside* is remarkable for its dim religious light owing to the stained glass, some of which, however, is decidedly gaudy. The style varies from Norman to Dec. The pillars on the N. side of the Nave are all round; on the S. side of varied shapes, one consisting of six slender shafts round a central pier. Each of the

four chantries, extending transversely from the S. Aisle has its piscina and aumbry. Note the ribs of the most westerly one. The clerestory has Pointed arches on both sides. The chancel is short, occupying only the space that was formerly of under the central tower. The stained E. window of five lights represents Christ and the Evangelists.

The **view from the Churchyard** covers most of South Scarborough, and extends round the whole sweep of the bay to its eastern horn—Filey Brig.

At the E. end of the churchyard, which is railed in, is the grave of Anne Brontë, who died at Scarborough in 1849, aged 28. Under the *nom de plume* of "Acton Bell" she was the authoress of "Agnes Grey."

Issuing from the churchyard at its N.E. corner, we pass a stone *Memorial Fountain* erected in 1860 in honour of Thos. Hinderwell, Historian of Scarborough and Founder of its Museum, and thence continue the ascent to

The Castle

(no charge), reached by a barbican and a narrow walled-in causeway across the Castle Dyke and Moat, which defended the position on the W. and S.W. sides; the other sides are almost sheer and form their own defence. On either side of the causeway are the remains of Edwardian towers, and at its end we reach a level greensward of nearly 20 acres, called the Castle Garth ("yard" or "enclosure," Norse), occupying the whole of the peninsula and having near its eastern edge a reservoir of fresh water called the "Lady's Well." On our right is the *Inner Ward* containing the ruin of the **Keep**, the only remnant of any importance. Of this the E. side is perfect and the contiguous parts of the N. and S. sides remain, but the W. side is quite gone. The walls are 80 feet high and 12 feet thick, and originally enclosed three stories besides an underground crypt now choked with rubbish. There are also remains of a staircase in the wall and of a fire-place. The windows are irregularly placed. Altogether there is little intrinsic charm about this structure, which is the crowning feature in all outside views of Scarborough. Eastward from it extends a long patched-up curtain wall, which formed with the moat and dyke the defence on the only side of the Castle not impregnable by nature. An ugly modern barrack stands alongside this wall, and is occupied by a small "Garrison," individual members of which further beguile the fleeting hour by supplying tea, pop, hot water, etc. to drouthy excursionists. As late as the autumn of /88 the garrison allowed not only the Castle but the whole town to be surprised and taken in a night attack by a hostile fleet, and to prevent the recurrence of such an untoward incident it was proposed to present them with a flock of geese, whose cackling may ensure the safety of the Scarborough "Capitol" as effectively as Juno's geese saved the Roman.

History. The history of the Castle is pretty much that of the town, the old part of which covers the steep slope that sinks to the harbour on the south

side, just as the first beginnings of Edinburgh clustered round the basaltic castle-crowned rock that rises in its midst.

The name Scarborough first occurs in connection with the invasion of North Britain in 1066 by the "hardy Norseman," Harold Hardrada, who having seized the "hill which is there" proceeded to light a "great fire" and pitchfork the burning brands on to the wooden huts and hovels which, presumably, at that time constituted the town. "The Northmen slew many people and seized all that they found." Their leader paid the penalty at Stamford Bridge.

The *Castle*, we are told by William de Newburgh, a monkish historian, was built in 1136 by William le Gros, afterwards Earl of Albemarle, and "one of the principal leaders of the English in the battle of the Standard" (1138). His tenure, however, was short, as the next king, Henry II., in pursuance of his policy of reducing the power of his barons, took royal possession of the castle. From his reign dates the keep, as it now stands. In 1312 Edward II. and his foreign favourite, Piers Gaveston, landed at Scarborough in their flight from the enraged barons. Gaveston was left in the castle, which was promptly besieged by the Earl of Pembroke, and reduced to starvation, the "favourite" losing his head very soon afterwards. A successful stratagem, by which in 1553 Thomas, son of Lord Stafford, got possession of it, is said to have originated the "Scarborough Warning"—"a word and a blow, but the blow first"—which, however, has a strong family likeness to "Lydford Law" and "Jeddart Justice"—"Hang first and try afterwards." In the Parliamentary war the castle was held by Sir Hugh Cholmley on behalf of the king, and besieged by Sir John Meldrum, who, as above stated, turned the Parish Church into a battery. Reduced to starvation, Sir John surrendered with honours in 1645, but three years later, the then governor having declared for the king, it had to be again taken and was probably dismantled in the following year.

The last event of interest in connection with it is the imprisonment of George Fox, the first quaker, who was confined in Charles' Tower, since pulled down, in 1666, and would seem, from the account he himself gives, to have received but very indifferent, not to say harsh treatment. In 1745 the Prince Charlie panic caused the townspeople to put their castle a little more into order, but the repairs were very slight and are certainly now imperceptible.

The **view from the Castle yard** is fine in both directions, but lacks the artistic touch given by the keep itself when we take our stand on other view-points more or less distant. Oliver's Mount, a lump in itself, its ugliness intensified by the waterworks enclosure upon it, is a sorry substitute, and northwards there is no special feature. In that direction the eye traces the coast as far as the high ground called Peak, on the near side of Robin Hood's Bay, while from 3 to 4 miles inland runs a level line of moor, parallel with the coast, looking like the edge of an old cliff and sinking abruptly to a land flowing with milk and honey between it and the present cliff. This line begins with the race-course, a little S. of E., on which the Grand Stand and the Baron Albert Tower are conspicuous, and extends over Suffield, Silpho and Harwood Dale Moors. South-eastward the sweep of the bay is seen to its end at Filey Brig and, if clear, the view extends to Breil Neuk approaching Flamborough Head (the Head itself is seen from nowhere, but the tops of the lighthouse and old beacon may be seen popping up over the cliff). Southward, inland, there is no feature.

From the Castle we pass by footpath to the Esplanade of the **North Cliff**, which forms a graceful curve on a falling gradient and goes by the names of *Queen's Parade* and *Blenheim Terrace*. The style is quieter and, from the absence of pomp and vanity, more pleasing to the eye than the ambitious rivalry displayed on the **South Cliff**. In parts of the path the cliff is slipping away and has

had to be propped. Below are the new *North Foreshore Road*, protected by a substantial sea-wall, the elegant Pier (p. 45) and the newly laid out *Gardens*, and, up to the hour of half-tide, a fine sweep of sand (better than on the S. Cliff) extending to Scalby Mill (*below*). The last house along the road is, at present, the *Alexandra Hotel*, going round which we may return by *North Marine Road*, passing, opposite the *Queen Hotel*, the entrance to the *Cricket and Tennis ground*, the scene of high festival during the cricket week early in September.

There is nothing else of special note in returning to the centre of the town, unless we turn a little way to the right down *Castle Road* to see the comfortable and picturesque looking little group of Almshouses (Buckle's), or to the *Market Hall* (pl. C 4) in *St. Helen's Square*, which is busiest on Tu. Th. and Sats.

The *Bar* (pl. C 3) is a plain archway, separating *Westborough* from *Newborough*. It is about to be removed (June, 1890).

Short Strolls.

(1) **Oliver's Mount** (500 ft. above the sea). Drive round from centre of town, 3—4 m.

This is one of the best view-points. The hill itself is lumpy and disfigured by the *Waterworks* reservoir on the top. Pedestrians may make short work of it from any part of the town, the walking distance being about $1\frac{1}{4}$ m. from the station, whence turn to the right past the *Pavilion Hotel* and crossing the *Valley Bridge* (p. 46) continue along *Ramshill Road* as far as the turn beyond the new *Wesleyan Chapel*, whence the way up, first by road and then by steep footpath, is obvious.

The *View* comprises the town, castle, and bay. South-east extends the wide strath of the *Derwent*, with the swelling wolds bounding it to the South; north-west *Scalby* and the table-lands of *Silpho* and *Harwood*—inland cliffs dropping to rich pastures that extend to the present cliffs. South-east, *Filey* may be seen. Close below is the *Mere*, and on the west slope of the ridge, less than a mile away, the *Weaponness* tea-gardens (strawberries and cream, etc.). On the west side a winding road has been made, and a footpath descends to it.

(2) **Scalby Mill** ($1\frac{1}{2}$ m. N. of the castle ridge, 2 m. from station), a pleasant walk along the north sands, except at high tide, when the cliff must be followed. The *Scalby Beck* runs in here, and an inn offers popular entertainment. If you can get across the beck you may continue along the cliff all the way to *Hayburn Wyke* (p. 61).

(3) **Carnelian Bay** ($2\frac{1}{2}$ m. S.E.) may be reached by the sands four hours on each side of low-water; at other times by cliff-path. It is a favourite resort with searchers after carnelians, moss-agates, and jaspers. A start is best made an hour or two after high-water. The walk may be varied by following the *Filey road* (continuation of *Ramshill Road*, to the crest of the hill, $2\frac{1}{2}$ m., 300 ft., *fine view*),

and there turning either on to a farm-track or, a little further, a path that is no path, and proceeding to the razor-like edge called *Osgodby Nab* or *Cross-a-Knape*—a miniature Crib-goch or Striding Edge, caused by the breaking up of the cliff. Thence by cliff-path it is $2\frac{1}{2}$ m. back to the town, $5\frac{1}{2}$ m. in all.

Another way (1 m. less walking) is to take train to Cayton station on the Filey line. From the station to **Cayton Village** (2 pub. ho., *Butcher's Arms* best) is half-a-mile. Turning from the village past the church, which has a squat buttressed tower and a 1280 inscription on the porch, we pass the new Waterworks and, on reaching a farm where the road turns square to the right, may cross the yard and, passing through a field and to the right of the reservoir, enter the Filey road almost opposite the path that leads to Osgodby Nab.

The path between the high-road and the Nab passes just over the picturesque under-cliff which forms the north side of Cayton Bay, with a fringe of sandy shore, and marred only by a couple of Waterworks chimneys. The **direct Cliff-route** enters the new South-shore Gardens (free) $\frac{1}{4}$ mile beyond the Prince of Wales Hotel (S. end of Esplanade), and on quitting them in $\frac{1}{4}$ m. is continued for about the same distance by a good path, at the end of which it becomes an ordinary field-path passing first inside and then outside the wooden rails that guard the cliff, which is in several places rapidly crumbling away. The descent to *Carnelian Bay* is simple but rough. Those who walk so far should certainly add the extra half-mile to Osgodby Nab, whence as shown above, they may return by road.

Gristhorpe Bay, best reached by leaving the Filey road about $3\frac{1}{4}$ m. from Scarborough, and bounded on the N. by Red Nab (*see p. 84*) is noteworthy for the fossils contained in its shales and sandstones.

(4) To **Scalby Village** (3 m.). Besides the high-road, there are two ways by footpath to Scalby, neither of them interesting. One passes along the right side of the Cemetery (pl. B 1), beginning in the only untidy rubbish-heapy part of the town, the other just beyond the bend at the far end of the North Marine Road—past the Alexandra Hotel (pl. A 2), down a flight of steps and through an archway. The two soon meet and, after crossing the Whitby railway, enter the high-road 300 yards short of the S. end of Newby hamlet, whence it is a short half-mile to Scalby Village.

The main road passes up Westborough, through Falsgrave (pl. E 1) and, a long half-mile from the station, just beyond the fork of the Seamer road, goes off square to the right, after which it is direct. At **Newby** ($2\frac{1}{2}$ m.), the natty little *Rosetta Inn* is on the left at the divergence of the direct road to Hackness. The main road then crosses Scalby Beck at the end of the New Cut (*p. 57*) and rises to **Scalby Village** (Inn: the *Nag's Head*, fair quarters), the street of which strikes off to the left, the station being a little way off in the other direction.

Scalby Church ($\frac{1}{4}$ m., through village) is prettily placed on an eminence above the stream. It has a graceful E.E. south aisle,

and the upper part of the nave has been rebuilt in Dec. style. There is stained glass in the chancel and, within, the E.E. chancel-arch and the round pillars with plain, square capitals may be noticed ; also the pretty E. window.

From Scalby the road rises for $1\frac{1}{2}$ m. to *Suffield*, and those who are not making the Hackness excursion separately will find ample reward for the climb.

N.B.—The Rosetta Inn is within, the Nag's Head without, the 3 mile radius of Scarborough.

(5) **Stepney Top**, $1\frac{3}{4}$ m; the **Racecourse (Grand Stand)**, $2\frac{1}{4}$; **East Ayton**, $5\frac{1}{2}$; **West Ayton (Forge Valley Station)**, $6\frac{1}{2}$. The best inland walk from Scarborough. Those who simply go as far as the race-course and return by the high road reduce the walking distance to a little over 4 miles, and get the cream of the excursion, but by proceeding you have a breezy walk over the down and may take a dip into the recesses of Forge Valley without adding more than half-a-mile to the distance. The route across the course to Ayton is drivable.

From the Station follow the main thoroughfare, Westborough and Town Street for half-a-mile ; then turn left along the Seamer road and right again at the fourth turn,—*West Bank*. From the South Cliff the route is up the (Ramsdale) *Valley Road*, which enters the Seamer road opposite West Bank. West Bank, as a street, is a *cul-de-sac*, but at its end a footpath begins, winding steeply up across a field and through a beech-wood, on emerging from which it drops to cross-roads ($1\frac{1}{4}$ m.). Take the road almost straight ahead which, after a rise and fall, reaches a farm called *Rose Cottage* (ginger beer, etc.) ; opposite this the footpath begins again, crossing a field to a stile that leads into a steep larch-planting. The top of this (**Stepney Brow**) is the ridge of the inland cliff that extends with little breaks many miles to the N. from 550 to 700 feet above the sea. There is a fine retrospect, where the trees permit, of the castle, town, and sea.

Hence the path goes to the main road, after crossing which it ascends direct to the race-course, which it enters some way S. of the Grand Stand, a most commanding point of view, almost as much so as the beacon-tower, half-a-mile further, which is inscribed with the name of Baron Albert.

Hence a descent may be made into Lady Edith's Drive (*p.* 57) and the return to Scarborough made by the Scalby road (4 m.).

Those who proceed to Ayton will, after going up the course for—say 200 yards (*not* as far as the Grand Stand) make tracks diagonally across the moor where there are wheel-marks, entering enclosed ground again in about $\frac{1}{3}$ mile. Two farms, *Rigg's Head* and *Box Hill*, are seen ahead, and the lane thus entered, after skirting a stunted fir-planting on the left, passes half-way between them. It then reaches the heather. From a slight depression, grown with whins, a little further on, you may cut off a corner by bending to the left along a black peat-path. The cart-route soon comes to cross-lanes.

The track straight on reaches in $\frac{3}{4}$ m. a farm called *Osborne Lodge*, on the brink of the wooded part of **Forge Valley**, the sylvan depths of which may be reached 2 miles above Ayton station by going a few yards to the left and then dropping by a footpath through the wood to the road.

Here, taking the left turn and passing the point at which the short cut comes in, we go through a fir-planting, with a keeper's house on the right, and, re-entering cultivation, gradually descend and enter another road in a short mile.

Doubling back sharp along this road you come almost at once to a gully along which, on the far side, runs a cart-track. Follow this. The gully is singular—quite dry and as evenly cut out as a road. At the foot of it *Forge Valley* is entered $1\frac{1}{4}$ m. N. of Forge Valley Station (West Ayton).

Going straight on, the lane enters the main roads from Scarborough at **East Ayton** (Inn : *Denison Arms*), a village of no note, separated from West Ayton (Inn : *Star*) by the Derwent just as it issues from Forge Valley. The Station (called *Forge Valley*) is at the far end of West Ayton (1st turn, 3 min. beyond the Star Inn ; and 7 min. beyond the Denison Arms).

At West Ayton, on an eminence above the road are the picturesque remains of an *Edwardian Castle*.

Rides.

1. **The Hackness Drive and Forge Valley.** This is the favourite circular tour from Scarborough, exceedingly pretty, not fatiguing, and easily accomplished between meal-times. *Public Wagonettes* (1s. 6d. and 2s.) make the round every afternoon—the outer journey by Seamer, the return by Scalby. The charges for *private carriages* are:—one-horse, 12s., two-horses, 21s., plus driver. A far more interesting route is the direct one over the hill to East Ayton. A divergence of $2\frac{1}{4}$ miles from Hackness Village to Langdale End will give visitors a very fair idea of the wilder features of the moorland district between Scarborough, Pickering, and Whitby, especially if they devote an extra half-hour to the little Sugarloaf Hill at Langdale End—a very easy matter—and the objection of returning by the same route to Hackness Village may be removed by breasting the hill from Langdale End to Broxa and descending through Lowdale to Hackness Church, half-a-mile above the village (walking distance, $2\frac{1}{2}$ m.). Another variation is to make the outward journey by the Scalby road and Lady Edith's Drive, and this is better than the Seamer route, especially if, after entering Forge Valley, you go about half-a-mile down it and back again. In any case the return journey should be made through Suffield and Scalby for the sake of the fine view that breaks upon the eye at the summit of the Suffield hill.

The Route. The wagonette route runs through the valley parallel with the railway to within a mile of Seamer (4 m., *Londesborough Arms*), and then goes north-west to East Ayton (6 m., *Denison Arms*). The direct road ascends to the south side of the race-course, affording fine views, and then drops gradually to

Ayton, whence turning to the right it descends, after a slight rise, into **Forge Valley**—a narrow and deep defile with steep, thickly wooded slopes on both sides. In two miles the valley expands into a level, green and rather monotonous strath, a little short of which Lady Edith's Drive comes in through a green gate on the right.

Lady Edith's Drive. Those who adopt this route leave Scarborough by the Scalby road (*p.* 54), and $1\frac{3}{4}$ *m.* from the Station, after passing a direct path to Raincliffe and crossing a small beck, turn sharp to the left (corner cut off by short footpath) into the Drive. Then passing to the left of Throxenby Hall, and to the right of a small mere, the road soon enters the wood that descends steeply from the race-course hill. A little further on, a path, striking right, will cut off a corner for pedestrians, landing them on the main road at the bridge over the New Cut (*see below*). The Drive joins the main road through Forge Valley at the point named above ($4\frac{1}{4}$ *m.*).

A third of a mile after issuing from the wood the road crosses the **New Cut**—a relief-channel by which the surplus waters of the Derwent, after heavy rain, find their way into the North Sea direct instead of by the circuitous route past Malton and into the Ouse. It seems strange that they should ever have taken the latter course. Except the Tamar between Devon and Cornwall we can think of no other instance of so eccentric a proceeding on the part of any British river.

Nearly a mile beyond the New Cut is the *Everley Hotel* (6 days' license), an excursionist's inn which has superseded the former Johnstone Arms in the village of Hackness, $\frac{3}{4}$ mile further on, where the valley splits into two.

Hackness Village to Langdale End, $2\frac{1}{4}$ *m.* The cottages and gardens of the village line the N. side of this road for a few hundred yards. Then the substantial mansion of *Hackness Grange* is passed on the left and, soon after, a branch road strikes off up the tributary valley of *Troutsdale*, a deep cleft in the flat-topped moorland. Our road then, after a considerable rise, drops steeply to the bridge over the Derwent $\frac{1}{4}$ *m.* short of *Langdale End* (pub. ho. *The Moorhen*, 6 day's license), which stands on the brow of the next rise. In front is a conical little hill called the **Sugarloaf**, attainable in 10 minutes by a path that starts from the crest of the road, and forming the south end of a sharp ridge which, after a slight fall, rises to a greater height between Hipper Beck and the Derwent. The Ordnance Survey is woefully deficient in heights hereabouts, but Langdale End is about 300 feet above sea-level, the Sugarloaf 520, and Broxa, to which we shall shortly climb, 600.

The view from the Sugarloaf gives one a very fair idea of the character of these moorlands. The prettiest feature is the narrow, wooded defile of the Derwent itself, while to the west of the Sugarloaf ridge are a host of little valleys meeting below our feet and piercing a level moorland that sinks into them in several bold bluffs, the chief one of which (800 ft.) is called, as far as we could gather, *Jerry Noddle*, but the Ordnance despises names, comic or serious, for the greater number of these heights. A little to the right of it appears the flat artificial-looking summit of *Blakey Topping*.

The road onward on the left side of the main valley (we have not travelled it) pursues an up-and-down course for about 4 miles as far as a shooting-lodge called *Red House*, near which, we believe, a track leads up to the edge of the moor (about a mile N. of the *Bridestones*, *p.* 60), and keeps along it and across the moor till it joins the Pickering and Whitby road at the top of the steep hill that descends to the *Saltergate Inn* (*see p.* 63). The view from the sharp turn some way down this hill is very striking—a deep valley in both directions. It is about 7 miles from Langdale End to Saltergate Inn. From the sharp turn in the road a moorland path will take you in about $3\frac{1}{2}$ miles to *Levisham Station*.

For **Broxa** (from the Sugarloaf) either return to the bridge over the Derwent and take a steep path up to the hamlet, or, at risk of a slight wetting, cross the stream below the Sugarloaf and climb by the obvious path. In the former case when through the farms that form the hamlet take the lane to the right and follow it (avoiding a footpath that looks like a short cut) down a deep and steep gully till it joins the watery lane in the depths of **Low Dale**, a narrow valley cultivated in the lower and wooded in the upper part of its slopes. This lane comes out in $1\frac{1}{4}$ miles a little short of Hackness Church.

Beyond Hackness village our road enters a tributary valley, *Low Dale*, and in half-a-mile reaches **Hackness Church** (generally open) and churchyard, surrounded by fine timber and deep-set amid wood-crowned heights—a typical English scene.

The Church is mostly Norman and E.E., but has a Perp. East window. It consists of tower, small octagonal spire, chancel, and nave with aisles. Outside, note the stepped gable at the E. end and the square buttress of the tower. Inside, the round arch between nave and chancel is the earliest part of the church. There are also two Norman arches (quite plain) between the nave and the S. aisle, while on the opposite (N.) side are three Pointed ones. The roof is of oak. Over the altar-rails is a high-relief Monument by Chantrey to Margaret Anne Johnstone (*d.* 1819, *et.* 24). The pulpit is of oak, the font of stone with marble legs and oak canopy. In the S. aisle, under a Jubilee window, is a fragment of an old cross—one of many, dating, it is said, from the time when the monks of Whitby, driven from their home by pirates, built and occupied a monastery here.

A little W. of the church a road to Whitby goes off, beginning in 200 yards the corkscrew ascent of Silpho Moor. Pedestrians can go straight up.

Hackness Hall (Earl of Derwent) is $\frac{1}{4}$ mile beyond the church. It is a plain Italian building with an enriched pediment. From it the road, unenclosed at first, ascends through a finely timbered park, or rather dell, the lower part meadow and the upper wood. Beyond the Lodge-gate there is a steep ascent to the hamlet of **Suffield** (550 *ft.*), whence the long $1\frac{1}{2}$ mile descent to Scalby affords a very fine view across the low ground to the sea and Scarborough Castle. The road through Scalby village (*p.* 54) passes the Nag's Head Inn, but the direct route omits the village and passes ($2\frac{1}{2}$ *m.* short of Scarborough) the Rosetta Inn (*p.* 54).

2. **Filey** (*carriage there and back, 15s.*). There is little to describe on this route. The road is better than the rail and worse than the cliff. It affords, however, a capital view from its highest point ($2\frac{1}{2}$ *m.*), over the bosky undercliff that rises from the N. side of Cayton Bay. Pedestrians will do best to take train to Filey and return almost as far as this point by cliff (*see p.* 83).

3. **Thorntondale, 16 m. (rail), and the Bridestones, 23 m. (road and path).** The road passes through a succession of villages more or less interesting, that lie at the foot of the southern slopes of the moor. It is a pleasant drive, but pedestrians will find it to their advantage to take train to Thornton Dale and thence to walk

(driving is just practicable for the first 5 miles ; ask at the Post Office) the seven miles up the valley to the Bridestones. The Bridestones (not marked on the Ordnance Survey), huge blocks of gritstone cropping out on the edge of the moor, are well worth visiting, and the walk up the valley to them is very pretty. There is no getting to them without walking, the nearest stations being Thorntondale, 7 *m.* ; Pickering, 7 *m.* ; and Levisham, 5 *m.* The least exertion is, perhaps incurred by hiring from Pickering to the *Fox and Rabbit*, 5 *m.*, mostly uphill on the Whitby road, whence the exact locality will be pointed out. From Levisham Station, you can either follow a path round the bluff on the east side of the line to the point on the Pickering and Whitby road just above Saltergate Inn (*p.* 64), and thence strike across the moor (*p.* 64), nearly 7 miles in all, or you may ascend to Levisham village (*pub. ho.*), 1½ *m.*, and thence proceed to Lockton, where the innkeeper will put you on the right track. From Levisham Station to the Bridestones will be about 5 miles, and thence, down the valley all the way to Thorntondale Station (½ *m.* beyond the village) a good 7 more. We may be tediously precise in giving these details, but native intelligence, except at the inns above mentioned, is quite at sea, and if you enquire of two residents, the only result will be a wrangle between them as to the distance and the route.

The Route. The branch line to Thorntondale and Pickering strikes out of the main line at *Seamer Junction* (3 *m.*) and, running parallel with the base of the moors, calls at a succession of villages of which Thorntondale is far the most interesting.

Thorntondale. It is half-a-mile along one straight street with the beck flowing by its side, from the station to the centre of the village (*New Inn*, and one or two others. *Post leaves 5.20 p.m.*), which lines the Scarborough and Pickering road. At the junction is an old *cross*. The *Church* occupies a knoll beyond the National School, a row of alms-houses and the Grammar School (founded in 1657), on the far side of the beck, which is crossed by a bridge. It has a turreted Perp. tower, and a rebuilt chancel, with painted Memorial windows and a chancel-roof rising above the nave. The nave is separated from the aisles by four Pointed arches on each side, with clustered columns. Note on entering the very old oak alms-box. Within the altar-rails on the N. side is a recumbent figure under a trefoil Pointed arch with carved finial. On the S. side are three plain sedilia, restored.

The limpid stream that skirts the main thoroughfare is the main one which comes down all the way from the Bridestones.

Starting from the Cross we follow the Whitby road for a furlong and then, at the quarries, take the right-hand turn, going left again 300 yards further by a road that skirts the lower side of a fine wood and then crosses open ground to the quaint *church* of **Ellerburn**, reputed amongst the oldest in the county, as it is certainly about the most primitive. It consists of chancel, aisle, and porch, and has a blank West window, hidden behind

buttresses that support the squatness of towers. Note on the S. wall (E. side of porch) the remnant of an old scrolled Maltese cross. In striking contrast is a granite memorial column in the churchyard, to the Dobson family.

A little beyond Ellerburn, where what seems to be the main road descends to and crosses the beck, do not follow it but keep on through a gate that fronts you along a less-used cart-track, with the beck a field or two's space below and the hills rising to moorland on either side. Several tributary becks come in on the right (opposite) side of the valley, and presently our own track, somewhat improving, passes through a nutter's Paradise, varied with other timber. *Low Dalby Farm* is 3 miles beyond Ellerburn, on the opposite side of the beck; do not cross to it, but keep on past *High Dalby Farm*, a short mile further, still without crossing, till, $\frac{1}{2}$ mile further, the main valley bends sharp to the right at a cottage. Turn up this in front of the cottage. Beyond High Dalby Farm the cart-track ceases, but you have only to stick to a footpath some way north of the beck, resisting all temptation to turn up hill to the left, and in $1\frac{1}{2}$ miles from the cottage you will come into view of the Bridestones high up the hill in front. At *Low Staindale Farm*, a little further on, you may get a draught of milk, and then, passing behind the house, you enter a road only to leave it almost at once at a gate between two ash-trees, where the road drops into the main valley. Go through the gate and keep up the tributary grassy dell, crossing and re-crossing its beck, if you like, till it splits again into two cloughs—a charming scene with its stunted timber (birch, &c.), heath, bracken and gorse. Hence you see the Bridestones high up on the right, and a path through the heather takes you to them.

The stones (**Bridestones**) on this ridge are, if we recollect right, six in number—bosses or excrescences of gritstone rock, 10 to 20 feet high and quite isolated from each other. The most remarkable is the "*Saltcellar*," which measures about 10 yards round at its base—or waist—and perhaps three times as much in its upper part; very like the rock of the same name on Derwent Edge, near Sheffield, and a gritstone "*Cheesewring*." The others are only noteworthy for their size. There are two or three more across the hollow, north-westward. Whether these singular rocks have, as is said to be the case with the similar ones on Derwent Edge, been worn into their present state by the action of the sea, we leave to abler authorities to decide. They are only less wonderful than the famous Brimham Rocks near Harrogate.

Hence to **Saltergate Inn** (3 m.) strike northward across the black heathery moor till you come to a path along its edge about a mile away; for **Lockton Inn** (3 m.) return to Low Staindale Farm and ascend by a road from there; for **Fox & Rabbit** (5 m. from Pickering) return as far as the cottage at which you turned to the right coming up, and thence take the road up-hill. Between the Bridestones and the high-road (Pickering and Whitby) we have not tried these routes, but there is a wide view across the moor, and with the aid of the map there can be little difficulty in finding them.

4. **Hayburn Wyke**, $7\frac{1}{2}$ m. by rail or road. *Pedestrians should go by rail and return along the cliff, 7 m. walk.*

One of the prettiest scenes in the neighbourhood of Scarborough is a long wooded gritstone dell opening on to the sea and intersected by a network of walks laid out by a previous proprietor. The whole is in the tenancy of the innkeeper, and 1d. is charged for admission. The inn, close to the entrance and the railway station, has five or six bedrooms (*bed and sitting room, 21s. a week; full board and lodging, 5s. 6d. a day*) and extensive accommodation for excursionists. It is, perhaps, as well to engage the services of one of the local little "Ariadnes" to show you the best way through the "Maze" at a small remuneration. Otherwise the following brief directions may suffice:—In an hour the walk may be leisurely made.

Start through the entrance gate, between the old, ivy-covered, part of the inn and a shed, and go alongside the palings for 40 yards; then sharp left and at once right again (diverge to Terrace and back); then wind down to right between scrap of wall (r.) and rails (l.); then left sharp and (60 yards) sharp right again. Five yards further, left, and then as straight as you can go. The foliage is very varied—oak, chestnut, hazel, walnut, holly, brambles etc. In another 150 yards the path joins a wider track, and 100 yards further turns left again, passing an arbour, from which there is a pretty view: then it joins a cart-track which drops direct to the shore

The strand is of rough stones blackened with seaweed up to high-water mark. The broken gritstone cliff is scalloped into grass and dock-grown hollows in its upper part. Southward, where the cliff is highest and feathered with wood, it is quarried. The tiny fall by which the fresh water drops on to the shore is picturesque, and the shore shows signs of wreckage.

† The cliff northward may be climbed and followed as far as Raven[†]Hall (Peak Station, 4 m.), but we hardly recommend the diversion. In places the ploughed land reaches the edge of the cliff.

It is best to go back to where you took the last turn—into the cart-track—and then turn along a path that for a few yards is very wet and sticky. This gives you a good view of the dell and, avoiding turns to the left, you will cross the stream by a wooden footbridge, and may proceed 200 yards further. Then back across the bridge, and, taking one of the right-hand turns beyond the shed, you will have a choice of tracks, all leading back to the entrance. It is best at first to keep well to the right so as to have a good view of the dell.

Cliff-path back to Scarborough (7 m.). Ascend from close to the quarry, which is reached by a lane and a line of rails, and thence stick to the cliff the whole way. There is no difficulty till you get to the Scalby Beck opposite Scalby Mill, a little short of which all recognized path ceases. At low tide you may get round;

at high the beck has to be crossed, not difficult unless the water is high. From the Scalby Mill Inn, on the S. side, it is $1\frac{1}{2}$ miles to the centre of Scarborough.

5. Silpho (Suffield) Moor; back by Hackness (14 to 15 m.; single-horse carriage, 15s.; double, *abt.* 22s. 6d.). *Most of the driving road over the moor is more recent than the Ordnance Survey, and is consequently not marked upon it.*

This drive is taken for the sake of the views from the brow of Silpho Hill and the descent by the "Corkscrew" road to the depths of Hackness. Scalby is passed both going and returning. Those, however, who have already travelled from Scalby to Hackness will do better to return by Lady Edith's Drive (*p.* 57), adding a mile or so to the distance, but avoiding the hill. This route may even be taken if you have not already visited Hackness; in which case walk or drive half-a-mile or so up the glade, passing the Hall. The scenery of Hackness is about the Church and the Hall rather than at the spot marked as the Village.

The drive as far as Suffield is the one described in the return route on *p.* 58. Taking the Scalby road and passing ($1\frac{1}{2}$ m. from station) the entrance to Lady Edith's Drive (*p.* 57), the straight road is quitted either at the neat little *Rosetta Inn* ($2\frac{1}{2}$ m.), or at Scalby village $\frac{1}{2}$ m. further (*Nag's Head*), and then, beyond Scalby Church, begins the long ascent to Suffield (*abt.* 600 ft.) with a beautiful view during the ascent. From Suffield the Silpho road bends back very sharply to the right. Pedestrians may have cut the corner by an obvious path. Once on the moor, which is for the most part cultivated, the road keeps more or less near the eastern edge of it, affording a wide view of the pleasant village-studded country below and of the sea from below the Peak to Scarborough Castle. It is worth while to turn aside to the bold bluff over Beacon Grange (*abt.* 630 ft.).

Pedestrian Routes. Those who have already climbed the hill from Scalby to Suffield may either try another route from Scalby or keep in the train as far as the next station, *Cloughton*, whence are two pleasant ways up to the moor, through Cloughton village and Burniston respectively.

(1) **From Scalby Station**, $2\frac{1}{4}$ m. to *cliff-top*. Turn right at the cross-roads at entrance to village; then left three times at distance of $\frac{1}{2}$ m., $\frac{2}{3}$ and $\frac{1}{2}$ again. From the last turn a road ascends the clough to the top of the cliff.

(2) **From Cloughton Station**, (a) *by Burniston* ($2\frac{1}{2}$ m.). Turn left (S.) along the main road for $\frac{1}{2}$ mile; then, at entrance to Burniston, right and left again in another furlong. The lane thus entered, joins the Scalby route (*see above*) in a mile.

(b) *Through Cloughton Village* ($3\frac{1}{4}$ m. from station to *cliff-top*). Turn right, along main road, through Cloughton Village and at the upper end just beyond the "Red Lion" (small inn) take the left fork and, after ascending for 5 minutes go through a gate on the left—the second of two with a fence between them—on to a farm-track which takes you over a slight rise (keep direct) and passing to the right of a new house, *Lind Head Lodge*, enters a road at right angles. Turn left, down the crooked hill, to Lind Head Beck, and enter another cart-track on right on the far side of the beck. This leads, first alongside the beck, to *Kirklees Farm*, 50 yards short of which is a small lime-kiln, at which, taking the cart-

track to the left, you will ascend nearly straight, to the right of Silpho Brow Farm and up the small hollow beyond, at the top of which is the carriage-road from Suffield.

From Suffield Farm it is nearly 2 miles ($1\frac{1}{4}$ and 200 yds. from where the above footpaths join) to the turn—square—for Silpho hamlet ($\frac{3}{4}$ m.), which stands in the centre of the moor. Small depressions, with becks, tributaries of Low Dale, are seen on the right, and there is a deal of fir-planting; in fact, the bracing air of Silpho is in parts impregnated, like that of Bournemouth, with the exhalation of the pine. **Silpho** consists of a few scattered houses, beyond which the road, bending South, goes through a gate and in $\frac{3}{4}$ m. turns left at a limekiln (the old track goes on straight down the woody gap) and descends by one large and several smaller corkscrew-like windings through the fine woods of Hackness to a point in the main Hackness road almost opposite the church. *For Hackness and the return route see p. 58.*

6. To Peak Station (rail), 10 m.; Peak to Flask Inn (track), $4\frac{1}{2}$ m.; Top of Moor (Lilla Cross), $7\frac{3}{4}$ m.; Pickering and Whitby high-road, $10\frac{1}{2}$ m.; Saltergate Inn, 12 m.; (—Levisham Station, 16 m.); Pickering Station, 21 m.

To obtain a really proper understanding of this wild and, in places, really pretty moorland region, visitors cannot do better than take this walk. If taken in the reverse direction, a conveyance may be hired from Pickering to Saltergate Inn, and it is best to descend to Filing Hall Station (between Peak and Robin Hood's Bay) as by so doing you substitute for the $4\frac{1}{2}$ miles between Peak and Flask Inn (half of it across the moor) two miles of good road. The advantage of quitting the train at Peak on the outward journey is that Peak Station is almost on a level with the moor, whereas Filing Hall is several hundred feet down. Get away by the early (7 o'clock) train if possible, and do not go unprovided. The victuals obtainable on the way are of the poorest, though when the sound of the horn and the cracking of the whip were heard on the wild upland road, instead of the railway whistle in the winding valley below, the Saltergate Inn was an important change-house. At present perhaps the best house of call is a small one at Lockton, $\frac{1}{3}$ m. W. of the main road, 6 m. short of Pickering. There is another small house, the "Fox and Rabbit," at the junction of the Pickering and Thorntondale roads, 5 m. short of Pickering.

For the rail to Peak Station see p. 90.

Route from Peak. Going ahead alongside the line from the station you join, at right angles, the road from Raven Hall near the far end of the tunnel that marks the highest point of the line between Scarborough and Whitby (500 ft.). The road runs straight, and passing a new church and vicarage reaches (1 m.) the *Raven Hill pub. ho.* (locally "Blue Robin"). Here turn up the main road to the right and in a short $\frac{1}{2}$ mile, when it ceases to be enclosed, take a cart-track on the left, at an undecipherable guide-post, and follow it all across the moor. At 4, 5, 15, 20, and 25

minutes tracks diverge in various directions, but keep as straight as possible, passing about 200 yards to the right of two distinct hummocks (tumuli). In half-an-hour or so the track passes to the left of some cottages, and in another 5 minutes it joins the Scarborough and Whitby road just short of the point at which cultivation is re-entered and a good mile short of the *Flask Inn* (very poor), which is 3 miles from Filing Hall Station and $4\frac{1}{2}$ from Robin Hood's Bay by a good road.

Proceeding, from the inn, turn on to the moor at a gate nearly opposite the 6th telegraph post. The path thus entered goes through heath and bracken, and from the side of a wall drops to a swamp, where it joins a cart-road at a slab-bridge ($\frac{3}{4}$ m. from inn). Hence follow the cart-road through a dirty cutting, at the top of which avoid a sharp bend back to the left. A little further the track forks, the main branch descending to the left and crossing a beck. It is better to keep on and cross about the head of the depression. In the breeding and shooting seasons common courtesy suggests that the tracks should be kept to as far as possible, though hereabouts they are very difficult to follow. The general direction is south-west, leaving a conspicuous lean-to building in the midst of the moor more than a mile away on the left. Presently you see, on the sky-line in front, a stone about 3 feet high, and a good half-mile short of it you will pass by or near to a pond. There are several of these stones on the ridge, incised with a C and a cross. The principal one, a little S. of the one first seen, is half-destroyed. It is called **Lilla Cross**. Though the elevation is not more than 1,000 feet, the scene from all about ere is almost the acme of desolation—wide reaches of sable heather-grown peat, fold over fold, with a glimpse of cultivation and sea in the East. One of the crosses is 7 feet high. *Blakey Topping*, $3\frac{1}{2}$ m. away, a little west of south, is a conspicuous object from hereabouts, looking like a great tumulus.

In descending, still S.W., the track follows the ridge and is for the most part quite plain. In a long $1\frac{1}{2}$ miles it crosses the *Eller Beck* close to a new wooden shed and thence, for some time on the rise and alongside an old wall, joins the Whitby and Pickering road at a sign-post 11 miles from Whitby. This road, which maintains a higher average level than, perhaps, any other in England, except perhaps about Buxton, is, considering the little use now made of it, very well kept. To **Saltergate Inn** the distance along it is $1\frac{1}{2}$ miles, and then comes a short but very sharp rise to the top of the moor again.

From the sharp turn, $\frac{2}{3}$ way up, there is a "surprise" view. Standing on a narrow isthmus, you have a deep valley in two directions.

Hence a track starts to the right and goes to Levisham Station, $3\frac{1}{2}$ m., not, we believe, dropping into the valley till the station is approached.

By another track, going to the left from the top of the hill, the **Bridestones** (p. 60) may be reached in 3 miles, the last mile, as far as our explorations from the stones could make out, over heather without any defined path.

The main road now keeps due south along the high ground, and in 3 miles from Saltergate a road on the right leads at once into **Lockton** village (*small inn*), whence it is 1 mile to **Levisham** village (*pub. ho.*) and $2\frac{1}{2}$ to Levisham station, at the bottom of the valley.

Returning to the high-road (the corner may be cut off) we come in 1 mile to the *Fox and Rabbit pub. ho.*, where the road forks, the right hand branch descending gradually to Pickering ($4\frac{1}{2}$ m., p. 77), and the left hand to *Thorntondale* (4 m., p. 59).

Excursions by Rail.

Castle Howard and Kirkham Abbey.

Train to Malton, 21 m.; Castle Howard, 26; or Kirkham Abbey, 27. Carriage and pair from Malton (6 m.) and back, 20s.; for carriage from Castle Howard or Kirkham Abbey, 3—4 m., write beforehand to Crown & Cushion Inn, Welburn (near York), or to Mr. Studley, Welburn.

Visitors are kindly allowed to see the House at Castle Howard every week-day from 11 to 1 and from 2 to 5. The grounds and gardens (except the glass-houses) are also open.

This excursion is a real treat to lovers of scenery and art. The house and grounds are somewhat formal, but, in their way, surpassed by few in the country, while the art-treasures—principally pictures—will delight everybody who measures his enjoyment by quality rather than quantity. As at Chatsworth they are shown daily at an optional fee and by a thoroughly well-informed cicerone.

Leaving by a morning train, the return is easily made in time for the *sine quâ non table-d'hôte*. Pedestrians will find their account in taking train as far as Kirkham Abbey; walking thence to Castle Howard; lunching at the Crown and Cushion, and returning by train from either Castle Howard station or Malton. If the former, the total walking distance will be 7 to 8 miles; by Malton, about 11 to 12. Malton has the advantage of extra trains (express) stopping at it.

The Route. Scarborough to Malton, Castle Howard, and Kirkham Abbey Stations, see p. 42.

(a) From *Malton* the road passes ($5\frac{1}{2}$ m.) the N. end of the Castle Howard Lake, and then turns left along the straight drive through the Park.

(b) From *Castle Howard Station* the road ascends through a wood and goes direct to **Welburn** ($1\frac{1}{2}$ m.; *Crown & Cushion*, and a *Temperance Inn* close by), whence it is 2 miles to the house (p. 66).

(c) From *Kirkham Abbey Station*.

Kirkham Abbey. The scant remains of this Abbey, or Priory, are very pleasingly placed in the most romantic part of the Derwent valley, and of such a character as to make one regret their scantiness. They are just across the bridge from the station. Key (if needed) at Lodge beyond.

The Abbey is said to have been founded in the 12th century for monks of the

Augustine order by Walter L'Espece, leader at the battle of the Standard, to whom also are credited Rievaulx and Wardon—the latter in Bedfordshire. The legend goes that L'Espece's son was killed by a fall from his horse, which was startled by a wild boar (the rhyme relating the misadventure is on sale at Helmsley); that a part of the cross in front of the gateway is the stone against which he fell, and that the high altar marked the spot where he died.

The only remaining parts are the gateway; a three-lancet window complete, and what should be the East end of the choir, but is not, the plan of the building being, like Rievaulx, at variance with the usual points of the compass; also the walls of the cloisters.

The *gateway* is a wide, slightly pointed arch, with gabled pediment. Above it, below the cornice, is an arcade. There are three niches with figures—the left-hand one headless; the upper mutilated, and the right fairly perfect. On both sides is a Dec. window with tracery complete, and a narrow blind arch beyond each; at the N.E. angle a crocketed turret. There are also several coats of arms and grotesque figures under small canopies—human beings on the right and a very singular hybrid with twisted tail on the left.

~ Opposite this gateway, besides the cross raised on steps, is the *Manor-house*, with two busts on its front wall.

The fragment of the *Chancel* is singularly beautiful; consisting of one lancet window of 3 lights supported by buttresses outside, where are what remains of two stone coffins. There is also the spring of a second arch over a richly foliated capital.

The *Cloister Quadrangle* contains a Norman doorway with bold zigzag ornament; two pointed arches in a recess with three blank arches in each, and a pointed doorway with remains of a passage with groined roof at the S.W. corner.

There is some fine timber on the hilly ground south of the cloister.

From the Station for Castle Howard, ascend the hill and turn right at cross-roads. Whitwell Church spire is seen on the left. Then we cross the main road and proceed between two big posts. The Carlisle Monument (*see below*) is seen on the left. At a slight turn the mansion comes into view, with the Hambleton Hills in the back-ground. Go through a gate and keep straight down to Welburn, passing to the left of the new church—a plain but graceful building with a spire.

The **village of Welburn** consists of one street running along a slight depression. The inns are a little way up it. For Castle Howard you cut off a corner by crossing a field from the far end of the street and so entering the main avenue, which extends in a straight line from the Monument at its S. end for a length of nearly two miles to the obelisk at the N. end, passing under an archway and then up to the entrance lodge (MDCXCIX). The avenue is formed by trees—nearly all beech—planted in square groups of 16 as far as the lodge, beyond which is a double row of limes.

The **Monument** at the S. end is a Grecian column upwards of 100 ft. in height, raised on a platform and surmounted by an urn with gilded flames. It was erected between 1870—80 by public subscription in memory of the seventh Earl of Carlisle (*d.* 1864), and occupies a commanding site (abt. 300 feet) at the ridge of the so-called Howardian hills. Among other offices the late Earl occupied the Chief Secretaryship for Ireland from 1835 to 1841 and the Lord Lieutenancy of the same country from 1855 to—with one year's interval—1864. The present owner of Castle Howard is George James Howard, 9th Earl of Carlisle.

The **Obelisk** at the N. end is in honour of the Great Duke of Marlborough.

From the lodge a path strikes away to the right and brings us into the drive again, some way short of the visitors' entrance, where, if there is another party already in occupation, we must bide our time.

Castle Howard was built about the same time as Blenheim (1702) and by the same architect, Sir John Vanbrugh. It occupies the site of a previous castle, which was burnt down. The style is severely classical, and the building consists of a central block and two wings, in all 320 feet long. The west wing was added later. The centre, reached by a flight of steps, is adorned with a row of pilasters supporting an entablature and pediment. On the north side the wings project a considerable distance, and the centre has a Corinthian portico and a handsome cupola—one of the most striking features of the castle. At the foot of the slope that descends from this side is a large and picturesque lake backed by a low range of hills.

Entering at the N.W. wing, we very soon raise our eyes to an example of one of the chief features of the place—the *frescoes of Pellegrini*:—the Fall of Phaethon, on the walls of the cupola. Other subjects treated by the same artist are Apollo and Marsyas, Vulcan, Midas, Pan, Aurora, etc. The story of Esther is represented in Gobelin tapestry, and in one or more of the rooms there is Brussels tapestry after designs by Teniers. Antiques, specimens of Roman pavement, statues, china, and other treasures abound.

The chief interest centres in the *pictures*, which are fortunately not too crowded to be individually appreciated. The most celebrated of them, however, the "Adoration of the Kings," by Mabeuse, has been removed to the proprietor's residence in Cumberland. As others are liable to be shifted or taken away altogether at any time, we shall content ourselves with a short list given alphabetically according to the names of the artists.

"The chief strength of the collection lies in capital works of the Caracci and their scholars, as well as in Flemish pictures of the time of Reubens." *Waagen's Treasures of Art in Great Britain.*

Bellini (Giovanni) :—The Circumcision.

Bol :—Boy holding goblet.

Caldecott :—Hunting scenes.

Canaletti :—Large view of Venice, and many others, forming almost a complete picture gallery of that city.

Caracci (Agostino) :—Virgin and Infant Christ presenting Cross to St. John.

Caracci (Annibale) :—The Three Marys—considered the finest picture in the collection; portrait of himself, by the side of it; Boy and Girl teasing a cat; etc.

Caracci (Ludovico) :—Entombment of Christ, figures life-size.

Claude :—Landscape.

Cuyp :—Landscapes.

Costa :—Modern pictures.

Correggio :—Virgin and Child, and St. John.

Domenichino :—St. John the Evangelist.

Gainsborough :—Girl (very intent) and pigs; Lady attired as housemaid (unfinished).

Honthorst (Gerard) :—Finding of Moses, life-size.

Janet (alias *François Clouet*):—Collection of portraits, in white and black chalk, of chief persons from the time of Henri II. to Henri III.

Jansen:—Founders of Carlisle family.

Lely (*Sir Peter*):—Portraits of James II., as Duke of York, etc.

Mignard:—Descartes.

Rembrandt:—Portrait, supposed to be of a pupil.

Reynolds (*Sir Joshua*):—Portraits of Omai, native of Otaheite, brought to England by Capt. Cook; fifth Earl of Carlisle, etc.

Rosa (*Salvator*):—St. John with dove.

Rubens:—Herodias, with head of John the Baptist; portrait of Thomas Howard, Earl of Arundel.

Rysdahl:—Sea-storm.

Saracino:—Dying Virgin surrounded by Apostles.

Snyders:—Two snarling dogs.

Steven (*Gans*):—Marriage festival.

Tintoretto:—Adoration of the Shepherds; two landscapes—sacrifice of Isaac; The Temptation, etc.

Titian:—Butcher's dog and three cats; portrait of Philip II. of Spain; Man and hawk.

Vandyck:—Portrait of Frans Snyders, the painter; James, first Duke of Hamilton; Elector Palatine, etc.

Velasquez:—Portrait of Mariana of Austria, etc.

Westall:—Eloise.

The *Museum* contains an interesting collection of antiquities:—Greek vases, funeral urns, classical statues, old marble, mosaics, and in particular a round altar brought by Nelson from the temple at Delphi—with an inscription to that effect.

An original model of Lorenzo de Medici by Michael Angelo is to be noted.

There is also to be seen (on request) a wonderful wine-cooler of bog-oak mounted in silver gilt, which was presented to the seventh Earl after his defeat (as Lord Morpeth) in the West Riding Election in 1841. Around it are the shields of the chief towns of the Riding. This testimonial cost 1,000 guineas.

The last apartment shown is the *Chapel*—a marvel of elaborate decoration. The lower part of the walls is panelled; the upper painted, as is the East window, by Kemp. Notice the jasper and other precious stones in the reredos; the inlaid floor, the square pillars with Grecian capitals. The side windows are by Nevins of London. The work was carried out by Admiral Edward Howard, Lord Lanerton, 1875-8.

Quitting the House for the **Grounds** we find in the centre of the garden on the west side a copy of the celebrated Florence "boar." Other statues—mostly classical—are scattered freely all about the nearer parts of the grounds. Then a walk may be taken along the wide grass terrace to the *Temple of Diana*, an Ionic structure with four fronts and porticoes. Beyond it, $\frac{3}{4}$ mile from the house, is the *Mausoleum*, about which we are told that it is the first building of the kind, unconnected with a church, erected in England. In it the Earls of Carlisle have been buried since the building of the Castle, the last interment having been that of the Rev. William George Howard, Earl of Carlisle, in 1889. The building is a Doric temple with a dome and a peristyle of 21 pillars.

Both from the Temple of Diana and the Mausoleum there are wide views of the Park with its splendid timber. South and west, however, further prospect is cut off by the higher ground beyond Welburn and at the edge of the park.

Visitors quit the grounds by the avenue through which they arrived.

Scarborough to Helmsley, Rievaulx Abbey, Byland Abbey, etc. (*Rail to Helmsley; thence drive or walk*).

Pickering, 20 *m.*; Helmsley, 32 *m.*; **Fares**: 4s. 5d., 3s. 8d., 2s. 8d. Ret. double; 3rd Cl., 4s. 6d.

Helmsley to Rievaulx, 3 *m.* (direct). Vehicle for 3 or 4, waiting an hour or so, abt. 6s. Pedestrians may continue over the moor from Rievaulx to Wass, 5 *m.*; Byland Abbey, 5½ *m.*, and Coxwold Station, 7 *m.*, thence returning to Scarborough by last train. No inn between Helmsley and Wass.

By direct road from Helmsley to Byland Abbey by Wass the distance is 6½ *m.* Byland Abbey must not be confused with the village of Old Byland, which is 6 miles away across the moor.

It is comparatively a "far cry" from Scarborough to Rievaulx, but the excursion amply repays the trouble. Building and site combined, there are few monastic remains in the kingdom finer than Rievaulx (*pron.* Rivers). The drive from Helmsley is interesting, and culminates in the famous greensward called the "Terrace," from which the vista-views down upon the Abbey are exquisite. An alternative route from Helmsley is through Duncombe Park, but unless the Terrace on the East side of the House is open to visitors the *détour* (abt. a mile) is not worth making. The view too, from the Terrace is much of the same character as from the Rievaulx Terrace.

Byland Abbey is far inferior to Rievaulx and, except for the pleasure of the walk across the moor to it, the tourist who extends his journey to it and Coxwold, is apt to be disappointed. This excursion also affords the best opportunity for visiting Lastingham, where the little Norman church and crypt are unique. Pedestrians should get out at Sinnington and rejoin the rail at Kirby Moorside (abt. 9 miles very pleasant walk by hill and vale, and introducing them to the edge of the moors). Carriages can be hired at Kirby Moorside, where, or at Helmsley, it is best to sleep. From Pickering to Lastingham is 7 miles by carriage.

Route. For Scarborough to Pickering, see p. 78. Pickering Church (p. 79), 5 *min.* from station, is worth a visit.

From Pickering the line still skirts the southern edge of the moors, reaching (3½ *m.*) Sinnington.

Route continued, p. 71.

Sinnington to Lastingham (*footway*), 4 *m.*; **Kirby Moorside Station** (*road*), 9. A very pretty walk. Go through the village (*Fox and Hounds*, ¼ *m.* from station) and cross a bridge on the left side of the green, on which there is a May-pole. Turn right at once along the riverside by a lane, which presently becomes a footpath passing through woods and (1¼ *m.*) again becoming a cart-track, and, as such, ascending to the wide street of the upland village of **Appleton** (2¼ *m.*; *New Inn*, neat). The valley which we have just quitted, the Seven, is a very pretty one.

From Appleton to Lastingham we proceed by carriage-road, which from the brow of a hill ($3\frac{3}{4}$ m.) that looks down upon the latter village, affords a fine view of the spreading moorland. The chief land-mark is the tall chimney of the Rosedale Iron Works Company (the view is still finer from the clump of trees $\frac{1}{4}$ mile E. from the finger-post). At this point stands a large plain cross erected on the occasion of the Queen's Coronation.

Lastingham is a romantic little village in a secluded hollow on the edge of the moors. It has a very fair little country inn, the *Blacksmith's Arms*.

The **Church** (*key from Mr. Topham, the Registrar*) is in every way interesting and in one respect—its crypt—unique. It probably occupies the site of a stone church, in which the bones of St. Cedd, Bishop of the East Angles, were buried after they had lain some time in open ground. St. Cedd had founded a monastery at Lastingham, in 648. In 664 he revisited it, and here he died. His brother Ceadda—St. Chad,—who succeeded him, was afterwards translated to Lichfield, having been appointed Bishop of Mercia.

The present building dates from the close of the 11th to the close of the 13th century, and probably contains parts of the earlier church. The *Nave* is E.E., considerably later than the crypt. It is divided into two parts by a central round arch, which spans it from side to side. The *South Aisle*, a Perp. addition, is considerably wider than the N. The windows are round-headed. The *stone vaulted roof*, divided into four compartments on each side of the dividing arch, is very remarkable, and a reproduction of the one in the crypt. The *Chancel* is apsidal and has five stained glass windows inserted in 1885—all in memory of Anne Ringer, who died at the tender age of seven.

At the east end of the N. aisle is a painting, after Correggio, the "Agony in the Garden,"—by a local R.A. named John Jackson (*d.* 1830), son of a tailor, who also restored the S. porch. He was brought into notice by Lord Mulgrave and Sir George Beaumont, and is credited with the production of five portraits in a single day. The example of his work before us suggests rapidity of action.

The *Crypt* is entered by a flight of stairs from the middle of the nave and is co-extensive with the church above except that it does not go so far west. It consists of *Nave*, with three bays, *Aisles*, and apsidal *Chancel*, and is lighted by narrow deep-splayed windows—one at its east end and two occupying the same position in its aisles. There are four central pillars and eight pilasters—some plain, others with moulding which it is reasonable to suppose was effected some time after the erection of the pillars themselves: one of them is an interlaced arcade. The vaulting is in four divisions, as above.

There are also remains of *Saxon Crosses* on the floor—a large one found on Henor Moor and two small ones—sculptured.

Outside it is apparent that the building once extended 20 yards or so further west.

A curious epitaph, written by its own subject—a blacksmith—is pointed out on the west side of the graveyard:—

“My anvil and my hammer lie declin’d,
 “My bellows, too, have lost their wind ;
 “My fire’s extinct, my forge decay’d,
 “And in the dust my vice is laid ;
 “My coals are spent, my iron’s gone,
 “My nails are driv’n, my work is done.

David Holroyd, d. 1810.”

From **Lastingham to Rosedale** (Inn: *Crown*) the walking distance across the moor in a pretty direct line, is about 4 miles, while the driving distance up the Seven valley will be 6 or 7. Of *Rosedale Abbey*, founded by Robert de Stuteville, in the 13th century, nothing remains but a cloister-doorway and a scrap of staircase. On the hill-side are the Works of the *Rosedale and Ferry Hill Iron Co.*, not so brisk as in years gone by.

The situation of the village is convenient for this group of Yorkshire Moors, and the pedestrian especially may strike off in several directions:—(a) across *Northdale Edge* and *Egton High Moor* (1085 ft.) to **Egton Bridge Station** (9 m., p. 93); (b) up the Rosedale valley to *Castleton Ridge* (p. 72), where, between Ralph Cross and White Cross, the road from Kirby Moorside to **Castleton**, described on p. 72, is joined. This is a driving road of about 10 miles.

Lastingham to Kirby Moorside, 5 m. Follow the road between the church and the inn, keeping to the left where the road up to the moor strikes off. In about $\frac{2}{3}$ mile leave the road by a path that follows a fence and, after crossing a few fields, enters ($1\frac{1}{2}$ m.) the village of **Hutton-le-Hole** (*pub. ho.*, near top of street). Hence the road, running south, crosses the ridge between Hutton Beck and *Dovedale*, affording a very pretty view up the latter before it descends to and crosses it at the mill. Another ascent follows, near the top of which we bend first right, then left, and in another mile enter **Kirby Moorside** (*see below*). The Station is 5 min. beyond the centre of the town.

Route continued from p. 69. From *Sinnington* to Kirby Moorside the distance is 3 miles.

Kirby (Kirkby) Moorside [Hotels:—*King’s Head*, *Black Swan*, *White Horse*; $\frac{1}{4}$ — $\frac{1}{3}$ m. from station in main street, *King’s Head* furthest. *Post closes*, 6.30 (*Sun.*, 5.10); *Del.*, 7.5 (*Sun.*, 8.15) *Tel.* open 8—8 (*Sun.*, 8—10). *Pop.* 2,000] occupies a gentle slope of ground rising northward toward the moors, for which it is as good a starting-place as any. It is half-way between the minor valleys of *Kirkdale* and *Dovedale*. The town is historically interesting as containing the site of an old castle of the Nevilles, forfeited to the Crown in the reign of Elizabeth, and a house in which the “gay and gallant” courtier of the Restoration, George Villiers, Duke of Buckingham, breathed his last. He was seized with sudden illness while hunting in the neighbourhood, 1687. This house is next to the “King’s Head” on the near side and has a black oak door. Almost opposite to it the present Town Hall occupies the site of the Nevile’s Castle, and the site of another, once belonging to the Norman family of De Stuteville, is now a stackyard. The “Black Swan” Inn is an ancient hostelry with a curious porch, over which is the inscription ANNO DOM. 1632. OCTOBER XI.

The *Church* is commonplace and a good deal spoilt in appearance by the high-pitched roof of the chancel rising higher than the nave. The tower is very plain. The porch has a parvise. The interior is simple and has been renovated. On the S. side of the altar-rails is a brass of Lady Brook (*d.* 1600) with her six sons and five daughters. There are also a piscina and sedilia.

Kirby Moorside to Castleton, 15 m. (16 from Stat. to Stat.). Except for a few miles at each end this is a moorland road, very rough for carriages and to be shunned by cyclists. There are two poor public-houses on it;—at *Gillamoor*, 3 m., and *Blakey House*, $6\frac{1}{2}$ m. short of Castleton Station, which is on the North Cleveland railway, $16\frac{1}{2}$ miles from *Whitby*. The highest point reached by the road (1,370 ft.) is $1\frac{1}{4}$ miles beyond *Blakey House*, and the general

course is along the top of one of several ridges running north and south, with a central watershed of about the same height running east and west. The writer had the bad luck to take the walk in a dense fog and is therefore unable to express anything more than a general opinion of the scenery passed on the way, which, however, may probably be described as "ower bad for blessing and ower guid for banning."

Route. At the top of the town turn to the left, and $1\frac{1}{2}$ miles further take the right-hand branch. The country is dull as far as **Gillamoore** (3 m.; *pub. ho.* "Royal Oak"). The village consists of a wide street with one or two picturesque cottages on the north side, and a sun-dial. The *Church*, at the far end, has a slate spirelet and a crumbling sculpture of the Resurrection over the porch. From the churchyard there is a captivating view of the valley of the Dove below and the flat-topped moorlands beyond. The view is equally good from the road, which winds down rapidly to the stream, after crossing which and avoiding a branch road to the right, the going becomes rough, and there is a long wearisome pull up to the top of the moor, from which York Minster is said to be visible. Then comes a long stretch of almost straight, heather-fringed road, till, nearly 7 miles from Gillamoore, we cross the mineral branch railway, and $\frac{3}{4}$ mile further come to the "Lion" (Blakey House), whence there is a fine retrospect down Rosedale and Farnedale. Beyond this, at a stone marked "Rosedale North," the road improves, its red colour indicating the proximity of iron ore in large quantities. $1\frac{1}{2}$ miles beyond the "Lion" we pass an old weather-worn cross, "*Ralph Cross*," on the left, just short of the divergence of the road to Westerdale (sign-post). Then comes a long steady descent along Castleton Ridge from which, we are told and can well imagine, the views into Danby Dale on the right and Westerdale on the left are very pleasing. At the end a steep pitch takes us down into **Castleton** (*Downe Arms*, fair; *post arr.* 8, *dep.* 5), a long village on the slope. For the station, at which there is a fair inn, take the left turn beyond the Downe Arms, *distance* $\frac{1}{2}$ m. *For rail to Whitby, etc., see p.* 93.

From Kirby Moorside to Helmsley is an almost straight run of $5\frac{1}{2}$ miles.

Kirkdale Cavern, 2 miles W. of Kirby Moorside (turn right out of the Helmsley road) was first explored in 1821 and found to contain bones of the elephant, tiger, hyæna, &c. It is about 80 yards long, and otherwise without interest. **Kirkdale Church**, $\frac{1}{4}$ mile N. of the railway, has a sun-dial dating from 1060. The valley is finely wooded for several miles.

Helmsley [*Hotels:—Black Swan, Crown (H.Q.), Royal Oak*; all in the Market-pl., $\frac{1}{2}$ m. from Station. *Post arr.* 7 (*Sun.*, 9.30); *dep.* 6 (*Sun.*, 4). *Tel. Off. open* 8—8 (*Sun.*, 9—10)], is a pleasant little town in a rich, well-wooded country, standing at a point on the river Rye where the stream issues from a narrow, winding hollow on to more open ground. The "lions" of the town are the church and the castle—neither, however, of very remarkable interest. In the Market-pl. is an old Cross,—an octagonal column on steps. There is also a statue of the second Baron Feversham (1798-1867) under a handsome Gothic canopy.

The *Church*, at the upper end of the town, was restored—not too successfully—or rather rebuilt, in 1869 by the Earl of Feversham, C. Barry architect, at a cost of £15,000. Of the old building the chancel-arch with chevron moulding and the South porch remain. The style is Norman. Within, the chancel has three painted windows causing a very dim light. In the N. aisle are a series of five windows, intended, when complete, to illustrate the story of Walter L'Espeç, who was a leader at the Battle of the Standard

(1138, p. 113), and whose son's death while hunting, caused by a wild boar frightening his horse, led to the foundation—so says the ballad (2*d.*, at booksellers')—of the three Abbeys of Rievaulx, Kirkham, and Wardon—the last-named in Bedfordshire. So far the third—representing the burial of L'Espece and in memory of Aug. Duncombe, Dean of York (*d.* 1880)—is the best. A brass (16th cent.) at the West end of the nave, is supposed to be of Sir Robert Manners and his wife, Eleanor de Ros, who brought as her dower the estates of Helmsley and Belvoir. In the N. aisle, separated from the nave by the organ, is a very advanced-looking Chapel.

On the N.E. side of the churchyard is an old cottage—the *Canon Garth*—formerly the residence of the priest.

Helmsley Castle is reached by a path from a few yards within the Lodge gate of Duncombe Park. It consists of entrance gateway with towers, barbican, the remains of a keep—S.W. and fragments of S.E. and N.W. walls, with corner battlemented turrets—and portions of the residential part, now turned to account as lumber-rooms. A prominent and picturesque feature in the general scene, it is hardly worth the trouble of a close inspection. The remains are surrounded by a double moat and extensive earthworks.

The different portions of the building vary in date from the 12th to the 16th century. The lower part of the keep is Norman, the upper Dec. The gate-house and barbican mostly Norman or E. E., while a portion of the residential part is plainly Elizabethan.

The Castle was besieged by Fairfax, who was wounded during the attack, and honourably capitulated in 1644. It was then dismantled. A rent in the keep still bears witness to the siege.

Helmsley to Rievaulx, 3 m. Tickets for the Terrace and Abbey (1*s.* each) should be obtained at the Duncombe Estate Office nearly opp. the bridge on the way from the station to the market-place. They may also be had at the entrance to either the Terrace or the Abbey. On Monday visitors are allowed to go on foot or by carriage through Duncombe Park, but unless they are also admitted to Duncombe Terrace, which is not usual, there is nothing gained by the *détour*, which increases the distance by a mile.

The *public road* goes to the left of the church and soon bends away in the same direction, ascending about 250 feet in 1½ miles. Then, at a fork, where are a sign-post and a bench-mark on an old pinnacle taken from the abbey, you continue along the right branch, and ¾ mile further reach another fork, whence the direct road to the Abbey descends abruptly to the left (the road straight on leads to Stokesley, 18½ m., p. 95). Here a sign-post directs us through a gate on the left to the entrance to the Rievaulx Terrace (ring the bell).

Through Duncombe Park (*Mon.* only). Enter the drive at the lodge-gate between the station and the market-place. In ½ mile you go through another gateway, beyond which a path leads up to a Grecian Temple and the

Terrace, which runs for $\frac{3}{4}$ mile along the top of a semicircular ridge above the ravine of the Rye. The view east, north and south is very charming, the best point being, perhaps, another Temple standing out on high ground at the south end of the terrace; the chief features are Helmsley, the winding of the Rye, and the moors.

The *Mansion*, built by Vanbrugh, the architect of Blenheim and Castle Howard, was destroyed by fire in 1879 together with many of the art-treasures which it contained. It has been partly rebuilt.

Westward, behind the house, the park is bare and monotonous. The drive turns square to the right across it, till it leaves it at the farm-house of *Griff*, whence a cart-road is followed for half-a-mile across fields to the main road, which you may either cross so as to reach the N. end of the Terrace in another half-mile, or you may follow to the left and, so doing, descend the hill and reach the Abbey in $1\frac{1}{2}$ miles (see *map*).

Rievaulx Terrace is a wide grass-sward, upwards of half-a-mile in length and similar in character to the Duncombe Terrace, but with the reverse aspect. To the east it is bounded by a belt of trees; westward it looks down a steep wooded slope to the narrow and bosky valley of the Rye, commanding also several small tributary valleys. A few miles S. W. the Observatory Tower (*p.* 112), a mile N. of Byland Abbey, may be seen. Through the trees beautiful glimpses of the Abbey, 200 feet below, are obtained—the best, almost a full view, being that from the *Temple* at the north (near) end. This temple, Ionic in style, is entered by steps and has a portico. Inside, the chief feature is the frescoed ceiling, which occupied the Italian artist, Burnice, seven years, nearly $1\frac{1}{2}$ centuries ago, and looks as fresh as if it had been painted yesterday. The centre-piece is a copy of Guido's *Aurora* at Rome—*Aurora*, *Apollo* and the *Muses*. Notice the head of *Apollo*. Round these are *Diana* and *Endymion*—over the mantel-piece; on the E. side, *Andromeda*; on the W. *Vulcan* and *Venus*, and, over the door, *Hercules* and *Omphale*. *Theseus* and *Ariadne* and *Hero* and *Leander* are also represented on the E. side; *Pan* and *Cupid*, *Jupiter* and *Europa* on the W. Note also the mantel-piece sculptured in white marble, and the white bust above it.

At the S. end of the Terrace is another *Temple* with Tuscan colonnade and a tessellated pavement discovered in the Abbey in 1821.

The visitor is let out of the Terrace by a gate a little N. of the one by which he entered, and a zigzag path descends to the road that leads to the Abbey, before reaching which we pass, on the left, the ivied ruin of one of its outbuildings, said to have been the *Guest House*. Most of the cottages have levied contributions on the abbey ruins for their material, and, just as we turn up to the church, we may notice on the right a corner-stone inscribed “*Rievail*.”

Rievaulx Abbey.

For admission, etc., see p. 73. No Inn. Lemonade, etc., at cottage.

Just as Beverley Minster may be regarded as the most beautiful standing example of Early English architecture in Yorkshire—probably, with the one exception of Salisbury Cathedral, in the whole kingdom—so we may, without exaggeration, assign to Rievaulx the first place amongst ruins of the same style. In picturesqueness of situation, too, Rievaulx will hold its own against the best—including even Tintern and Bolton, and had the ground on which it stands only been tidied up, to use a vulgar phrase, and such of the *disjecta membra* of its demolished parts as lie about been collected and put into something like order, it is difficult to imagine a more delightful bourne for a morning's journey than the precincts of this lovely ruin. The thought evoked by the first sight of Fountains is the glory of its past; of Rievaulx, the beauty of its present. The name is pronounced "Rivers."

History. The Abbey was the first Cistercian erection in Yorkshire, having been founded by Walter L'Espece at the beginning of the 12th century. Two other abbeys—Kirkham, between York and Scarborough, and Warden in Bedfordshire—are ascribed to the same founder. The story goes that his son, while riding near Kirkham, was killed by a fall from his horse, which had been startled by a wild boar, and that the father devoted his wealth to the triple foundation at the instance of his uncle, the rector of Garton. Afterwards, in 1138, Sir Walter seems to have taken part, under the gallant Abp. Thurstan, in the Battle of the Standard (*p.* 113). In his latter days he took the monastic vows and, dying in 1153, was buried in the Chapter House at Rievaulx. At the Dissolution the income seems to have been less than £200 a year.

The remains consist of the choir, roofless, but otherwise in excellent preservation, the transepts, the refectory and fragments of domestic buildings. The site of the nave is now marked by shapeless mounds which entomb its ruins, and the pits here indicate what the village so clearly shows—that it has been a quarry.

The Nave was no doubt Norman or Transition Norman, as the W. walls of the transepts go to prove. On the north side the rougher Norman still reaches from the ground to half-way up the triforium; on the south to the foot of the clerestory. In the S. transept the comparative coarseness of the tooth-moulding, which runs up the sides of the windows on the inside, will be especially noticed in contrast with the delicate and sharp work which characterizes the moulding of the choir.

The arch leading into the choir (75 ft. high) is supported on clustered shafts, which rise from corbels on the level of the capital of the main pillars of the choir, and remain almost as perfect as when they were erected. The **choir** has seven bays, and it may

be noted that the light vaulting-shafts between the two first bays rise from half-way down the space of the arches, whereas the remaining five rise from the string course above. The corbels of these shafts are variously and beautifully carved, as also are the capitals, above which just enough of the ribs of the roof is visible to indicate the fine character of the vaulting. The destroyer seems to have had method in his madness, as all these ribs are cut short horizontally at the same joint, as if by a saw.

The *Triforium*, which perhaps attracts more admiration than any other part of the choir, consists of two moulded arches corresponding to each bay, and each of these subdivided in its upper part, with quatrefoils in the spandrels both of the main arches and the subdivisions. The *Clerestory* has two lancet open lights over each bay with a narrower blind arch on either side, the whole in each case enclosed by one bold arch. The East (South) end retains its Pointed windows, of which there are two tiers in triplets, those in the lower tier of equal height, while the central light of the upper rises above the side ones in conformity with the gable. In the S.E. angle is a stairway-turret, blocked. Outside the choir, on the N. side, are the remains of light flying buttresses.

There is a passage under the clerestory all the way round. Towards the end of the choir a large flat stone, which seems too big to have been a gravestone and may have been the altar, has been lifted up, and railed in.

The **Cloister Court**, like the nave, is in a chaotic state, but shows remains of a round-headed arcade on the S. side. Out of it, and entered by a peculiar and incongruously headed doorway, is the **Refectory**, which, as at Fountains, retains the reader's pulpit on its west side. This fine apartment (125 ft. by 37) is lighted by twelve lancet windows. Of the basement the spring of the vaulting alone is left.

The **domestic buildings** east of this are a confused ruin, and the only remarkable feature is a doorway barbarized after the fashion of the one leading into the refectory and surmounted by a mutilated piece of sculpture, representing the Annunciation.

We may add that for its better preservation, the church has been stripped of the ivy which formerly draped it.

Rievaulx Abbey to Wass by *bridle-track over the moor*, 5 m.; **Byland Abbey**, 5½ m.; **Coxwold Station**, 7 m. *Inns at Wass and Coxwold; pub. ho. at Byland. Highest point, 880 ft.*

The walk is over Scawton Moor, the first part of which is a finely stocked deer-forest, and the last a grouse-moor. From Rievaulx follow the road down the valley till (½ m.) it joins the Helmsley and Thirsk road. Turn along this to the right across the bridge, and ½ m. further a direction-post on a cottage on the left introduces you to the bridle-path, at first a green lane, then winding up through a wood to the high ground between two small glens. Passing a building on the right this track soon enters the deer-forest, which it crosses in a direction due south, passing (3 m.) the fragment of a tall hedge and then emerging on to a carriage-road at a new schoolhouse. Crossing this road you

enter a heath-clad moor. This is the highest part of the route. The track (in places more than one) is narrow but unmistakable, and in less than a mile you enter another carriage-road at its highest point. This winds down a charming little glen to the pretty village of **Wass**—6 m. from Helmsley by road. Here is a comfortable little tourists inn—the *Stapylton Arms* with beds and a visitors' book.

Byland Abbey is $\frac{1}{2}$ m. further, by road.

Byland Abbey.

$1\frac{1}{2}$ m. from Coxwold Station, which is 44 m. from Scarborough and 20 from York.

Except the West Front and a very beautiful corner of the South Transept, there is very little to charm the eye in this extensive ruin, and the utterly neglected condition of the ground which it occupies—it might be a collection of rubbish-heaps—still further lessens its attractiveness;—"Things rank and gross in Nature possess it only." Nor can it be said to boast the usual charm of situation, being placed just outside the short winding glens that pierce the Hambleton plateau.

History. The Abbey was originally founded in the first half of the 12th cent. by Roger de Mowbray, a crusader, for Benedictine monks from Furness. Later, however, in the same century, it passed into the hands of a Cistercian band, who had for some time spent a nomad life—having lighted, amongst other places, for a while at Old Byland, where we are told their devotions were too much disturbed by the bells of Rievaulx—2 miles distant—to admit of their settling down. At the Dissolution the revenue of the Abbey was about £300.

Some idea of the extent of the area once covered by the Abbey may be gained from the position of a gateway across the road, 100 yards N.W. of the W. front. There is another round-arched one a few yards along the road to Coxwold. The *Church* itself is 328 feet in length. The W. front has a trefoil-headed central door (rather too wide), and Pointed ones on each side with fine lancets above, and again above these the lower half of a huge circular window (diameter 27 ft.) stripped of all its tracery, and an octagonal turret on the N. side. There is the usual tooth-ornament. Nine round-headed windows—there were once eleven—of the N. aisle remain. Fragments of clustered shafts may be noticed. The N. Transept with its E. chapels is very wide—abt. 90 ft. In the S. Transept are remains of the Triforium, which went all round the church. The scrap of this transept still standing is a beautiful specimen of E. E.,—the gem of the church. Note the foliated capital of the corner pillar. What remains of the E. end is very plain. Just outside the S. transept is a tomb-slab with incised crosier enclosed in a railing.

There is a public house just opposite the Abbey.

Return Route over Moor (bridle-path);—**Byland Abbey to Rievaulx Abbey**, $5\frac{1}{2}$ m.

For details see p. 76. From **Wass** ($\frac{1}{2}$ m.) follow the Helmsley road, which winds steeply up a charming little glen, to the top of the hill, a good mile. Here, at a spot where gorse abounds, turn left along a sandy cart-track, which strikes

across the heathery moor. At a fork (2 *m.*), continue along the right-hand, grassier, branch, and after a heavy trudge through heather you will cross (2½ *m.*) a carriage-road and reach a *school-house* at which Lord Feversham's deer-forest is entered. The track goes straight on to the right of a scrap of tall hedge and, soon entering cultivated ground, continues high up between deepening valleys on each side. Then, as it winds down, Rievaulx comes into view. We enter a carriage-road at a cottage (4½ *m.*), turn right, and in ½ *m.* cross the Rye by a bridge. *Rievaulx* is a good half-mile up the lane to the left.

From **Byland** to the **White Horse** (3½ *m.*), **Thirsk** (10 *m.*), *etc.*, an interesting walk for two-thirds of the distance. The route is described the reverse way on *p.* 112.

The road on from Byland to Coxwold is direct, entering the village-street at its foot near the station. **Coxwold** (*Fauconberg Arms*, a snug country inn, behind a fine elm-tree) is a trim village of one wide street ascending from the station. The *Church* is Perp.—very pronounced and ornate—with an octagonal tower and a chancel, rebuilt a century ago, without any side windows. It contains monuments of the Belasyse (*Fauconberg*) family—the oldest bearing date 1603.

A furlong beyond the church is *Shandy Hall* with an inscription placed by Sir G. O. Wombwell: "Here dwelt Lawrence Sterne, many years incumbent of Coxwold. Here he wrote 'Tristram Shandy' and the 'Sentimental Journey.' Died in London in 1768, aged 55." Sterne was presented to the curacy of Coxwold in 1760.

Half-a-mile past the station, on the S. side, **Newburgh Park** (Sir G. O. Wombwell, Bart.), occupies the site of an Augustinian Priory founded in 1845 by Roger de Mowbray. Remains of the domestic offices form part of the present mansion (not shown). One of Cromwell's daughters married the second Lord Fauconbridge, and the house contains many relics—saddle, pistols, *etc.*—of "Old Noll."

Scarborough to Pickering, 20 *m.*; Levisham, 26 *m.*, *etc.*

A pleasant day's excursion may be made to Pickering, where the castle and the church are worth a visit, and on to Levisham, whence either the walk to the Bridestones may be made as described on *p.* 64, or the Roman Camp on the edge of Low Moor, 3 miles from the station, may be visited.

Route. The line from Scarborough to Pickering runs a little distance from the southern edge of the moorland tract that occupies the space between Scarborough, Whitby, and Pickering, passing from half-a-mile to a mile south of a line of villages at the foot of the hills. At *Seamer Junc.* (3 *m.*) it branches out of the main line to York, passing (r.) Irton Church, with battlemented tower and nave, and soon afterwards affording a view up to the race-course, on which the Grand Stand and Baron Albert Tower are conspicuous. At *Forge Valley* (6½ *m.*) the Derwent is crossed just as it issues from a deep defile, and Ayton Castle, a ruined keep, is seen on the right. Then, on the same side, the church of Hutton Bushel peers very prettily through the trees on an eminence. At *Wykeham* (8 *m.*) there is in the park a pretty modern church, by Butterfield and, adjoining it, the tower of the

previous one. Here also is the site of a 12th century Priory of Cistercian nuns. The country to the right of the line now becomes flatter till we pass ($9\frac{1}{2}$ m.) *Sawdon*, the station of *Brompton*, a pretty village with a spire and hall amid trees on the right. In the church the poet Wordsworth was married to Mary Hutchinson of Penrith, in 1802.

The traveller will notice the pretty floral adornment of several of the stations. Passing ($11\frac{1}{2}$ m.) *Snainton*, a long village skirting the hill, and (14 m.) *Wilton*, we come to *Thorntondale* ($16\frac{1}{2}$ m., p. 59) and *Pickering*.

Pickering (Hotel: *Black Swan*, 5 min. from station, old-fashioned; *George Inn*, 3 min. from sta. Post arr. 7; dep., 6.45, *Sundays included*. Pop. 4,000), is a nicely situated town, the local greatness of which has not been increased by its abundant railway accommodation. At one time it was an important stage on the high—very high—road to *Whitby*, and a busy agricultural centre.

The *Church* (*St. Peter's*), restored and in part rebuilt, consists of nave with aisles, transept, and chancel. The style is Trans. Norman and Dec. The exterior is plain, with tower and octagonal spire. Inside, the Nave has round pillars, with plain capitals, on the N. side, while those on the S. are clustered and more elaborate; both are surmounted by cinquefoil clerestory windows and a low-pitched oak roof. The roof of the choir (restored) is also low-pitched and has horizontal tie-beams. The *E. window* of five lights is rather showily painted (a little 3-light one in N. aisle is much more in keeping), the subject being Christ and the Evangelists. Note the sharply pointed pier-arch between transept and chancel. At the entrance to the chancel, N. side, is the effigy of a knight with legs crossed, sword and shield—one of the Bruce's of the time of Edward I.—“an example of the period when chain mail was being exchanged for plate armour.” By the side of it is a tablet of Joshua Newton (*d.* 1712), “custodis vigilantissimi hujus ecclesie.”

Within the altar rails (S. side) are three sedilia with carved canopies; the N. side has an aumbry, and the S. transept contains a piscina. Under the tower is a Norman font, and to the right of the door a broken stoup.

In 1851 **Mural paintings** were discovered. These were fully restored in 1889. They consist of:—on the N. walls facing the door, *St. George & the Dragon*; over next arch, *St. Christopher* (14 ft. high); then, *Herod's Feast*; the *beheading of the Baptist* and *Salome with the head on a charger*; above this, the *Coronation of the Virgin*; E. of these, the *martyrdom of St. Thomas of Canterbury*, and *St. Edmund*. S. side of nave:—complete *Life of Catharine of Alexandria*, divided into panels; the *Seven corporal Acts of Mercy*; scenes from the *Life of our Lord*; the *Burial of the Virgin*; *Christ descending into Hell*, and the *Resurrection*. The armour, dress and general style fix the date of these paintings as about 1450.—*Guardian*, Dec. 4, 1889.

The **Castle** (*adm. free, till dusk*) is at the end of the level street that strikes to the left from the centre of the town a little short of the church. (From the station go up the steps and narrow lane opposite, 5 min. walk.) There is a fine view of the Vale of

Pickering on the way. The plan comprises an outer wall with towers, and a central keep, both encircled by remains of a moat. Turning left on entering through the gateway, we come to the *Mill Tower*, ascended by a stairway, but the view is better and more easily got from the mound on which the keep stood. The other towers are the *Devil's Tower* and *Rosamund's Tower*—the latter ivy-grown but preserved and with walls six feet thick, in which on the ground floor are deep-splayed narrow openings, and, above, a good window. The scanty remains of the keep are on a mound in the centre, almost surrounded by a belt of sycamore and ash.

History. The Castle is first mentioned in the reign of Henry III. Afterwards it belonged to the Earl of Lancaster, who was beheaded at Pontefract in the reign of Edward II. Richard II. tenanted it at the time of Henry of Lancaster's descent on the country, but at once surrendered it to his cousin. Finally it was besieged and dismantled in the Parliamentary War. All the while it was in the hands of the Duchy of Lancaster.

Pickering to Whitby, by high-road, 20 m. This old coaching road, still well kept though but little used, affords one of the breeziest and healthiest walks or drives of any road in the kingdom. It is fully described in the Whitby section (p. 92). There are roadside inns at 5, 9 and 16 miles.

To **Levisham**, 6 m.; (for rail, see p. 42).

Levisham is a small station in the depth of the valley, without any apparent reason for its existence. The village of *Levisham* (p. 42) is $1\frac{1}{2}$ miles away on the right and unseen; so, too, is that of *Newton*, on the left, by which we must pass on our way to the **Roman Camps of Cawthorn**. Follow the lane from N. end of station. This crosses the beck and ascends steeply through a lower belt of wood, beyond which are three tracks across a field. The shortest way is by the middle and faintest one, which enters and ascends a very steep second wood, and joins a lane 100 yards left of the N. end of the village (400 ft. above the station; *pub. ho.* "White Horse," some way down on the left). For the Camps turn to the right, without entering the village, by the main road, which at once bends to the left again, and at cross-roads, nearly a mile further, go to the left again, avoiding descent in both directions. The road, with edges of furze, broom, heath and bramble, affords a rich view, left, over the fertile Vale of Pickering to the wolds beyond. In a short mile, enter the "Private Road to Elleron," a modern mansion by the drive-gate, and where, in 80 yards, near the edge of the upland, it turns down to the right take a path on the left that leads through a gate into a fir-planting. From hereabouts is a good view up Rosedale; green cultivated land on the left; heath moors in front. The chimney of the Rosedale ironworks is conspicuous. The path is narrow and admits of no view, but passes over the *vallium* of one camp and on to the next (10 *min.* from gate), which is clear, but surrounded by the planting. The vallium seems perfect, the interior is overgrown with bracken and thistles. It is 650 feet above the sea.

Lastingham (p. 70) is 5 to 6 miles W. of the Camp, by an intricate road.

Scarborough to Filey, Bridlington, Beverley and Hull by rail.

Filey, $9\frac{1}{2}$ m. (Ret., 2s. 8d., 2s. 2d., 1s. 4d.); Flamborough, 20 m. (Ret. 3rd, 2s. 11d.); Bridlington, 23 m. (3s. 1d., 2s. 6d. 1s. 11d.; Ret., 6s. 2d., 5s., 3s. 3d.); Beverley, 45 m. (Ret., 3rd, 6s. 6d.); Hull, 53 m. (Ret., 3rd, 7s. 6d.).

There is next to nothing of interest visible from the railway between Scarborough and Bridlington. Except close to Filey and Bridlington, the line goes inland and affords no sea-view. Pedestrians should take train to Filey and walk back by Filey Brig and the coast as far as Cayton Bay (*see p. 54*). If bound for Flamborough Head they can go and return by carriage from Flamborough Station (*p. 88*) or from the Head follow the cliff northward and rejoin the rail at Bempton or Speeton Station.

The glories of the Beverley churches (*p. 33*) will induce many to continue their journey so far, but there is no scenery of any account between Bridlington and Beverley.

Route. The Scarborough and Hull branch leaves the York line a little beyond *Seamer Junc.* (3 m.) passing *Cayton* ($5\frac{1}{2}$ m., *p. 54*) where, left, is the rebuilt *Killerby Hall*, and ($7\frac{1}{2}$ m.) *Gristhorpe*, ($1\frac{3}{4}$ m. to *Gristhorpe Bay p. 54*). For **Filey** *see p. 82*. Hereabouts we have glimpses of the sea, and the line turns inland again to ($12\frac{1}{2}$ m.) **Hunmanby** (*White Swan*), which has a picturesque look on the right. Its church (rest. 1845) with a Norman tower and chancel-arch, contains in the spandrels of the arches modern paintings of the shields of the old Lords of the Manor of Hunmanby—Percies, Osbaldestons, etc.—and monuments to the Osbaldeston family. The gateway seen from the railway is the approach to Hunmanby Hall.

The line now rises, but the ground between it and the cliffs is still higher. From either of the next two stations, *Speeton* (16 m.) or *Bempton* (19), the cliffs may be reached in $1\frac{1}{2}$ to 2 miles, but the best place to quit the train is *Flamborough Station* (20 m.), whence it is $2\frac{1}{2}$ miles to *Flamborough village* (pub. conveyance) and 4 to the Head. *For description see p. 88.*

Approaching *Bridlington* (23 m.) we again come into sight of the sea and look back to the lighthouse on *Flamborough Head*. On the right the fine Perp. tower of *Bridlington Church* is seen.

For Bridlington, see p. 85: on to Beverley and Hull, pp. 39, 32.

Filey.

Station: $\frac{1}{2}$ m. from shore and hotel.

Hotel:—*Crescent*, first-class, commanding fine view of bay. Board (including bed, if taken for a week), 10s. 6d. a day. Bkfst., 2s. 6d; Dinner, table-d'hôte, 5s.; Bed and Att. from 4s. Smaller houses (second class) in old town.

Distances:—(by rail) Scarborough, $9\frac{1}{2}$ m; Whitby, 32; Bridlington, $13\frac{1}{2}$; Hull, 43; York (changing at Seamer Junc.), $46\frac{1}{2}$; London, 235; (by road) Scarborough, $7\frac{1}{2}$; Flamborough, 11; Bridlington, 12.

Post Off.: Open 7—8; Sun., 9—11; Chief Del., 7.30 a.m. (*Sun.*, 9.30); Desp., 7.30 p.m. (*Sun.*, 5.). **Tel. Off.**, open 8—8; *Sun.*, 8—10.

Bath House, Reading Room, etc., at foot of cliff.

Pop. abt. 2,500.

Filey is the antidote to Scarborough—quiet and select as its big neighbour is rackety and cosmopolitan. People of a contemplative frame of mind, who are content with the sea-side alone and a fairly early arrival of the daily papers will find what they want at Filey. The town is divided into two parts by the road that leads from the station to the shore, a distance of half-a-mile—the old town lying on the north, the new on the south side. The former is a featureless village at right-angles to the sea and parallel to a pretty little glen; the latter, the watering-place proper—the creation of the last half-century, and comprising two tiers of villas and lodging-houses. The lower tier consists of detached villas only a few feet above high-water mark; the higher of a handsome façade in the form of a modified crescent, a large hotel, and one or two streets at right angles. Between the two tiers are pleasure-grounds and plantations. The sea-prospect is strikingly good—indeed, there is nothing along the Yorkshire coast so complete after its fashion as the semi-circular sweep of Filey Bay, extending from Filey Brig—a low far-projecting reef a mile N. of the town—to Breil Point, 10 miles S. and $1\frac{1}{2}$ short of Flamborough Head, itself invisible. Between Speeton Cliff, 5 miles S. of Filey, and Breil Point extends the highest part of the Flamborough cliffs, which between Speeton and Bempton attain an elevation of more than 400 feet. On both sides of Filey the rocks are of crumbling red sandstone. At Speeton the chalk begins. All the way from the Brig to Speeton is a fine stretch of firm sand, wide enough at all states of the tide for a pleasant tramp or ride, but nowhere sprawling. Unless it be Shanklin and Sandown, or Portrush, we can think of no watering-place so satisfactory in this respect.

The road from Filey to Scarborough ($7\frac{1}{2}$ m.) is worth walking or driving over for the sake of the view about two-thirds of the way (to this point the cliff may be followed); but the inland attractions

of Filey may be briefly dismissed as *nil*. Drives are few. That to Folkton Brow (6 *m.*) is the best. There is really no inland scenery on the east side of Yorkshire south of Scarborough. The sojourner at Filey spends all his outdoor time on the sands between the Brig and Speeton cliffs, or in railway excursions to Scarborough, Bridlington, Flamborough, etc. The more adventurous we recommend to take train to Bempton, walk along the cliff-edge to Speeton cliff, and return either by the sands or by the Dotterel Inn (no particular path), or to follow the cliffs from the Brig, Scarborough way, as already suggested.

The **published drives** are :—to Flamborough, 12*s.*; Scarborough, 10*s.*; Folkton Brow, 6*s.*; Hunmanby, 4*s.*; Gristhorpe Bay (*p.* 54), 4*s.*; Carnelian Bay (*p.* 53), 6*s.*; Speeton Cliff, 10*s.* These charges admit of a reasonable stay at each case, but do not include horse-keep in the longer distances.

The **cliffs** about Filey are very interesting to the **geologist** from the diversity of their composition and their fossiliferous character :—“the shales and sandstones of *Gristhorpe Bay* contain vast multitudes of beautiful ferns and much wood... below all is a coarse oolite full of shells.” *Phillips*. **Speeton Cliff**, where the chalk of Flamborough turns inland, and what is called the Kimmeridge clay of the oolite period takes its place, is rich in ammonites, belemnites and other fossils. Gristhorpe Bay is $3\frac{1}{2}$ miles by road (may be reduced to $1\frac{3}{4}$ by taking train to Gristhorpe station); 4 by shore to the Brig and thence cliff. Speeton sands are from 4 to 5 miles by the shore; 2 from Speeton station.

Filey Church, reached either by a bridge over the west end of the glen, or by path from the shore and glen, is noteworthy. It is Norman and E.E. in style. Externally the chief features are a short but massive *tower*, battlemented, and the Trans. Norman *S. Porch*. Inside, the pillars of the nave are alternately round and octagonal, the corner ones, however, clustered—one of them out of the perpendicular. A flat roof has been substituted for a high-pitched one, of which marks can be seen on the tower. The clerestory windows are plain Norman. The piers supporting the tower retire back from the nave. A figure, a good deal knocked about, on the wall of the S. aisle is said to represent St. Oswald, the patron saint. “They had him down when they built up the wall,” which may account for his battered condition. The East window is E.E. of three-lights. There is a new oak pulpit—and an old Norman font; 3 sedilia in the S. transept and a piscina in the N.

In the N.E. corner of the churchyard is an elaborate modern (E.E.) Mausoleum.

Filey Brig (once called the File) is the name given to the long low reef which stretches eastward from the northern horn of Filey Bay, a mile from the town. It is reached by the sands. The cliff just N. of the town is shut off by tarred railing. For an hour or two on each side of low-water, the Brig is perfectly dry, but in rough weather care is required. A little way short of it a memorial slab, 12 feet above the shore, tells the following sad tale :—

Charles Paget, formerly M.P. for Nottingham, and wife swept off Filey Rocks by tidal wave, 13th Oct., 1873.

The spot is rarely covered at high-tide, and the time of the disaster was only $1\frac{1}{2}$ hours before low.

On the way the crumbling character of the cliff, which is subject to frequent landslip, may be noticed—razor-edged ridges above horizontal layers of calcareous grit.

The *Brig* is a rough platform dipping at a slight angle from N. to S., the scarp looking N. The S. side is strewn with huge boulders overgrown with dark seaweed. There is a smooth path worn by the feet of visitors most of the way along it—stony in the first part and in the last honeycombed and sprinkled with shells and limpets.

At low-tide you can make your way further round the cliff by the lower ledges till you come to a striking scooped out hollow in the rock enclosing a pellucid pool. Further the cliffs bar progress.

On to Gristhorpe Bay and Scarborough. To gain the top of the cliff retrace your steps towards Filey for about a furlong, to a staff which points the way up a steep footpath. At the top there is a few yards' width of flat greensward between the crumbling cliffs on each side—perhaps the best view-point on the Yorkshire coast:—southward the sweep of Filey Bay to Breil Point on Flamborough Head; northward, cliff beyond cliff and, standing boldly out, Scarborough Castle. A little way in that direction a path leads down to a gravelly pinnacle, whence is a fine view into a shallow rounded cave.

Proceeding (never mind notices), keep as near as may be to the cliff. Cornfields do not leave much margin. The path gradually rises, and affords a good view of Filey in the left rear. The rocks now become sheer, with grass-grown scree at their feet and with bands of ochre. At the *Wyke*—a bold inlet—the blue lias appears. Above this comes the highest point on our route—abt. 300 ft. Then we light upon a faint cart-track, whence, a little way down, a lane turns square inland, opposite a wooden seat; but it is better, when we wish to descend to Gristhorpe Bay (*p.* 54), to keep to the cliff and, after making a cross cut to avoid the *détour* of Red Nab (280 ft.), to drop towards *Cayton Bay*—a sandy strand and then, a little short of the Waterworks chimneys, to go up a farm-track into the main Filey and Scarborough road, which is entered 3 miles from Scarborough. The view from the top of the rise— $\frac{1}{2}$ — $\frac{3}{4}$ *m.* on—is fine.

To the Cliffs by Bempton. From Bempton Station (10 *m.* from Filey) it is $\frac{1}{4}$ *m.* into the village of *Bempton*—notice the old crumbling tower of the church. The lane leading to the cliff goes straight on, leaving the pub. ho., *White Horse*, a little to the left. Presently it passes between two gates—each arched by whale-ribs—and, a field or so short of the cliff, winds to the left and vanishes. The first appearance of the highest part of Flamborough cliffs is disappointing, but there is full compensation when, after walking $\frac{3}{4}$ hour or so, you gain the highest point—**Specton Cliff**—and look down upon the noble sweep of Filey Bay, with Filey itself near

its far end; the Brig and, in the distance, the cliffs beyond Robin Hood's Bay. Landwards there is nothing, and of Flamborough Head itself all you can see is the tops of the old and new light-houses and, over them both, the German Ocean. Hence we descend to a little rough hollow down which trickles a streamlet from the direction of Reighton. Ascending this hollow and crossing a low brow (path intermittent) you will get into the Filey and Flamborough road a long $\frac{1}{2}$ -mile short of the *Dotterel Inn* (5 m. from Filey)—or, instead of ascending the hollow, you may drop to the sands and return by them to Filey.

It is possible, of course, to walk southward along the cliff from Bempton to *North Landing* (p. 89), but we have not tried it.

For **Flamborough Head**, see p. 89. Rail on to **Bridlington**, p. 81.

Bridlington.



* * The *old town* of Bridlington is inland, $\frac{3}{4}$ m. from the station. The *watering-place*, called *Bridlington Quay*, extends from the station to the sea, $\frac{1}{2}$ to $\frac{3}{4}$ m. *Post and Tel. address*, Bridlington Quay.

Distances by rail :—Beverley, 22 $\frac{1}{2}$ m.; Filey, 13; Hull, 31; Scarborough, 23; York (by Seamer Junc.), 59; (by Market Weighton) 47; London (by Market, Weighton), 216.

Hotels :—*Alexandra*, fronting the sea, 1 m. from station (Bed and Att. from 4s.; Board, 9s. a day; beds not charged to visitors' staying over five nights, except in August). *Britannia*, Prince-st., overlooking harbour, $\frac{3}{4}$ m. from station (Bed and Att. from 4s.; Board, 7s. 6d. a day); *Londesborough* (Board and Lodging, 7s. 6d. a day); *Hilderthorpe*. The above are at Bridlington Quay.

Black Lion, High St., Old Town, 1 m. from station (old-fashioned).

Restaurant, *Royal Victoria* :—Princes Parade, North Pier.

Post Off. (Prince St.) open 7 to 9, *Sun.* 8-10; Chief desp., 6.30. *Sun.*, 5.15. Del., 8.35.; *Sun.*, 9.15 **Tel. Off.**, open 7-8; *Sun.* 8-10.

***Bus** (3d.) half-hours from Quay to Old Town, returning at hours.

Steamers to Filey, Scarborough, and Whitby.

Public (Victoria) Rooms at entrance to North Pier.

Sea-wall Parade :—3d. a day to 7s. for season. Reduction for families.

A pleasant, if not particularly striking, situation on the sweep of a wide bay, excellent sands for walking, good and safe bathing—such are the attractions which have raised **Bridlington Quay** from its humble position as the port of the little town of Bridlington, a mile inland, to the dignity of a popular and not unfashionable watering-place.

History—Both town and harbour boast some antiquity, the evidence of which is the noble Priory Church in the one case, and in the other an historical record of a mandate issued by King Stephen, to "permit the Prior of Bridlington

“to have, to hold well and in peace the harbour of Bridlington, as Walter de Gaunt and Gilbert, his ancestor, did the same.” Here, too, in 1643, Henrietta Maria landed on her return from Holland, with arms and ammunition obtained at the sacrifice of the crown jewels. The parliamentary admiral, Batten, was swift in pursuit, and bombarding the town, drove the Queen to take temporary shelter in a ditch. With the ebb-tide, however, he retired and left her majesty to collect her ammunition and enjoy herself. For a fortnight she lodged at a house still standing in Queen Square. The elder Disraeli, in his “Curiosities of Literature,” relates how, while the cannon balls were whistling over the queen’s head, in her place of refuge, she bethought herself of a lapdog she had left behind asleep and “flew back” to its rescue, which was safely accomplished.

Bridlington Quay is well built and has of late years been greatly extended northwards. In 1888 a new promenade-road was opened under the cliff walks. The *North Pier*, 250 yards long (*adm. free*) is the main attraction for visitors. Looking north from it we see the rising cliff as far as Flamborough Head, the extreme point of which, however, is not visible. Southwards the coast is low and of unbroken dulness all the way to Spurn Head. A flag by day and a red light by night, at the end of the pier, indicate to passing vessels that there is not less than ten feet of water at the harbour entrance. The *South Pier* is 550 yards long and is the favourite fishing resort of the *dilettante* visitor in his leisure hours.

For the tourist Bridlington has two attractions—its Priory Church and its proximity to Flamborough Head. Inland there are pleasant enough drives but no scenery worth speaking of.

The Priory Church.

In the Old Town, nearly 1 *m.* from station by road; $1\frac{1}{4}$ from North Pier, by path crossing railway, $\frac{1}{3}$ mile N. of station, or by road past N. end of station-Buses (3*d.*) from Prince St. at the half-hours.

Dimensions :—Interior length, 185 *ft.*; width, 78; height, 70. *Sunday Services* at 11, 3 and 7; *Week-days*, Wed. and Fri.

This splendid church, though shorn of a good deal of its original beauty, still holds high rank in a county remarkable for its churches.

History. The Priory was founded in the reign of Henry I., by Walter de Gant (or Gaunt) for Augustinian Canons. Munificent benefactions from the wealthy lords of Yorkshire rendered it very powerful for several centuries, but, as in the case of Whitby, its proximity to the sea subjected it to frequent attacks from hungry Scots and Danes, and in 1164 it was fortified with walls. The most famous of its Priors was *John de Bridlington* (1366-79), whose grave behind the high altar, once resorted to as a shrine, was the scene of great miracles. John was canonized by the people, if not by the pope.

Another of its inmates was *William de Newburgh*, the celebrated monkish historian. The last prior, however, *William Wode*, was executed in 1537 for joining the “Pilgrimage of Grace.” The monastery was dissolved in 1538, while not only the residential buildings, but also the transepts, central tower and chancel of the church were destroyed in the following year. The recent restoration extended over a period of thirty years (1850-80).

All that now remains of the old church is the nave, which probably escaped destruction from its having been a parish church at the time of the Dissolution. Its restoration, by the late Sir G. G.

Scott, was completed in 1857. The precincts are entered through the *Bayle Gate*, a pointed archway erected in the last decade of the 14th century and consisting of two arches, with a ribbed roof between, and, above it, a room used as the Town Hall. The roof has fine but worn bosses. Above it are the arms of the old priory—a shield with three “B’s”—and beside it is an archway for foot-passengers. This gateway formed part of the old defences, as the arrow-slits on its side suggest.

The most impressive part of the **exterior of the church** is the **west front**, which has two towers—that to the north of E.E. date and only rising a little above the top of the roof, while the S.W. one, Perp. in its lower part, has been raised to a much greater height by an addition in character made at the recent restoration and surmounted by a parapet with very beautiful pinnacles. The *West Window*, Perp., is of nine lights with a transom, the part below which projects. The design is similar to that at Beverley. Below it, the central door, with remains of very rich carving, has a niched and crocketed ogee canopy and niches with canopies on each side. On the right of it is a similar but smaller door, with a wide depressed Perp. window, which is the reverse of harmonious, above it; on the left a low, round-headed plain door. Noteworthy, too, are the buttresses with their empty niches; also the upper windows of the S.W. tower, which contains two clocks.

The *north side* of the church is E.E. and has a *porch* with very beautiful moulding, the dog-tooth and the open foliage on the capitals being remarkable, as is the trefoil arcade. Above is a parvise, restored. The capitals on the east side are adorned with figures of a king, a queen, and bishop. Looked at from the front of this porch the towers present a very fine contrast to each other. Note the grotesque gargoyles on this side of the church and the great projection of the buttresses. The *east end* is very plain, with heavy buttresses and a memorial window of seven lights, inserted about 1850. On the south side the windows are Dec. except the three westerly ones, which are Perp. For half the length of this side the aisle presents a blank wall with the spring of the arches of the cloister.

The **interior** strikes one at once by its great height and the magnificence of its *West Window*, 55 ft. high, with a width of 25 ft. below and 31 above the transom. The glass is by Wailes, the subjects various, but most of them connected with the sufferings and death of Our Lord. There are also figures of the Virgin and the Apostles, each with an appropriate emblem in his hand. The *nave* has ten bays on each side, the pillars being nearly all clustered, in twelve shafts. The three most westerly ones on the S. side are, like the windows of the clerestory above, Perp. The most easterly pillars are larger than the others and once formed piers supporting the central tower.

In the narrow arches on both sides the spring of arches remain, but evident alterations have been made. On the N. side there is a *triforium*, the divisions of which are formed by one round arch—except two that are Pointed—divided and sub-divided, while on the S. side the triforium proper has vanished and there is an inner open arcade forming the lower part of the clerestory.

The *East Window*, of seven lights, is poor in comparison with the West, but a good deal of quietly toned stained glass has lately been inserted in the N. aisle. Marble steps lead up to the altar. The reredos and screen work are modern.

The most curious *monument* is near the W. end of the S. aisle. It is an altar-tomb incised with figures of various animals—fox, cat, etc.

Before leaving the churchyard, which, by the way, is very full and untidy, we may notice, in its N.E. corner, an **obelisk** in memory of forty-six sailors who perished in the great storm of Feb., 1871—representatives of no less than twenty-three families.

An obvious footpath takes us back to the "Quay."

Pebble-hunting is an amusement of visitors to Bridlington, and the pursuit is described in stirring language in an old local guide-book:—it "gives exercise to the body without a consciousness of fatigue, and engages the mind in a reverie of pleasure, as a train of images passes before it in the form of "Onyx, Porphyry, Cornelian, and Jet." This was written in 1841. The "train" which "engages the mind" of the present visitor is of a much more prosaic character.

Excursions.

The excursions round Bridlington are, with the exception of that to Flamborough Head, of so little interest that we readily leave a description of them to the local guide-books. The best drive inland is by *Boynton Hall* (3 *m.*) to **Rudston** (6), where the *Church*, restored in 1862, has a Norman tower, arch and font. The stained glass is modern, by Capronnier and others. The reredos is of Ancaster stone.

Outside the chancel, at the N.E. corner, is a huge *monolith* of gritstone, 25 ft. high, and it is said sunk into the earth to an equal depth. It resembles the Celtic "longstones" or "menhirs" to be seen in the Wales and the south-west counties, and may have been a boundary mark.

At **Sewerby**, 2 miles N. of Bridlington—along the shore for 1½ *m.*; then turn inland—there is a neat and elegant **church**, built in 1848 by the late Yarburgh Greame, Esq. It is Norman in style, with an oak roof and stained glass windows by Wailes.

Flamborough Station is about ½ *m.* further on.

Flamborough Head. *Rail to Flamborough Station*, 2 *m.* thence by public waggonette, 2 *m.*, to village (6*d.*), 3½ to hotel (9*d.*); 5 to the lighthouse. Waggonettes meet most trains. *Private waggonettes* *abt.* 14*s.*; returning when you like.

There is a road direct from the village to the lighthouse, but this loses the best of the cliff-scenery, which is on the Filey side of the Head. In calm weather boats may of course be

engaged, and they put their freight ashore at either the *North* or the *South Landing*—two gaps in the cliffs about $1\frac{1}{2}$ miles on either side of the Head, $1\frac{1}{2}$ and $\frac{3}{4}$ m. respectively, from Flamborough village. The walk throughout is not to be recommended: better to give the available time to the Head itself. A footpath enters Flamborough village, near the Church. At low tide the Head may be reached along the shore.

Half-way between Flamborough Station and Village the road crosses the **Dane's Dyke**, a great grass-grown double entrenchment with a ditch extending from the N. to the S. shore of the promontory—a length of about 3 miles—and cutting off a triangular area of about five square miles. "Little Denmark" is the name sometimes given to this area, but there does not appear to be any authority for attributing the dyke to the Danes. Nearly the whole of the promontory is on a high level, from 100 to 400 feet above the sea, and almost treeless. At the top of the hill beyond the dyke the lighthouse comes into view.

Flamborough Village has little interest. The Church, with bell-tower and turret, was restored in 1868 and the chancel rebuilt. It contains an inscribed brass to Sir Marmaduke Constable, who trod Flodden Field at the age of 70 with his "sonnes, brothers, sarvants and kynsmenne." Near the church we see on the left a reputed Danish tower. The village has several fair inns—*Ship, Dog and Duck*, etc. *P.O. del.*, 8.25; *desp.*, 4.30.

Turning right and then left again, we come in $1\frac{1}{2}$ miles to the *Thornwick Hotel*, built mainly for day visitors. There is a little Temperance house, the *North Star*, a little beyond it, and close to the descent to the "North Landing" which is the chief port of Flamborough. Here are boats and boatmen, and, on the west side, the chief cavern of the promontory—*Robin Lythe's Hole*, supposed to be so called after a smuggler, but the origin of the name is uncertain. The cave can only be entered from land about low tide. It has several openings and is reputed 50 feet high.

Returning to high ground we have a delightful walk to the lighthouse. The cliff-line is very irregular and broken up into a succession of little bays, with numerous isolated stacks and pinnacles rising out of them. First we come to *Breil Point*, the farthest part of the promontory which commands a view of the coast northwards. In a bay close at hand are two stacks called the *King* and the *Queen*, to all appearance inaccessible. Then there is the *Giant's Leg*, and in *Silex Bay*—the last before reaching the lighthouse—two rocks called *Adam* and *Eve*—a good way apart in consequence of a supposed conjugal quarrel. From one jutting point seven or eight headlands may be seen nearly all pierced by arches.

The **Lighthouse**, 82 feet in height, stands some way back from the extreme point, at which the level of the ground has dropped to 50 ft. It has two faces white, one red, and the light

is visible for 21 miles. Visitors are admitted and an inspection is a practical lesson in tidiness and the quality that is proverbially next to godliness. There is, of course, a wide sea-view from the top: landwards the characteristic of the prospect is its innocence of anything approaching arborescence. For a thorough enjoyment of the east wind commend us to Flamborough Head. Scarborough Castle limits the view northward, and in the other direction the tame dwindling shore of Holderness.

From the **North Landing** you may keep along the cliff to the North end of Danes' Dyke (2 m.) and so on to **Bempton** (3), and **Specton Cliffs** (5 m. *see p. 84*). The edge of the cliffs, however, is continually slipping.

For **Bridlington to Scarborough**, *see p. 81*; to **Beverley and Hull**, *pp. 39, 32*.

Scarborough to Whitby.

By direct coast-line, 22 m., to West Cliff station; 23½ to Town station. *Single, 3s. 2d., 2s. 8d., 1s. 11½d.; return third, 3s 4d.*

Visitors for the day are advised to walk from the West Cliff station across to the Promenade and so into the town, and to return, after visiting the Abbey and Church, from the Town station.

This railway with its continuation from Whitby to Saltburn (46 m. from Scarborough, *see p. 96*) forms one of the prettiest coast-lines in the kingdom. At Peak (10 m.) it attains a height of 500 ft., affording, as it descends, a fine panoramic view of Robin Hood's Bay; then it rises again and keeps to high ground with a wide sea-view, till it crosses the Esk by a lofty viaduct a mile short of the West Cliff station, whence the Town station is reached by going back some way and then winding down underneath the viaduct so as to join the main branch from York to Whitby.

Route. From the ticket-platform at Scarborough the line strikes back and passes through a short tunnel. Except a good view of the Castle, there is nothing noteworthy as we pass (3 m.) *Scalby*, and (5) *Cloughton*, whence we rise through a shallow dale to *Hayburn Wyke* (7 m., *p. 61*). For the next mile or so, the view into the narrow wooded dingle opening out to the sea on the right is very pretty. Crossing it near *Stainton Dale* (8 m.) the line rises at a gradient of nearly 1 in 40 to its summit-level at **Peak** (10 m.), a solitary station on a plateau of heath and rough cultivation. Then, as we emerge from a short tunnel, the whole sweep of Robin Hood's Bay with the little red-tiled village huddled up in a tiny nook at the far end, presents itself—a striking picture, somewhat marred by the alum-works. Looking back to the right we see, on the highest ground, Raven Hall. The geological formation about here—lias underlying gritstone—caused great difficulty in engineering the line, and more than one landslip has occurred. Descending at—in places—1 in 40, we cross several small becks in their descent from the moors and, passing (14 m.) *Fyling Hall*, come to **Robin Hood's Bay** (16 m.). *For description see p. 97.* Then rising again to 350 ft. there is an almost continuous sea-view

over the green fields that slope down to the cliffs. At *Hawsker* (19 m., p. 97) the church is well seen. A pretty dingle is close below on the left, and beyond it stretch the moors. On the right, Whitby Abbey stands boldly out, and then we cross the narrow, winding Esk valley and the York and Whitby railway by a lofty viaduct which commands striking views both ways, and proceed through a cutting to the *West Cliff Station*.

For **Whitby** see p. 92 ; rail on to **Saltburn**, p. 96.

Whitby.

Railway Stations :—*Town Station* (pl. D 4) by river-side, $\frac{1}{2}$ m. from Cliff; for all parts except Scarborough direct and Saltburn. *West Cliff* (pl. C 1), $\frac{3}{4}$ m. from Cliff, by Flowergate and Skinner street, less by path; for Scarborough (Filey, Bridlington, etc.), Saltburn, Darlington, etc.

* * * The stations are $1\frac{1}{2}$ m. apart by rail, nearly 1 m. by road. Short trains run between the stations in connection with the Scarborough and Saltburn trains at the West Cliff station.

Distances and Fares.

<i>Mils.</i>	Tourist.			Ordinary.		
	Avail. May 1 to Dec. 31.					
	<i>1 cl.</i>	<i>2 cl.</i>	<i>3 cl.</i>	<i>1 cl.</i>	<i>2 cl.</i>	<i>3 cl.</i>
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
245 London	61 0	47 0	34 0	69 0	54 6	40 8
181 Birmingham	48 8	37 0	25 0	48 8	40 4	29 6
270 Bristol	71 10	54 10	38 0	71 10	—	43 11
215 Edinburgh				60 0	49 8	33 11
156 Liverpool	41 1	32 7	22 6	46 4	36 4	25 6
124 Manchester	33 1	25 6	18 0	35 4	28 4	20 6
101 Sheffield	27 6	22 6	13 6	27 6	22 6	17 0

* * * The Ordinary fares are quoted for two single tickets—one in each direction. In some cases, ordinary return tickets are granted at almost the same rates as tourist tickets.

Hotels :—*Royal* (first class, pl. B. 4) on the West Cliff; Aug. 1. to Sept. 15., from 13s. a day, exclusive of bedroom, for those who stay less than a week; Sept. 16. to July 31., 12s. Reduction for families from Sept. 16. to end of June. *Coffee room charges* :—Table d'hôte Breakfast, 3s.; Dinner, 5s.; Bed and Att. from 5s.

Crown (pl. C 4) in Flowergate, 9s. a day, exclusive of bedroom (2s. 6d.) for those who stay less than a week. *Coffee room* :—Breakfast, 3s.; Dinner from 4s. 6d.

Angel (pl. C 4), Baxtergate; Family and Commercial, Breakfast, 2s. 6d., Bed and Att., 3s. 6d. *Talbot* (pl. C 4).

Public Baths (hot and cold) on Pier (pl. B 4).

Boats :—2s. an hour, with boatman; 6d. each extra 20 min. : 1s. an hour without boatman; 2d. each extra 20 minutes.

Cabs :—Two-horse, 1s. 6d.; one-horse, 1s. a mile; 6d. and 4d. for each $\frac{1}{3}$ m. beyond. *By time* : 1s. 6d. and 1s. first 15 min.; 9d. and 6d., succeeding ones.

Post Office, Baxtergate (pl. C 4). Open, 7—8; *Sun.*, 8—10. Chief desp. during season, abt. 6.30, *Sun.*, 5.20. Del., 7.30, *Sun.*, 7.30. **Tel. Off.** open 7—8, *Sun.*, 8—10, 5—6. *Branch Post Offices* in Skinner St. (pl. C 3), Church St. (pl. C 5).

Newspapers (with visitors' list, pub. Fri. morn., 1d.) :—*Whitby Gazette*, *Whitby Times*.

WHITBY

Scale of Fards
0 100 200 300 400





As a claimant to the first rank amongst watering places, **Whitby** is naturally more frequently compared with Scarborough than with any other sea-side resort. Far inferior as a town—in this respect it is cramped and inconvenient without any atoning picturesqueness,—about equal in its foreshore and bathing facilities, Whitby is a long way ahead of its more fashionable neighbour in its surroundings both inland and coastwise. The shore northwards from Robin Hood's Bay is interesting almost as far as Saltburn. The Boulby Cliff, half-way between Whitby and Saltburn, attains a height of 666 feet, and is the highest round the shores of the mainland of Britain, though from its not being a sheer precipice, it is less striking than several others of inferior altitude. The chief advantage, however, of Whitby over Scarborough, in the eyes of most of its visitors is its comparative quietness and the less mixed character of its clientèle. In the former respect it occupies about a half-way position between Scarborough and Filey.

The fashionable part of Whitby—the only part in which lodgings with a sea-view can be had—is the **West Cliff**. On the laying out of this commanding site the town is not to be congratulated. The street-line is cold, formal and ambitious—unfortunately ambition has o'er leapt itself, and the carrying out of the design comes to a sudden stop in the very centre—the middle of the Royal Crescent. To the west of this the North Terrace and the Square exist, so far, on paper only. Another mistake has been made in allowing free access to the shore to be cut off from the Promenade, except at its extremities, by the Saloon and Gardens.

Except the Abbey, Whitby has in itself no special objects of interest for the stranger, unless it be the **Museum**, on the Pier (pl. B 4, *adm.* 6*d.*). This contains a good local geological collection; specimens of the pleiosaurus, ichthyosaurus and teleosaurus (crocodile) bones from the Kirkdale Cave (*p.* 72); shells, marine plants; a well arranged collection of minerals; relics from the mounds on the moors; a Roman millstone of lava, etc.

A road called the *Khyber Pass* connects the North Terrace with the **West Pier**, which stretches seawards for 350 yards, and has a lighthouse (erected 1831), which shows a green light—by day a red flag—for two hours before and after full tide, at its extremity. It forms an excellent promenade. The view extends westwards to Kettlewell. In this direction Mulgrave Castle is seen among the trees; while eastward the low reef of Saltwick Nab bounds the prospect, in which the Abbey is conspicuous. There is also a lighthouse on the *East Pier*, on which side landslips have put some of the houses out of the perpendicular.

A mile out at sea a bell gives warning of a reef.

The Jet Trade. Jet is a bituminous deposit from the shales of the Upper Lias. About 1,500 hands are usually employed in the trade at Whitby, and the jet ornaments abound in the shops. Of late, however, the trade has been in a very depressed condition. Steps are being taken to revive it, and to give the Whitby jet a kind of "hall-mark." The alum-shales overlie the jet beds, but the manufacture of alum is now almost confined to the coal districts and Yorkshire alum is "out of it."

Whitby Abbey.

(Pl. B—5.)

$1\frac{1}{2}$ m. from West Cliff Station, $\frac{3}{4}$ from Town Station. *Adm.* 3*d.* each at Entrance Lodge.

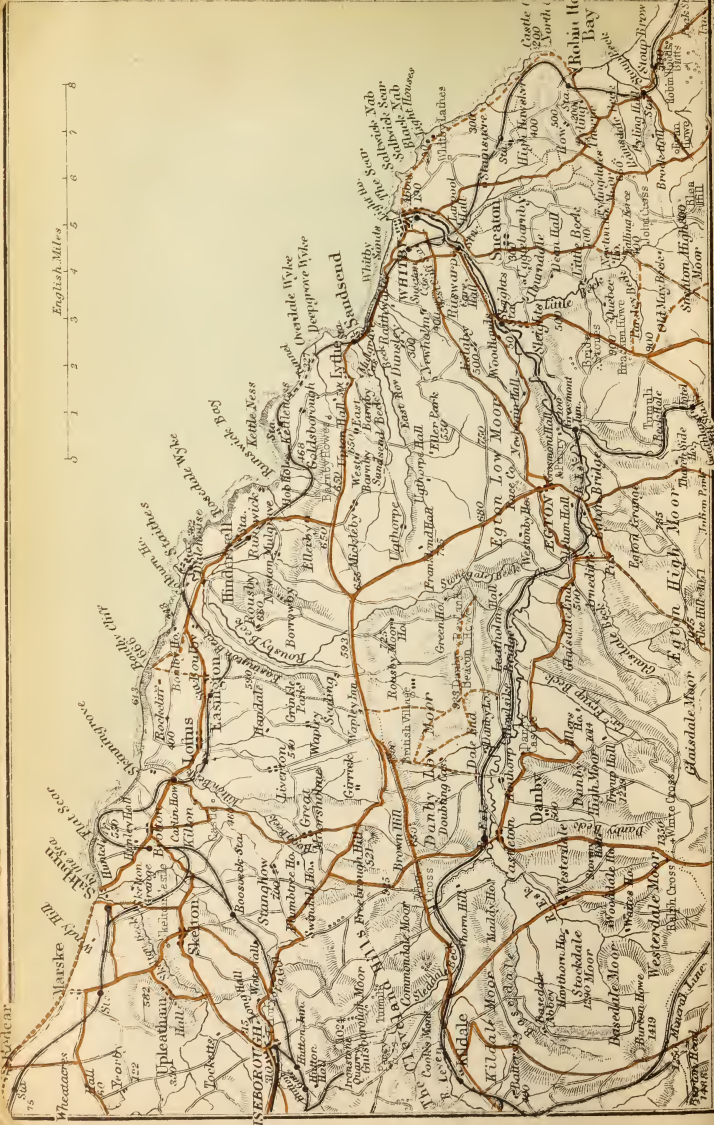
Cross the bridge and turn left up Church-st., at the end of which, turning right, you have 199 steps to ascend to the parish church. The entrance to the Abbey is a few yards further.

History. The Abbey, "the Westminster of the Northumbrian Kings," was founded by St. Hilda in 566 and included both nuns and monks. "The sainted John of Beverley" was among the foundress' scholars. But the name which really throws glory over Whitby is that of a cowherd from whose lips, during the reign of Oswi, flowed the first great English song—the poet Caedmon, who died about 680, a monk of the House. In 664, the famous synod to settle the controversy as to the rule for fixing Easter was held here. The late legend, to account for the abundant ammonites in the shales of the cliff below the abbey, is familiar to readers of "Marmion." Destroyed by the Danes about 870, the abbey remained a ruin until it was rebuilt by William de Percy, one of the Conqueror's barons, and an ancestor of the great Northumberland family. Of the present remains, however, none are earlier than the 12th century. At the Dissolution the net income of the Abbey was about £440.

In respect of situation Whitby Abbey is, as far as Great Britain is concerned, unique. It stands on a bare plateau 200 feet above sea-level, a short distance (at one time much further than now) from the cliff, exposed to "every airt the wind can blow." We have heard it likened—with what reason we know not—to a certain convent on Cape St. Vincent. Were it placed, like so many of our other abbeys, in the bosom of a sylvan valley, with the rush of pure water at its feet, the beauty of its architecture would probably be better appreciated. It is a fine example of the periods to which it belongs—Early English, with some Decorated work towards the W. end.

The parts remaining are the choir, N. transept, portions of the W. front and of the windows of the N. aisle. The nave fell in 1763 and the central tower in 1830. The **W. Front** has an E. E. central doorway, finely recessed with worn remains of rich moulding and of niched buttresses. A Perp. window of the N. aisle is evidently a later filling in. Passing into the **Nave**, we find that the two most westerly of the windows, just E. of the N. door are richly Dec., originally consisting of four lights. Only the central mullion, however, remains. Note also the lower part of the ribs branching from richly foliated capitals. The three easterly windows of the aisle are lancet. Between this aisle and the nave only one pillar—clustered—remains. Of the S. aisle huge fragments that do credit to the tenacity of the mortar are scattered about.

In the **N. Transept** the gable and side-turrets are perfect. There are three stages of lancet windows, with a trefoil arcade below. In the gable a rose-window with ten divisions. The



Carriage Roads described in the Book — Foot Routes wholly or in part — J. Easton & Co., Edin.

clustered pillars between the N. transept and its E. aisle are complete, each with a wide round-headed arch above. The archway which leads into the choir-aisle is narrower and has a pointed window above. Tooth-ornament abounds both here and in the choir.

The **Choir** is the oldest and most beautiful part of the church. It has a north aisle separated from it by seven clustered columns, with plain E. E. windows and a groined roof. On the S. side four E. E. arches remain besides two pillars up to their capitals. The *Triforium* is very like that at Rievaulx, consisting of one round arch divided into two pointed and again subdivided. Above each of these arches there are in the *Clerestory* three E. E. tooth-moulded arches, the central one alone admitting light.

The **East End**—simple but very pleasing—has three tiers of lancets, three in each tier, the uppermost in the gable—and corner octagonal turrets.

On the S. side of the ruins is **Whitby Hall**, built about 1580 and recently restored.

St. Mary's (Parish) Church (pl. B 5, *Sund. Serv.*, 10.30, 6.30) is an extraordinary ramshackle building which might be mistaken for an observatory. In style it varies from Norman to "Churchwarden"—the latter style being prominent in some of the windows. The squat tower is battlemented, and the structure ramifies in all directions. Inside, the most remarkable objects are two spiral pillars and a number of slender polished ones. The chancel seems all but cut off from the rest of the church. The monuments include one to Gen. Lascelles, who served in both the '15 and '45 rebellions.

The new **Church of St. Hilda** (pl. B 3, *Sun. Serv.* 10.30, 6.30) is a handsome but, so far, unfinished building, ranging in style from E. E. to Perp. It has a fine oak roof throughout and a carved freestone pulpit with oak canopy. The service is "advanced."

Coast Walks.

1. Sandsend, 2½ m; Lythe, 3½; Mulgrave Castle, 4.

It is at all times a very pleasant stroll either along the low cliff (100-150 ft.) or the sands to Sandsend, but the grounds of Mulgrave Castle are only open on Mon., Wed. and Sat., and admission tickets must be obtained from the agents of the proprietor, the Marquis of Normanby, at 23, Baxtergate. There are three entrances to the grounds, but the best plan is to enter by the North lodge at Lythe and leave by the South lodge in the East Row valley.

From **Sandsend** (*Railway Inn*, etc.) where are a bit of an esplanade and the ruins of alum-works—a great disfigurement—it is a steep ascent of 500 feet inland to **Lythe** (good inn, *Red*

Lion; fine retrospect of Whitby on way). Here, at the S. end of the village, is the Lodge, from which in 400 yards we come to the *Modern Castle*, a handsome building with a lofty tower and turrets, built by the Duchess of Buckingham, natural daughter of James II. and wife of the Earl of Mulgrave. The interior is not shown. From the house, going in a S.W. direction we descend to and cross the Sandsend beck, on a ridge between which and the next—East Row—beck, rise the ruins of the **Old Mulgrave Castle**.

The scanty remains of this castle, which dates from the latter part of the 11th century, when it was built by the Fossards, indicate great original strength. The E. side was defended by a moat, above which fragments of walls and towers still stand. There are also, on the S. side, remains of an enclosing wall and, at the N.E. angle, a round-headed doorway, with herring-bone masonry. The castle was dismantled in 1647.

From **Lythe** the road continues over high ground by *Ellerby Bank Top* (3 m.; 646 ft.) to **Wapley New Inn** (7½ m.), whence it is 3½ miles on to **Freeborough Hill** (821 ft.), a striking eminence with a good view north; and 5 to **Danby Station**, over **Danby Beacon** (988 ft.); fine view. *Tumuli* and other remains abound on these hills. A short half-mile to the left of the latter route when we have travelled a mile along it, is what is marked on the Ordnance Survey as a "**Settlement**." It consists of a number of *pits* which are supposed to have served as houses for the Britons, with a *rath* or *mound* at the east end. "The most instructive pits are those on Danby Moor. Here they "are in two parallel lines, bounded externally by banks and divided internally "by an open space like a street. A stream divides the settlement into two "parts. In the most westerly part is a circular walled space, 35 feet in diameter. "Some 'druidical' remains occur in this part: to the north are several large "stones, and, 100 paces to the south, are three large tumuli about 70 feet in "diameter and 100 feet apart. East of these tumuli is a large mound, with a "fossa round it above the base, a form which seems not to be sepulchral, but to "be often expressed by the word 'Rath.' *Phillips*."

2. The Scaur. This is the rough shore E. of the town and is reached by crossing the bridge and turning up Church Street, whence a narrow lane (pl. B 5) leads to the sands. It is best to start a couple of hours or so after high tide. This is the place for shell-gatherers. The walk may be continued to *Saltwick Bay* (1½ m., refreshments), and the return made by the cliff and Abbey (p. 94).

3. Cock Mill, 2½ m., Ruswarp, 3½; back by fields; 5 m. in all.

This is a pleasant stroll with good views. Cross the bridge and go to the right the length of Church-st., and at the fork beyond take the right hand branch. The road ascends to 150 feet, passing the cemetery, and affording a fine view down into the winding valley of the Esk, with Whitby, town, abbey, and church, prominent. Then, going under the Scarborough railway, it zigzags down. At the turn in the zigzag go straight on by the path that leads through the woods to a footbridge at the meeting of Stainsacre and Cock Mill Becks, crossing which and proceeding alongside the latter we come to *Cock Mill*, a rustic scene with a pretty waterfall.

From Cock Mill you may proceed another mile by road to **Stainsacre** (*Windmill Inn*) and thence either return direct to Whitby or go on to Hawsker (p. 97), or you may continue up Cock Beck to **Rigg Mill** (1 m.).

From Cock Mill a road leads to **Ruswarp** (*country inns*), which is entered by a suspension bridge over the Esk close to the station. Here are a new *Church* with an apse, and an old *Hall*, now a farmhouse.

Hence a flagged footpath, starting beyond the New Inn, takes us in less than a mile into the Aislaby road, ascending a flight of steps on the way, and so back to Whitby (see pl. D 3).

Those who reverse this route start by road on pl. D 3; then, right, over the railway, beyond which the footpath begins.

4. **Hawsker**, $3\frac{1}{2}$ m., away and in rather a bleak position, is reached either by the Abbey and Hawsker Lane or by a footpath starting from the Workhouse (pl. D 6), and entering the same lane $\frac{2}{3}$ m. beyond the Abbey. Near the village (*pub. ho.*) is a spot, marked by two upright stones, on which two arrows shot by Robin Hood from Whitby Abbey are said to have fallen. A return may be made by the lighthouses (*below*).

5. **Robin Hood's Bay, by the cliff**, 7 m.; a good $2\frac{1}{2}$ hours walk. Return may be made by train (*p.* 90). Ascend the church steps, as for the Abbey, and thence enter path (pl. B 6), which reaches the edge of the cliff opposite *Saltwick Nab*, a reef projecting about 300 yards. Beyond this a descent may be made to *Saltwick Bay* (*p.* 96), a favourite resort (refreshments). The path, however, keeps the edge of the cliff and, after passing *Black Nab*, a smaller reef, goes in front of two **lighthouses**, 250 yards apart (lights visible 23 m.).

The cliff along here is of lias shale with a covering of gritstone, which often slips down in consequence of the lias below being worn away by the waves. The shore is rough and in places almost paved with sandstone slabs, and the cliff-path has from time to time encroached upon the cultivated slopes. Its highest points are about 300 feet above the sea, and of an up-and-down character, though there are no streams to necessitate a descent to sea-level. On rounding the promontory (6 m.) we see Robin Hood's Bay to perfection.

Robin Hood's Bay (*Robin Hood's Bay Hotel*, lunch 2s.; *Dolphin. Letters del.* 8.40; *desp.* 4.20; *postal address*:—"near Scarborough"), sometimes called *Bay Town*, is a fishing village of repute as far back as Leland's days, and only less extraordinary in its building-plan than Runswick (*p.* 105). It is a little cluster of red-tiled houses fringing the steepest, narrowest and most tortuous of streets, and reaching the sea close to the *Bay Hotel*, which is a clean and comfortable little house with a sea-washed terrace in front of it, and good accommodation within. The shore consists of a belt of sand under the red crumbling cliffs and, further out, rock and dark sea-weed. The view across the bay is charming.

The *Station* is 10 minutes' steep climb from the shore. Near to it is a new *Church* on Norman lines, and beyond it, on much higher ground, the hamlet of **Thorpe**, with a wayside inn or two. Lodgings can, we believe, be had at both places.

6. **Falling Force, Goathland, etc.** Goathland is 10 miles by rail direct from Whitby (*p.* 42). By the route we are about to describe, the train is taken to Sleights station (3 *m.*), and thence a very interesting but somewhat intricate walk enjoyed to Ugglebarnby (to be visited for its church), Falling Force, and over the moor to Goathland Mill station, whence the return to Whitby may be made by train. By carriage-road the distances are:—Ugglebarnby, 5 *m.*, Falling Force, 8. There is no regular road from Falling Force to Goathland. The walking distance from Sleights to Goathland is about 9 miles.

From **Sleights** station enter a footpath at once or join it from *Fox Pub. ho.* Do not cross the first footbridge, but keep a lane slightly on the right and cross the next footbridge (5 *min.*). Hence the lane leads to a grey square house. Go to the left of this and through a gate on to a path which bends to the right and crosses a rill by a plank-bridge, whence the path climbs a steep pitch to a stile by which you gain the village of Ugglebarnby (1½ *m.*). There is a pretty retrospect over Sleights.

The little **Church of Ugglebarnby**, rebuilt in 1882, chiefly at the cost of the children of the late John Allan, Esq., of Hemsyke, has a beautiful interior (*key at cottage a little beyond church*), all the details being elaborate and at the same time in good taste. The roof is painted in panels. The pews are richly carved. The reredos represents the Last Supper. S. of the communion-rails is a memorial to John Allan, *d.* 1812, and another John Allan, *d.* 1865. The E. end is frescoed on both sides of the window. The pulpit is of carved freestone, with a figure of Christ and green marble pillars. The reading-desk and the lectern are also noteworthy. The general style adopted is Norman.

The village is 300 feet above the sea. Continuing to ascend by the lane, we obtain in 7 minutes a fine view of Whitby over a gate on the left—the town, West Cliff, abbey, viaduct, and a wide stretch of sea on both sides, with Hawsker Church—suggestive rather of glass-works, to the right. At cross-roads (550 *ft.*) the view is still wider. A few yards further we gain the moor and make straight across it in a line with our previous route (rutted tracks bear a little both ways) and in another 10 minutes join a good road that crosses the moor alongside a fir-planting and wall. Follow this as far as a gateway and sign-post, and there turn to the right short of the gateway (2 *m.* from Ugglebarnby). In another mile, after descending 200 feet or so, turn down a path just short of a bridge across the beck, towards a cottage, and pass through a wicket on the right. A steep and, in wet weather, sticky path leads to the bottom.

Except after rain, **Falling Force** shows very little water. What there is falls about 40 feet over a black wall-like cliff, striking against little ledges, and spreading like a fan. On

both sides is sheer rock sprinkled with grass, trees, and ferns, and forming a semicircle; below, a brown pool. Lower down loose blocks of gritstone with trees embedded in them reveal a recent landslip. There is a pretty view of the fall through the trees.

A return may be made through **Hawsker**, for which, at the sign-post we passed a mile back, take a road which nearly 2 *m.* further joins the Whitby and Scarborough road a good $2\frac{1}{2}$ miles S. of Hawsker Station (*p.* 91).

Resuming our way to Goathland, we cross the bridge and ascend $\frac{1}{4}$ *m.* to *Force Farm*. Branch to the right along a good road that doubles back to another farm, on reaching which turn smart left through a gate. After a bit of lane you enter a field with a shed at its end, through another gate; then go slantwise up a field (path) to a gate seen in the right front. This opens on to the moor on which wheel-tracks soon become indistinct in the bog. The point to make for is a bit of a green hillock (barrow) on the skyline of the moor, just beyond the crossing of the Whitby and Pickering road ($2\frac{1}{2}$ *m.* from *Force Fall*; $6\frac{1}{2}$ *m.* back to *Whitby direct through Sleights*, *p.* 98), which, though little used, is kept in good repair and abounds in guide-posts. The first directs to Beck Holes and Grosmont, the next to Goathland, $1\frac{1}{2}$ miles distant and reached by a long descent to the station, where the railway is crossed. A little way further we come to the **Goathland Hotel**, a fair-sized house, specially built for visitors, and a good centre for many pleasing walks.

The prettiest scene near **Goathland** is Thomason Foss (or Force) on Eller Beck. The railway runs just above, but does not afford a view of it. There are also picturesque, but rather overrated bits on *Wheeldale Beck*, which joins Eller Beck at Beck Hole, a mile below Goathland.

For **Thomason Foss** cross the green in front of the hotel and descend to **Beck Hole** (*small inn*) by the old railway-incline (*p.* 42) or the lane on the right hand of it. From Beck Hole take a path on the *north* side of the stream. This, after ascending to the level of the railway, descends again to the water—a rough but romantic walk. The Foss ($\frac{1}{2}$ *m.*) has neither height nor volume to boast of, but it lies sweetly retired amid masses of ferns and leafage and is a perfect tit-bit. In returning to Beck Hole you may cross the stream and avoid the hill.

Mallyan Spout and Nelly Ayre Foss—both on *Wheeldale Beck*—may either be made the objects of a special journey or combined with Thomason Foss. In either case proceed as follows:—from the hotel go through the village and take the road to the left passing the church ($\frac{2}{3}$ *m.*). Fronting you is the *Cross Pipes* pub. ho., and at the farm on the right of the road, opposite that, you must apply for admission (2*d.*, fairly demanded in consequence of the injury previously done by visitors). A guide will take you down to a very pretty part of the beck and point out *Mallyan Spout*, which is simply a few threads of water falling from the top of a high woody cliff, and requiring a great deal of rain to attract much attention.

[Hence you may go by footpath first alongside and then high up above the stream to Beck Hole. So doing, you look down into a ravine which is certainly the prettiest part of the *Wheeldale Beck*.]

Nelly Ayre Foss is about a mile above *Mallyan Spout*. To reach it you ascend to the road again and proceed some way beyond the bridge (not descending to it) which spans the stream, and then descend by a wall. The fall is wider and much more copious than *Mallyan Spout*. Enquire particularly before leaving the hotel about this fall. The writer's recollection is vague.

To Pickering by road.

Ruswarp (*inns*), 2 *m.*; Sleights (*inn*), 4; Saltergate Inn, 12; Lockton (*inn*), 15½; *Fox and Rabbit*, 16¾; Pickering Station, 21.

This old coach-road, though very little used, except over the four or five miles at each end, is in good repair throughout. It is one of the highest of high-roads, affords a very bracing walk or drive, and commands extensive views of the moors and the cloughs which break through them.

The way out of Whitby is by Bagdale (pl. C 3). Pedestrians will take the footpath to Ruswarp (*p.* 97), or train to Sleights. For Ruswarp see *p.* 97. The road begins its ascent at Sleights station (3¼ *m.*) and, after crossing the river and passing through the village—*inn* at upper end—goes up and up till it attains its highest level (900 ft.) about two miles further. At 6¾ *m.* roads diverge to Beck Holes, Grosmont, and Goathland (*see p.* 99), and in the next few miles the high level is only broken by the depressions of the *Brocka Beck* and the *Eller Beck*. At the latter we are only a little way from the railway. At 11 miles a by-way comes in on the left from the Fylingdale Moors. The rest of the way is described on *p.* 64. The square-topped formal-looking hill now and again visible, is Blakey Topping. **Saltergate Inn** is an old change-house, now partly occupied as a private house. The writing on its walls is “Ichabod.” After breasting the steep rise beyond it we get, from an almost razor-backed isthmus, a wonderfully telling view down the Levisham Beck. At *Lockton*—a little way right of the road—there is a very fair little inn.

North Clebeland Branch.

To Egton, 8 *m.*; **Castleton**, 17; **Great Ayton** (for **Roseberry Topping**), 27; etc.

This route affords much interesting scenery, especially in the first dozen miles or so. From Egton there is a delightful hour's stroll to the Beggar's Bridge, which is close to the next station, Glaisdale, and pedestrians can enjoy a breezy walk through Egton village and over the moor back to Whitby. From Castleton a road leads over the moor to Kirby Moorside (15 *m.*, *p.* 71), and Great Ayton is the best starting-point for Roseberry Topping (*p.* 102), whence the descent may be made to Guisborough in ample time for the evening train to Whitby, or the route may be reversed.

From Whitby (Town Stat.) the route is along the main (York) line (*p.* 42) as far as (6 *m.*) *Grosmont Junction*, two miles beyond which we come to **Egton** (*Railway Inn*, at station; the village is high up, ¾ *m.* away to the right). From the station descend to and cross the river; then, passing the *Oak Tree* (with garden) on the right—(a little further down is the *Horse-shoe*) keep the main

road. The hamlet is called **Egton Bridge**, and the valley is very prettily wooded. It is a very favourite picnic and general holiday resort from Whitby. About $\frac{3}{4}$ m. beyond the "Oak Tree," on the main road, after crossing a streamlet, a cart-road gate, with a foot-gate beside it, leads into *Arncliffe Wood*. Take this track and avoid turns down towards the stream, especially two close together at first. So doing and keeping the river below on the right, you pass over a flagged path and come out at **Glaisdale Station**, close to the **Beggar's Bridge** (Inn in the village). The bridge is a graceful single arch. There is a legend attached to it, to the effect that an ardent lover, cheated, by an envious flood, of a last interview with his sweet-heart, before going abroad, vowed that on his return to claim his bride, he would build this particular bridge;—

"And he built ere he won her, the bridge of his vow
And the lovers of Egton pass over it now."

The *direct* road back to Whitby ascends a steep hill from Glaisdale, and, passing *Egton Village* ($2\frac{1}{2}$ m.; inns), continues for several miles on high ground before it commences a long descent to Whitby (10 m.).

From **Egton station** to **Rosedale** (p. 71) over Egton High Moor (1,075 ft.) it is 9 miles by carriage-road.

The *railway* threads a particularly charming part of the valley—a narrow winding defile—between Egton and *Glaisdale* ($9\frac{1}{2}$ m.), beyond which the scenery opens out and becomes less interesting. Then it reaches (12 m.) **Lealholm**.

A pleasant walk may be taken from here by **Great Fryup Dale**, round Danby Crag and returning by **Little Fryup Dale** to Danby station. *Distance*, 7-8 m. Just S. of Lealholm Bridge, on the way, the Esk forces its way through a rocky defile called **Crunkley Gill**. Then, turning right a mile S. of the station, we reach in a long mile the foot of Great Fryup Glen, and follow the road round into Little Fryup (*Ship Inn*, $4\frac{1}{2}$ m.). A good mile short of Danby station is **Danby Castle**, built in the 14th century by the Latimer family, but now partly a ruin and partly a farm-house belonging to Lord Downe. There is a story that Catherine Parr, who married Lord John Latimer, lived in the castle, and that here Henry VIII. came a-wooing, after her husband's death and his fifth wife's execution. The castle was a rectangular block with a central court. Its north, best preserved, side overlooks the river, and behind it rises Danby Crag.

Nearly 3 miles beyond Lealholm we see the ruin of Danby Castle (*above*) on the left and then reach (15 m.) **Danby Station**.

From either Lealholm or Danby Station **Danby Beacon** (988 ft.), which rises half-way between the two, $1\frac{1}{2}$ m. N. of the line, may be reached in 3 miles. It commands a fine view of the Esk valley and the moors beyond and westward. $1\frac{1}{4}$ miles due N. of it and 250 feet lower are the remains of a **British Settlement** (p. 96), considered the most remarkable in Yorkshire.

$1\frac{1}{2}$ miles further in a direction N.N.W. is the **Wapley Inn** on the moorland road from Whitby to Guisborough. *To Whitby*, 6 m.

The next station is **Castleton** (17 m.), which occupies a slope at the foot of the moor $\frac{1}{2}$ mile S.E. of the station. There is fair accommodation at the *Downe Arms* in the village, and a little at the *Railway Inn* at the station. Towards the N. end of the town is a mound called *Castle Hill*, now occupied by a farm-house, but at one time probably by a Norman castle of the Bruces.

There are various walks up dale and over moor from Castleton. The best is perhaps the moorland one due S. to **Kirby Moorside** (16 m.) described the reverse way on p. 71. For this the road, good for the first half-dozen miles, or so, ascends at once from the village to Castleton ridge, a narrow spine extending between Westerdale and Danby Dale. In the latter we pass in 3 miles some way below us on the left, a farm called *Stormy Hall*, said to have been a halting place of Henry VIII. on his way to visit Catherine Parr at Danby Hall. There are very poorly provided public houses at *Blakey House* (6½ m.) and *Gillamoor* (13 m.). For the rest, see p. 71.

From Castleton the line turns N.W. up *Commondale* (stop by signal), traversing a moorland region to (22 m.) **Kildale**, where the pretty rebuilt church of St. Cuthbert is a feature on the left. Then, high up on the right, crowning the summit of Easby Moor (1,064 ft.), we see the lofty column erected in honour of Captain Cook in 1827.

Battersby Junc. to Great Ayton, 3 m., and Middlesborough, 11. Great Ayton is the best station for **Roseberry Topping**. Otherwise this branch has no interest.

The village of *Great Ayton* (Inn: *Royal Oak*), lies a little west of the station, and has a square green. A "British Workman" tenement announces itself as,—

"A public-house without the drink,
Where men may stop, read, talk, and think,
Then safely home return."

A little to the left, at the east end of the village, is the house in which Cook went to school, with an inscription.

For **Roseberry Topping** (2 m., 45 to 60 min.) turn left at the west end of the green, and in 70 yards enter a wide footpath by a wicket-gate. After crossing a drive and passing *Clayton Lodge* on the left, the path (12 min.) crosses the railway about ¾ m. from the station. The Cook monument has been conspicuous in the right-front, and straight ahead are huge mining heaps. After crossing the line the track becomes a grass-path, and the climbing begins. Presently (20 min.) you cross a mineral line, and ascending through a wood, cross an artificial old gully by a wooden foot-bridge. Then, emerging (25—30 min.) from the wood, the path becomes very faint, but you go to the left of a new cottage and, turning for a few yards to the left, get on to a distinct track that leads pretty direct to the top, passing a scanty fir-planting and, some way left, a square tower which commands a wide view.

For description of hill, view, etc., see p. 108. In descending to Guisborough, you start N.W., and in 12 min. go through a white wicket-gate on to a track which goes through another wicket and two farm-gates, and then drops to an open green where several roads meet. Turn left along this and then, passing through a gate,

you enter a wide gravel footpath which leads to *Hutton Gate Station*, $1\frac{1}{4}$ m. from Guisborough, the road to which enters the town at its west end, furthest from the station. *Time from top to Hutton Bridge Station*, 40-45 min.

From **Battersby Junc.** (24 m.) the direct line goes on to **Stokesley** (28 m.; *Golden Lion*, 'bus), where the town is a mile N. of the station, in a flat country and of no interest. Beyond it, however, the scarp of the Hambletons on the left presents as bold an outline as any hills in the Cleveland district, and in the right rear Roseberry Topping shows its clear-cut cone. We are now issuing from the hill-country on to the almost dead flat that flanks the Tees estuary, and, except for the walk from Potto to Osmotherley and Mount Grace Priory, there is nothing to attract the eye during the rest of the journey to **Picton Junc.** (36 m.), for Northallerton and York, and **Eaglescliffe Junc.** (40 m., for Darlington) which is 3 miles short of **Stockton**.

Potto Station to Osmotherley, 6 m. (for **Mount Grace Priory**) and **Northallerton**, 13 m. This route is fully described the reverse way on p. 113. There is a good half-way house—the *Queen Katherine*—at Osmotherley, and wayside houses at $\frac{1}{2}$ m., 2 m., and several between Osmotherley and Northallerton. Beyond Potto turn right by lane and footpath; go through *Swainby*, and thence bear to the right up-hill to *Scarth Nick*; and in descending from Osmotherley, after entering the main road in a mile, keep along it for $1\frac{1}{2}$ miles to *Seater House*, whence it is a direct run to *Northallerton*, with a fine view, $1\frac{1}{2}$ m. short of the town.

Whitby to Scarborough by rail.

From **Town Station**, 23 m.; **West Cliff**, 21 $\frac{1}{2}$. Ret. fares 6s., 5s., 3s. 4d. To **Robin Hood's Bay**, 6 $\frac{1}{2}$ m. from West Cliff, 1s. 10d., 1s. 6d., 11d.

Route described fully the reverse way, p. 90.

From the Town Station a loop-line runs up to the West Cliff Station, where a change is made into the train from Saltburn. Then, reversing our direction, we are carried over the Esk valley by a lofty viaduct and keep on high ground till, by a sharp descent, *Robin Hood's Bay* is reached. Good view to the left all the way, including part of Whitby, the abbey, Hawsker church (3 m.), with slate spire, and the sea; also—on the right between the viaduct and Hawsker—pretty wooded dell close below and distant moorland.

For **Robin Hood's Bay**, see p. 97. From it the line sweeps round the bay, ascending to a height of 500 feet and affording a beautiful retrospect of the bay. **Peak** (11 m.) is the summit station. Descending abruptly from it we thread a shallow valley, passing *Stainton Dale* (14 m.)—pretty view to the left—*Hayburn Wyke* (15, p. 61), *Cloughton* (17) and *Scalby* (18 $\frac{1}{2}$). Scarborough Castle is seen; then, after a short tunnel, the train is backed from the ticket-platform into *Scarborough Station*.

Whitby to Saltburn by rail.

From **Town Station**, 25½ *m.*; **West Cliff**, 24; Ret. Fares, 6s. 4*d.*, 5s. 4*d.* 3s., 4*d.* To **Hinderwell**, 8 *m.* (for **Runswick Bay**), 2s. 4*d.*, 2s. 0*d.*, 1s. 2*d.* **Staithes**, 10 *m.*

. Fares and distances (below) are reckoned from West Cliff Station.

This is one of the most remarkable bits of railway in the kingdom and involved considerable engineering difficulty. At one point, between Loftus and Saltburn, it is carried along the edge of and 300 feet above a sheer cliff, and when Saltburn looks almost within a stone's throw, we have still five miles to travel before entering the station. The chief places of holiday interest upon the line are Runswick Bay and Staithes, both of which are well-nigh unique, while from the latter or from Easington (13 *m.*) Boulby Cliff, the highest on the mainland of Great Britain, may be easily reached.

The Route. Leaving the West Cliff at a height of 150 feet the line soon presents a charming view over a stretch of gravelly sand extending to (2 *m.*) *Sandsend*, where the scene is disfigured by tumble-down alum-works and the cliffs begin again. On the left we may have caught a peep of Mulgrave Castle in the woods. Then comes a tunnel, from which we emerge 200 feet above the sea, reaching, after another short tunnel, **Kettleness** (5 *m.*)—a hamlet and headland some 350 feet above the sea. In 1829 a landslip overwhelmed the alum-works below, but the inhabitants had time to seek refuge in a boat that was lying off the shore.

Bending inland now in order to get round the deep woody cloughs which converge on Runswick Bay, we get a view of the hamlet of Runswick, with its houses clinging like limpets to what appears an almost precipitous cliff. The bay is a very fine one. The scene reminds one somewhat of Clovelly, but is less rich and worse cared for than the trim little Devonshire village and its surroundings.

Hinderwell (8 *m.*) is the station for **Runswick**, which lies 1—1¼ *m.* back by high-road. At the top of the cliff (1 *m.* from stat.) is the *Runswick Bay Hotel* (35s. a week in, 28s. out of season), a house with a good amount of accommodation, and commanding a fine view of the bay. Below, reached by a steep zigzag, is the *Royal* (25s. a week), a very homely little places. Several of the cottages are lodging-houses.

From the Runswick Bay Hotel the road winds down between brambles, berries, and tangled brushwood, enlivened by the bright colours of ragwort, charlock, mallow and a dozen other such-like flowers that revel in places where Local Boards are unknown and streets impossible. The little cottages—here and there one out of the perpendicular—have every imaginable aspect and all manner of elevations, and the garden-plots run wild. In front is the beautiful sweep of Runswick Bay, the shore, though rough and rocky just below the hamlet, affording a stretch of lovely sand for bathing.

The village has won a reputation for scientific sailors—to be partly accounted for perhaps by their early training. A strip of weed-grown rock and scree at an angle of about 45 was pointed out to us on one occasion as the “place where the bairns learnt to walk.” Local tradition runs that the people of Runswick are little and fair, those of Staithes strong and swarthy. They are accounted to have been equally adept in the art of smuggling.

Hob's Hole used to be a considerable cavern opening on to the middle of the bay, but it has been almost destroyed by the operations of the jet-searchers. *Hob* was, in his day, a local *Æsculapius*.

From the Runswick Bay Hotel, the way along the cliff is plain enough; from the village it is a very steep but safe climb. From the top you look down on the engine-house of the dismantled alum-works in Rosedale Wyke. Then you may either continue along the cliff to Staithes (*see below*) or may strike inland to the north end of Hinderwell (*pub. ho.* on way; *inn* in village. *Distances by cliff*:—Runswick to Staithes, $3\frac{1}{2}$ m.; Hinderwell station, $2\frac{1}{2}$).

Staithes (10 m.; *Station Hotel*, at station; *Black Lion*, in village, $\frac{1}{2}$ m. away) is to Yorkshire what Polperro is to Cornwall and Llangranog to Cardiganshire. From the station we start on a fair level; then comes a break-neck descent, with a deep wyke on the left, introducing us to the main street, which is paved with the most atrocious cobbles. This street, without affording any apparent chance of escape, leads direct into the sea. The tiniest of bays has for its horns two broken cliffs—in the main sheer. On the shore are bare-legged urchins and dead herrings—with the natural result of a fishy odour. Butcher's meat and “old clo'” hang up side by side. For all that, there is an air of prosperity about the place, and few tourists will regret delaying their steps awhile to visit this Elysium of primitive simplicity. Captain Cook, when a lad, was apprenticed here.

We need hardly add that both Staithes and Runswick Bay afford the artist choice subjects.

Boulby Cliff (666 ft.), 3 m., and **Easington Station**, $5\frac{1}{2}$ m. The best way from Staithes station is to take the road southward, which drops steeply into a hollow with a mill. Then, crossing the stream, you have a long ascent to the right, crossing the railway and, a mile further ($2\frac{1}{2}$ from Staithes) turning aside to the cliff at its highest point.

The ragged composition of the cliff and the scars inflicted by the abandoned alum-works all along this part of the coast, may cause a feeling of disappointment to those who have simply formed their anticipations from its height. There is little of dignity about it, but the wide-spread ocean-view, with its multitude of sails, issuing probably from the Tees, cannot fail to please. Northward the coast may be traced past Hartlepool as far as Tynemouth; in other directions only a few miles. The cliff is composed of *lias*—upper and lower—with bands of ironstone.

In returning, you may, after continuing along the cliff for about $\frac{1}{4}$ mile, cross a field to a group of cottages, from which, crossing the road by which you came and passing between another cottage or two, you enter a path that strikes the main road to Loftus about 600 yards east of the *Tiger pub.-ho.* (tidy) at **Easington**. Here is a new church, opposite a stone that once held the stocks. *Easington Station* is $\frac{3}{4}$ m. further.

Quitting Staithes, the line crosses the Easington Beck by a viaduct and then passes, on the right, the dull side of Boulby Cliff; on the left is a densely wooded dingle, and then a long tunnel brings us out near **Easington Station** (13 m., 350 ft.).

For **Boulby Cliff** from Easington Stat. follow the road eastward for $1\frac{1}{4}$ m.; then, 600 yards beyond the *Tiger* pub-house, take a narrow path on the left. In 12 min. you will go between some cottages; cross a road and pass another little group of cottages, beyond which cross a field and you reach the cliff a few hundred yards west of its highest point (dist. from stat. $2\frac{1}{2}$ m.). For route on to **Staithes** see p. 105.

Hence the line drops to (15 m.) **Loftus** (*Red Lion*), situated amid beautiful scenery, but ruined from a picturesque point of view by its iron-works, which have been largely developed by the railway. There are deep glens on both sides of the line as we approach the station and, before reaching the next station, *Carlin How* (16 m.), the deepest of all, Kilton Beck, is crossed.

From Carlin How to Saltburn by road is less than 4 miles, by rail it is 8 (pedestrians may make their way by Skinningrove at the mouth of Kilton Beck, and over Huntcliff, abt. 5 m.). The line forms a horse-shoe curve, at the head of which for a little distance it skirts the sheer cliff at a height of 300 feet. Then, sweeping round, it reveals Saltburn hardly more than a mile away. To reach it, however, we have a second curve, rather less abrupt, passing (20 m.) **Brotton**, whence, by a continuous descent, we reach Saltburn.

From Brotton it is 7 m. by rail to *Guisborough*, for **Roseberry Topping**, etc., see p. 108.

For **Saltburn**, see p. 107. **Redcar** (*below*) is 5 miles further, and trains fit in.

Darlington to Redcar and Saltburn.

Eaglescliffe Junc. (*Refr-rm.*), 8 m.; Stockton (South), 12; Middlesborough, 15; Redcar, 23; Saltburn, 28.

This line runs through Durham as far as Stockton, where it crosses the Tees.

The first place of holiday resort upon it is Redcar. **Stockton** and **Middlesborough** (*Grand Hotel*) are amongst the busiest and most uninviting of localities, bristling with chimney-stacks, on a dead flat, and redolent of smoke. The latter is the capital of the Cleveland steel and iron district.

Redcar and Coatham.

Distances :—Darlington, 15 m.; Durham, 37; Newcastle, 55; Saltburn, 5; Whitby, 29; York, 60; London, 248.

Hotels :—*Coatham*, west end of town, on esplanade, 5 min. from station: board and lodging, 10s. 6d. a day; Table-d'hôte dinner, 4s. 6d.; *Swan, Red Lion, Clarendon*, etc..

Post Office :—Open 7—9, *Sun.*, 8—10; Chief Del., 7.10; desp., 6.30; *Sun.*, 5.30. **Tel. Off.**, 7—9; *Sun.*, 8—10.

Pop. :—abt. 2,500.

Redcar is the Rhyl of Yorkshire. From it to Saltburn, a long four miles, extends a fine beach (in the other direction it extends three miles to Tees Mouth) of firm sand, and this is the one

attraction of the place, as there is little or no inland scenery. The town is old-fashioned and consists of one long and, in places, wide street, parallel with, and at some little distance from the shore. Short streets run down from it to the esplanade, on which, to the east, are small single-storied cottages—mostly dependencies of the houses in the main street, and westward, a range of modern lodging-houses dominated by the “Coatham Hotel.” **Coatham** is the western extension of Redcar and has a fine modern church, Dec. in style. Both Coatham and Redcar boast a pier.

At the long narrow promontory, or spit, projecting to Tees Mouth, there is a grand breakwater.

Inland the one walk or drive is to **Kirkleatham** (3 m.), and **Eston Nab** (6 m., 800 ft.). At Kirkleatham there is the *Turner Hospital*, of red brick, founded by Sir Wm. Turner, Lord Mayor of London, in 1676. The *Chapel*, added in 1742, contains a fine painted window—said to be the work of two Italians. *Kirkleatham Church* was built in the last century by a native architect. There is also a *Hall*, formerly the residence of the Turner family.

Eston Nab commands an extensive panoramic view. Its north-west side is almost devoured by ironstone quarries, and a mineral branch connects it with *Eston Station* between Middlesborough and Redcar.

The most enjoyable excursions from Redcar are those which are commenced by taking train to Saltburn, Guisborough, or on towards Whitby (*see under “Saltburn”*); except that for Roseberry Topping (*p.* 108) the best route is by Middlesborough.

Between Redcar and Saltburn there is nothing to notice unless it be the old church of *Marske*, now only used for burials, and *Marshe Hall*, an old manor-house of the time of Charles I.

Saltburn.

Distances :—Redcar, 5 m. ; Darlington, 20 ; York, 65 ; Durham, 42 ; Newcastle, 60 ; Whitby, 24 ; Scarborough, 46 ; London, 252.

Hotels :—*Zetland* (connected with the station), bed and att. from 5s.. Table-d'hôte bkfst., 2s. 6d. ; din., 5s. ; incl. terms 12s. to 15s. a day.

Post Office :—Open 7—9 ; *Sun.*, 8.10. Chief del., 7.30 (*Sun.*, 9) ; desp., 6.30 ; (*Sun.*, 5.10). **Tel. Off.**, 7—9 ; *Sun.*, 8—10.

Saltburn has sprung into, or rather started towards fame as a watering-place within a comparatively few years. What there is of it is handsomely laid out and built, and the situation, near the western extremity of the line of lofty cliffs which extends with little break from it to Flamborough Head is pleasing, if not grand.

The hotel accommodation is of a high-class and, as the tariffs given above may suggest, the place is select. Its attractions consist mainly of pleasant grounds—the “Glen”—threaded by Skelton Beck, which here flows into the sea.

Saltburn itself stands more than 100 ft. above the sea and commands a wide view including Redcar and Hartlepool, while to the east the lofty cliff-line begins with the overhanging bluff called Huntcliff, which the Whitby Railway reaches after a circuit of six miles. The walking distance—cross the Glen to begin with—is about 2½ m. ; the stroll is very interesting.

The sea may be reached by an inclined tramway leading to the pier, which is $\frac{1}{4}$ m. long.

The most interesting excursion that can be made from Saltburn is to

Guisborough (7 m. by road) and **Roseberry Topping** (4 m. from Guisborough). The best route over Roseberry Topping is from Great Ayton Station, on the line from Middlesborough to Battersby Junction, and the best way to Great Ayton is by Middlesborough, as the route to Guisborough involves two changes and the trains do not fit in. We have described this ascent in the Whitby section (p. 102). We will now ascend from Guisborough, or if the trains suit, from Hutton Gate, $1\frac{1}{2}$ m. further.

From Saltburn the line ascends to Brotton (4 m., p. 106), whence, reversing the route, we descend to (9 m.).

Guisborough (Hotel:—*Buck*, 3 min. from station, Pop. *abt.* 6,000), a prettily placed town with one long street. Its one object of interest for the tourist is its old **Priory**, of which, however, the remains are most scanty. The grounds are entered by a doorway almost opposite the way up to the station. They are charmingly kept. All the buildings have vanished except the *east end* of the *church*, which is a beautiful example of Early Dec. Its main window, very large, and the corresponding ones of the choir aisles display fine moulding with enriched capitals. Above, in the gable is a five-light window.

The Priory was founded early in the 12th century by Robert de Brus, for monks of the Augustine order. It was burnt down through carelessness in 1289, but at the time of the Dissolution was one of the wealthiest of Yorkshire religious houses.

For **Roseberry Topping**, $1\frac{1}{2}$ miles of dull walking is avoided by taking train to *Hutton Gate*, the road to which turns to the left a little beyond the west end of the town.

From Hutton Gate, turn left out of the road along a broad walk which takes you through a plantation on to an open green, at the far end of which a lane turning sharp up-hill to the right—corner may be cut off—leads to the foot of Roseberry Topping. Some way up this lane, 20 min. after leaving the station, close to a seat, avoid the left branch, and in another 15 min. or so, after going through several gates, bear to the right along a green track by which, climbing the open fell, you will reach the top in 15 to 20 minutes more.

Roseberry Topping, though only 1022 ft. in height, is by reason of its conical shape and its isolated position as an out-post of the dull level-topped range that extends from it eastward to the sea, far the most striking of the eminences of the Cleveland district. The summit is a rent and rifted cap of gritstone, similar to the formation of the "edges" of North Derbyshire and South Yorkshire, but the base of the mountain is *lias*. The view in every

direction except eastward, where it is intercepted by loftier ridges, is most extensive, spreading over the Tees to Durham and the border heights of Westmorland and over the great plain of York to the fells of the North and West Ridings. Close by, to the South, is Easby Moor, crowned by Cook's monument.

A descent may be made in a N.W. direction to the village of **Newton** (1 *m.*), on the road from Guisboro' (4 *m.*) to Gt. Ayton (2 *m.*), or **Gt. Ayton** may be reached in 30-40 *min.* by a direct path described the reverse way on *p.* 102.

On the northern slopes are some pits, marked on the Ordnance Survey, and spoken of by Mr. Phillips as the remains of a British village.

Saltburn to Whitby, 24 *m.*; and **Scarborough**, 46 *m.*, by rail.

This route is fully described the reverse way on *pp.* 104 and 90, to which we must refer our readers for details. In interest to the tourist its only rivals in Yorkshire are the Settle and Carlisle and the Northallerton and Hawes lines.

The chief points taken in this direction are (6 *m.*) the cliff between Brotton and Carlin How (7 *m.*); Easington, where the traveller may leave the train and, after visiting *Boulby Cliff* (*p.* 105) join the next at (14 *m.*) Staithes; *Staithes* itself, and (16 *m.*) Hinderwell, for *Runswick Bay*, *Whitby*, and *Robin Hood's Bay* (30 *m.*).

York to Durham.

Thirsk, 22 m.; Northallerton, 30; Darlington (Bank Top), 44; Durham, 66.

** We include a description of Durham because many visitors to the tourist resorts of N. Yorkshire may like to avail themselves of the opportunity of seeing one of the finest—both in architecture and situation—of English cathedrals, as well as a remarkable castle.

The main North Eastern railway traverses, in an almost straight line, the great plain of York all the way from York to Darlington, displaying on both sides a rich agricultural country bounded on the east by the Hambleton and Cleveland Hills, on the west by the fells that rise from the upper courses of the chief Yorkshire rivers. There is no striking view till Durham itself is reached.

Quitting York, with a fine view of the Minster, we keep the sluggish Ouse on our right for four miles, and then, crossing it, enter the North Riding.

Alne (11 m.) is the station for

Easingwold ("George"), a small agricultural town, 3 miles N.E. of the station. Omnibus meets trains. A Roman villa and a tessellated pavement, the latter of which is now in the Museum at York (p. 21), were discovered here in 1854, but there is nothing in the neighbourhood to detain the tourist, unless he choose to stroll a couple of miles to **Crayke Castle**, a 15th cent. erection now forming part of a modern mansion. The view from the eminence on which it stands is a wide one.

From beyond Alne, Crayke Hill and Castle are seen on the right and then, between (14 m.) **Raskelf** and (16 m.) **Pilmoor Junction**, the branch to Coxwold (for Byland Abbey) and Helmsley (for Rievaulx) strikes off.

The places of interest on this branch are described in the "Scarborough Section" (pp. 69-73). At Pilmoor, a station without any road from it, a branch from Knaresborough and Boroughbridge ("Yorkshire, Pt. II.") also comes in.

From hereabouts we catch a glimpse of the *White Horse* cut out of the sod at the southern extremity of the Hambleton Hills; then, passing (18 m.) **Sessay**, we reach Thirsk.

Route continued, p. 113.

Thirsk.

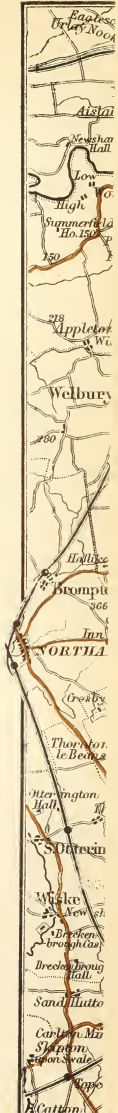
Refr.-rm., down platform. 'Bus to town, $1\frac{1}{4}$ m. away. **Hotels**:—*Three Tuns*, *Fleece*, both in Market-pl.; also, close to station, on town-side, *Depôt*, small, but neat. **Post Off.** chief desp. 7.20 & 10 p.m.

Junction with main line from Leeds and Harrogate.

A wide footpath, separated from the road by a fence, leads to the town.

Thirsk is a commonplace agricultural town with a large Market Place, in the middle of which is a group of buildings. The houses generally are of dingy brick with red-tiled roofs, and the only attraction to the tourist is the church, which is well worth a visit, and is reached in three minutes from the N.W. corner of the Market Place, past the Post office.

SECTION





The **church**—St. Mary's—is Perp. throughout and was well and not over-much restored in 1874 by Edward Street. It consists of tower, nave with aisles, chancel, and porch. The *Tower* is supported by staged buttresses and is surmounted, as also are the clerestory and aisles, by fine pinnacles. Notice at the W. end a crumbling figure of the Virgin and Child in a round-headed niche. All round, on tower, clerestory, and aisles, are prominent grotesque gargoyles—birds, beasts, and humanity mixed together in most hybrid fashion.

Entering, we have traces to the *stoup* in the porch, and in the corner a stairway leading to the *parvise*. The roof of the porch is of oak with emblems of the four Evangelists. The old oak Perp. door leading into the S. aisle is splendid. Within, all is attractive and harmonious. The *Nave*, with six bays, is separated from its aisles by Pointed arches on gracefully clustered pillars. The *waggon roof*—said to be of Irish bog oak—with its fine bosses and shield-bearing angels, is one of the features of the church. The aisles have similar roofs, but the chancel-roof is new. The pews are also mostly new and elegant. A new stone *font* stands under the old canopy, which is finely carved in pinnacle form. The eastern bays of both aisles are fenced off by open screens, the N. one being filled by the organ. Between the clerestory windows are faded *frescoes of the Apostles*. The depressed arch between the nave and chancel is new.

The *chancel* (restored 1844) is very pleasing, its most noteworthy features being the three round-headed cinquefoil *sedilia* and the *piscina* on the south side; the oak *altar-table* with boldly carved legs, and the *roof* with coats of arms as bosses.

Some of the *glass* is very good—rich but subdued in tone. The E. window of the S. aisle contains old Perp. glass with heads of many saints. Next to it is one with the legend “Suffer little children” etc. and a row of twelve naked little urchins. Part of a brass in good preservation is close to this. On the N. side of the chancel the “Crucifixion,” and on the S. side the “Ascension,” are good, as also is the West Window, which again represents the “Crucifixion.” The *East window*, of five lights, was painted by Lady Frankland Russell and her four sisters. Lady Russell died after a few days illness, and the restoration of the chancel was effected by her husband and her father, Lord Wolsingham, in her memory.

Thirsk to Helmsley, etc., over the Hambleton Hills—
direct route, 14½ m. (16 station to station).

An active pedestrian may in a walk of from 18 to 20 miles visit Byland and Rievaulx Abbeys, and reach Helmsley in time for the last train in either direction. The walk along the edge of the Hambleton Hills is very interesting but, in any case, it may be well to hire as far as Sutton (4 m., 5 from station), which lies at the foot of the Hambletons. The way so far is out of the Market-

pl. at its east end, through *Old Thirsk* and by the right-hand branch at the fork (1 *m.*). In front is *Whitestone cliff* and, before it, a conspicuous red scar with quarries. The scenery improves as we approach *Sutton-under-Whitestone-Cliff* (*Black Horse*, pub. ho.), a long straggling village with orchards and tall poplars.

The best way on is to follow the road to the top of the cliff, or until you can comfortably climb to it.

Nearest way to Byland Abbey. A short mile beyond Sutton a gate, half fronting you on the right, opens on to a cart-track which leads to an old farm (*Hood Grange*),—note a stone coffin in barn-wall. When the track bends right go through a gate and cross a field by footpath to the farm. Then (a) passing to the right of the farm and crossing *Hood Beck* you join a cart-track, which soon becomes a dirty lane; (take path left of hedge). The amphitheatre of rocks—*Roulston Scar*—is very fine. This is the nearest way to Byland, but (b) it is far more interesting to get to the top of the cliff—best done by passing through the farm and along the right of a wall to the foot of the cliff, whence an easy path leads up to the centre of the amphitheatre near a guide-post (“*Knowlson’s Drop*” abt. 950 ft.). The summit is a moorland of heath, bracken and bilberries.

From the guide-post, keeping S. and S. E. over **Roulston Scar** and the edge of the cliff, you will in about 12 min. come to the **White Horse**, which is cut out very near the top and exceeds 100 yards in length. Just beyond it you enter a road which winds down into the valley, where it joins the lane just mentioned as the nearest way to Byland a little short of the junction with another road along which we turn to the left. (An obvious short cut may have been made from the top of the cliff into this road.)

Following this road and avoiding a turn to the right, we make a sharp bend to the right round *Scawling Wood* and reach the hamlet of **Oldstead**, sweetly embosomed in one of the deep woody defiles by which the Hambletons are intersected in all directions. High up on the left the bluff is crowned by a square **Observatory Tower**, which may be reached by path from Oldstead or from Wass (by Byland). Turning to the left at a public-house, $\frac{1}{2}$ *m.* beyond Oldstead, we reach **Byland Abbey** in $1\frac{1}{2}$ miles. *Total distance from Thirsk Town, 10 m.* There is a public-house opposite the Abbey and a comfortable little inn at **Wass**, visible $\frac{1}{2}$ *m.* away. **Coxwold Station** (inn) is $1\frac{1}{2}$ *m.* distant. *For Byland Abbey, see p. 77; route thence to Rievaulx, p. 77; Helmsley, p. 72.*

The **Hambleton Hills** form an oolitic moorland from 800 to 1250 feet in elevation, with no pronounced peaks, but intersected in every direction by deep, beautifully wooded, trough-like valleys, such as those in which Rievaulx and Oldstead lie. Westward and south-westward they present the appearance of sea-cliffs, which they once actually were. The principal scarps are those of Boltby, Whitestone Cliff, and Roulston Scar.

From the foot of the cliff, $1\frac{1}{2}$ miles beyond Sutton, there is a rise of 560 feet in one mile to the top (964 ft.), from which the view over the Vale of York is very fine and extensive.* Thence in another half-mile we reach the **Hambleton Hotel** (9 *m.* from Thirsk) locally spoken of as “t’ottle,” and affording fair accommodation with good stabling, being in the neighbouring of race-horse training grounds.

* Skirting the cliff northwards you look down upon the one tarn of these parts—**Gormire Lake** by name— $\frac{3}{4}$ *m.* in circumference, and in about 2 miles come to **Boltby Cliff**. *Boltby* lies below, $1\frac{1}{2}$ *m.* off, and 6 *m.* from Thirsk by **Feliskirk**, where the church (Norman, restored) has a chancel-apse with a wall-arcade.

Hence **Oldstead** (see above) may be reached in 2 miles, and **Byland Abbey** in 4.

A long $\frac{1}{2}$ mile further our route for Rievaulx branches to the left (the road straight on crosses the moor for several miles and then drops to Ampleforth or Gilling) and sharp to the left again in another mile, passing through *Scawton* (9 m.) and then descending a narrow dale or clough, joining the similar hollow in which Rievaulx lies half-a-mile south of the Abbey. *Distance from Helmsley, 3 m.; Thirsk, 11 $\frac{1}{2}$.*

For Rievaulx, see p. 75; Helmsley, p. 72.

Main route continued from p. 110. The next place of any interest is **Northallerton**, 30 m.; *New Golden Lion* (10 min. from station; two small inns close to station), a quiet, respectable town of one long wide street with a good deal of kidney pavement. In walking from the station take the right branch at the fork. The *Church*, at the far end of the street, very mixed in style, has a nave half Norman and half E. E., a new Perp. chancel, and a Perp. central tower and E. E. transepts. The West doorway is round-headed and the S. door new.

Three miles N. of Northallerton, close to the Great North road, is the site of the **Battle of the Standard**, fought in 1138 between Stephen and David of Scotland, who had adopted the cause of his niece Matilda. The Scots were routed. A crucifix carried in a waggon in the midst of the English army originated the name. The battle was noteworthy for the number of fighting ecclesiastics in it.

Dr. Radcliffe (*b.* at Wakefield, 1650), founder of the Radcliffe Library at Oxford, was educated at the Grammar School here.

To Osmotherley (7 m.), Mount Grace Priory (7 m.), Black Hambleton (10 m.), etc. This is a more remunerative excursion than would appear from the look of the country as seen from Northallerton. Osmotherley is a picturesque village with a good and commodious inn; Mount Grace Priory is plain, but interesting, and Black Hambleton has a road over it, which enables you to get a very wide view with comparatively little exertion. There is no public conveyance, but it is a very pleasant drive to Osmotherley, Mount Grace Priory and back. From Osmotherley it is best to walk to the Priory by the Lady Chapel (*abt.* 2 m.), and let the carriage meet you there. Pedestrians may proceed over Scarth Nick to Potto Station, on the Whitby and Stockton Railway. In so doing it is simpler to visit the Priory, which is on the level of the valley, first; ascend thence to the Lady Chapel; descend slightly to Osmotherley and then, retracing the course for a few hundred yards, to go over the Nick to Potto. *Total distance, 15 m.*

The road turns right at the Post office, $\frac{2}{3}$ m. from the station, and $1\frac{1}{2}$ m. further reaches cross-roads (*way-side Inn*) on the brow of the hill, whence there is a fine retrospect over the Vale of York. The boldest hill-shape is that of Penhill Beacon, in Wensleydale, a little S. of W., 22 miles away. Thence, as we gradually descend to Cod Beck, we see the upland village of Osmotherley in the left front, and still more to the left, a wooded spur of the Hambletons,

under which lies Mount Grace Priory. The flat top of Black Hambleton is straight ahead. Then, after crossing (4 m.) *Cod Beck*, the road ascends slightly to the main north road (5 m.). Here, turning left, we pass an inn at *Jeater House*, and 1½ miles further the road up to Osmotherley goes off to the right of the *King's Head*.

Keeping straight on, we are opposite Mount Grace Priory (p. 115) in another mile. There is a drive up to it. If we visit it before Osmotherley, the way, after inspecting it, is across a field by no particular path, and through a wood with a distinct path which brings us into a field, whence (a) for **Osmotherley** direct take a path to the right a little higher up. This leads into the road at the end of the village; (b) for the **Lady Chapel** (1 m. from the Priory) continue up, bending to the left past a farm till you reach a little planting near the crest of the hill, behind which, attached to a farm, are the remains of the diminutive and plain building in question. The view back is fine and very extensive.

. By breasting the hill and bearing to the left, you may keep to the ridge and join the Osmotherley and Potto road at the top of Scarth Nick (p. 103).

From the Chapel, by going alongside a straight wall, on the level, you will join a cart-track which takes you to the top of the village (¾ m.).

Osmotherley is a large, finely situated village with a comfortable hotel—the *Queen Katherine*. The *Church* has a Norman S. doorway with zigzag ornament, and a noteworthy chancel-arch, but both it and the churchyard wear a very neglected look. In the middle of the village is an old cross. A feature of the village is the graceful winding of the street that leads up the hill northwards. P.O.: arr. 7, dep. 6.10.

There are tempting walks across the moors from Osmotherley to Helmsley (18 m.), *Chop Gate* (locally "Yat,") etc., which we hope to describe in our next edition. At present we must candidly confess that we have not taken them. The road over Black Hambleton looks especially lung-reviving.

To *Mount Grace Priory* there are two ways from Osmotherley—direct and by the *Lady Chapel*. For the former (a) leave the road at the last house on the Northallerterton Road, and follow the cart-track till nearly opposite two sheds, you enter a path. Take the left-hand branch, which turns about through several fields and then descends to and passes through a wood. The Priory is a field's space beyond the stile at the bottom of the wood. It is 200 to 300 feet below Osmotherley. (b) For the *Lady Chapel*, walk up the winding main street till the causeway ends, beyond a new house (¼ m.); then enter a cart-track on the left, keeping on the same level and crossing a wall in about ¼ mile. You will reach the Chapel (1 m.) by skirting another wall on the upper side.

The **Lady Chapel** is a diminutive roofless building with a cell on its north side, and a native growth of berries of various kinds within its enclosure, because, as a damsel below irreverently told us, the monks "came up to be *buried*" there. It is 800 feet above the sea, and the view over the Vale of York and the plain that flanks the estuary of the Tees is very fine.

Hence for the Priory you bend back obliquely below the plantation and, after passing a farm, turn straight down and join the direct path from Osmotherley (see above), by which, emerging from the wood, you cross a pathless field straight to the Abbey.

Mount Grace Priory (*adm. 3d.* at the farm-house, which is in part constructed of the old out-buildings, as shewn by initials and date, 1654, over the door) is pleasantly placed at the foot of a densely wooded spur of the Hambletons, but has no exceptional charm of situation. It is chiefly interesting as an example of the arrangements and style of building adopted by the strict Carthusian Order of Monks, who had only nine houses in England. It was founded by Thomas Holland, Earl of Kent, in 1397, but only completed half-a-century later. It consists of two large courts with a church in the middle. The architecture is of the plainest. The *Church* has a short nave (42 ft.), transepts, tower, and, of the chancel, two three-light windows on the N. side. The W. window has an angular arch, and the N. transept a wide window, while on the N. side of the nave is an opening by which probably the monks entered the church. The tower, battlemented, rests on four complete arches, of which those N. and S., opening into a passage where the transept usually is, are remarkable for their narrowness. The actual transept is W. of the tower.

The *North Court* is the larger of the two, measuring 80 yards across. Around it are fourteen doors, each with a square opening—or hatch—beside it. These doors opened into the same number of cells, each occupied by a monk, who received his food through the hatch. Perpetual silence was a rule with the Carthusians. To each cell was attached a small garden. In the S.E. corner of the *South Court* a gable-ended building remains—possibly the hospitium.

Refreshment may be had at the farm, at which an old oak staircase is an attraction.

There is an *Inn* $\frac{3}{4}$ mile away, on the main road; **Trentholme Bar Station** is 4 miles further, straight ahead; Potto (*see below*) 5, to the right through Swainby. Both routes are along the flat, and it is far more interesting to keep to the top of Arncliffe and rejoin the following road at the top of Scarth Nick.

Osmotherley to Potto Station, 6 m. The way is up the picturesque winding street of the village. Soon we look down on a pretty valley containing a mill on the right, with the well-named Black Hambleton in the background. In two miles a finger-post on the open moor gives Coxwold 17 m.; Helmsley 19, by a rough road that crosses the highest part of the Hambletons.

Half-a-mile further we reach Scarth Nick (730 ft.), and from a gate a splendid view breaks on us. The Cleveland Hills are on the right, and below is a rich plain extending to the Tees estuary. In descending, take either road—that to the right leads direct to Swainby; from the other you gain the same place by path. **Swainby, 4 m.** (2 beer-houses) is a pleasant village with a stream running down its street. It is in the Parish of **Whorlton**, of which the old *Church* (Norman, with the tomb, under a canopy, of Sir Nicholas de Meynill), now only used for burials, is on a hill nearly a mile E. The new church is at Swainby. Mining has almost, if not quite, ceased in the neighbourhood.

Of **Whorlton Castle**, near the old Church, only some vaults and the gateway remain. The latter is in good preservation, and has an inner and an outer arch. The Castle was built by the Meynills, whose arms, together with those of the Darcy family, are over the gateway. Here resided Margaret Lennox, mother of Darnley, and it is thought that the marriage of the latter with Mary of Scotland was here "arranged."

Quitting Swainby we turn to the right, and crossing a foot-bridge beyond a new villa, take a path which leads, first alongside and then into a lane that becomes a road at **Potto** (small Inn, $\frac{1}{2}$ m. short of station).

From Northallerton branches diverge (a) westwards, up Wensleydale to **Hawes**—see "Yorkshire, Pt. II."

(b) to **Melmerby**, on the line between Leeds and Thirsk: *only about three trains a day.*

(c) To **Stockton**, 15 m.; **Middlesborough**, 18; etc. The only matter of interest on this branch to the tourist is that from **Picton Junction** (9 m.), the North Cleveland branch (p. 100) strikes off to **Whitby**. The trains, however, do not fit in well.

From Northallerton the main line continues along the flat, passing (39 m.) **Dalton**, the junction with the Richmond branch ("Yorkshire, Pt. II.") and (42 m.) **Croft**, just short of which we cross the Tees and enter Durham. The village of Croft, however, is in Yorkshire, and is resorted to for its mineral springs—sulphur, like Harrogate. There is a good-sized hotel, "Croft Spa" (45s. a week), just across the river, which is here spanned by a fine bridge of nine arches, as well as other accommodation. The Spa is between the hotel and the railway-bridge.

At **Halnaby**, 3 miles S.W. of Croft, Byron spent his honeymoon.

We are now in the County of Durham, and passing (44 $\frac{1}{2}$ m.) **Darlington** (Ref.-rms.; hotel, close at hand), where the Church of St. Cuthbert (Norm. and E. E.) is the only attraction, and (57 m.) **Ferry Hill Junction**, reach (66 m.) **Durham**.

Durham.

Railway Station (Ref. Rms.) on high ground N.W. of the city and $\frac{3}{4}$ -1 m. from Cathedral, Castle, and principal hotels (*'bus, 6d.*, which goes through the Market Place, whence 5 min. to Cathedral).

Hotels: *County*, Old Elvet; *Three Tuns* (H.Q.), New Elvet, near together. *Café* (with ladies' room), and *Earl's* and *Adamson's* (confectioners), all in Saddler St., off the S.E. corner of the Market Place.

Post Office: in Saddler St., close to Market Place.

Durham Castle and Cathedral are both so interesting, and the city is so easily reached from many parts of Yorkshire, that it may be convenient to our readers if we give such an account of them as may serve the passing visitor. Three or four hours would suffice for a fair view, but a day may be very pleasantly spent even by the traveller who does not devote attention to architectural details.

A few words will explain the distinctive topography of the City. The river Wear, which in this part of its course has a direction in the main from N. to S., here sweeps round, first E., then N., and thus by a deep and narrow loop encompasses on all but the latter, or isthmus side, an elevated and abruptly flanked promontory. This promontory is surmounted on its highest part from E. to W. by the Cathedral, and defended towards the isthmus by the Castle, the space between being Palace Green. The oldest part of the city is within the river-loop and to the N. of the Castle, near to which is the Market Place. But long ago the river was crossed by the city, and this now includes a considerable population in the neighbourhood of the railway station. On the same bank of the river but on the far side of river loop is the part where the Hotels, Assize Courts, and Race Course are situated. Three bridges provide means of communication between the different quarters:—*Framwellgate Br.* on the way from the station to the Market Place; *Elvet Br.* between the Market Place and the hotel neighbourhood; the *Prebend's Br.* near the head of the river loop.

History. In 687 Cuthbert, bishop of Lindisfarne (Holy Island) and hermit of Great Farne, died and was buried by his monks at Lindisfarne, his last request being that, should they have to leave their home, his relics should go with them. In 875 an inroad of the Danes drove bishop and brethren forth, and for 7 years, bearing their sacred charge they wandered hither and thither, settling at length at Chester-le-Street (*i.e.* the *Castra* on the Roman road; on the Wear, about 6 m. N. of Durham) in the dominions of Guthred the Dane, whom the year before they had been instrumental in seating on the throne of Northumbria. Here the see of Lindisfarne (endowed by Guthred with the district between the Wear and the Tyne and the right of Sanctuary—this donation of the “patrimony of St. Cuthbert,” the origin of the palatinate jurisdiction of the prince-bishops of Durham, was extended to the Tees before the Norman Conquest) rested in peace till 990, when fear of the Danes once more occasioned a translation. The wanderers that same year lighted on the Wear-girt promontory then covered with wood, where clearing and levelling the ground the monks established themselves and by 993 had completed a church of stone, the forerunner of the cathedral, Aldhun their bishop (990-1018) being thus the first bishop of Durham. It was now probably that the artificial mound of the Castle keep was thrown up and a strong stockade erected upon it to defend the only open side of the position. But the monks had not quite completed their journeyings. In 1069, the Conqueror came North in vengeance, when back to Lindisfarne did Cuthbert's faithful children again bear their treasure, happily soon to return, the danger over. William put Walcher of Lorraine into the bishopric, and he (1071-80) built the original keep of the Castle, no doubt of wood. Some details illustrative of existing buildings we reserve till we come to describe them, but the peculiar character of Durham, as an *imperium in imperio*, may here be sketched.

From Durham, the bishop ruled the “patrimony of St. Cuthbert.” His Castle-Palace was however a great deal more than a place of strength against invading Scot or turbulent Northman. It was the seat for centuries of a power, shorn indeed from Elizabeth's time onward, which while it lasted was the counterpart of the kingly power in the realm at large. The bishop was a temporal prince, offences were “against the peace of the bishop,” writs ran in his name; the king's judges, it is true, sat at Durham, but as the bishop's judges and by his request. Within the palatinate, not the king but the bishop was the fountain of mercy. This royal isolation from the rest of the kingdom was by 1671 so far removed, that then for the first time members were returned to the parliament at Westminster, but it was not till after the death of Van Mildert, the last of the prince-bishops, in 1836, that the peculiar temporal privileges of the See were extinguished.

Walk through the City. On quitting the railway station we get at once a view quite without a rival in these islands as an architectural group—"half church of God, half castle 'gainst the Scot." On the right, crowning the richly wooded steep, is the Cathedral, its low Western Galilee and the Western Towers leading the eye upwards to the Central Tower, the apex of the picture. To the left, and on somewhat lower ground, is the Castle, the huge cliff-like buttresses, which spring from the river gorge, and the great octagonal keep being its most striking features.

A sharp descent of a few yards and we are in North Road and turn to the left, passing, right, the *Miner's Hall*, with a statue of the late Alex. Macdonald, M.P. Keeping straight on we reach *Framwellgate Bridge* (15th cent.) immediately below the Castle and affording a good view of the towers of the Cathedral. Crossing the Wear we ascend the narrow and tortuous Silver St. to the *Market Place*, in which are a *Statue of the 3rd Marquis of Londonderry*, the *Town Hall*, and *St. Nicholas' Church*. At the S.E. corner of the Market Place is Saddler St. (from which another diverges at once to the left and leads down to *Elvet Bridge*, beyond which are the hotels). We however continue along Saddler St., past the Post Office, and in a short distance, by the first turn to the right, reach **Palace Green**, which in the Norman period was the principal part of the city, but was cleared of houses by Bp. Flambard, Rufus' chancellor. On the S. is the Cathedral, on the N. the Castle, on the E. Bp. Cosin's Hall, on the W. the old buildings which house the Cosin, Maltby and Routh libraries.

Durham Castle.

Admission: (weekdays) 1s. which appears to cover from 1 to 3 persons. Apply at the Gatehouse Tower. The porter, who appreciates a gratuity, acts as guide, and it takes from $\frac{1}{2}$ to 1 hour to make the round of the interior.

For a few notes on the history of the castle, see p. 117. It is now the seat of Durham University (University College), and certain parts are used as Judges' Lodgings.

The approach is from the N.W. corner of Palace Green, a few yards off which is the **Gate-house Tower**. The upper part was rebuilt for Bp. Barrington (1791-1826) by Wyatt, and is of course wretched Gothic. However, the Norman arch of Bp. Rufus (1133-40) and the strong oak doors of good Bp. Tunstall (1350-59) still remain. On entering the court, very irregular in plan owing to the character of the site, we have on the right the **Keep**. The mound, as we have said, dates from Saxon times. The present keep is a re-building by Salvin of the keep of Bp. Hatfield (1345-81), which replaced the Norman keep of Bp. Pudsey (*i.e.* Hugo de Puiset, 1153-95). The interior is fitted for the accommodation of undergraduates. On the side of the court, opposite the Gate-house, are Pudsey's **Norman Halls**, the one above the other, with *Tunstall's Gallery* running along the face of the lower one.

Turning to the left we enter the Castle by Bp. Cosin's weather-worn porch and, noting on the way part of the old choir-screen from the Cathedral, proceed to the **Dining** (or Hatfield's) **Hall**, a noble and lofty apartment, 101 by 32 ft. The west wall probably is as old as Bp. Bek (1283-1310), but the hall as we see it is chiefly Hatfield's work. He made it, however, 30 ft. longer, by which amount it was reduced, at the S. end, by Bp. Fox (1494-1501), form the great **Kitchen**. The little galleries for trumpeter's are Fox's, and his crest and motto, a pelican and *Est Deo Gracia* 1449, are on the buttery-hatches. The wooden screen and the wainscot of the hall were put up in 1887. Of pictures on the walls the second row consists of Apostles. These were brought from the Peninsula by Mordaunt, Earl of Peterborough. Below these are portraits (by Evans) of the prebends at the time (1831) the University was founded.

Archd. Thorpe, the first warden; *David Durell* "who was appointed to his stall at the age of 26, to recompense his father for having saved Bp. Barrington from drowning"; *Dr. Samuel Smith*, who exchanged his deanery of Christ Church for the stall held by Dr. Gaisford; *Dr. Prosser*; *Dr. Townsend*, who with his wife went to Rome to convert the pope; *Dr. Ogle*, the "squarson" of Kirkley; *Bp. Sumner*, afterwards Abp. of Canterbury; *Bp. Phillpotts* of Exeter, the modern Hildebrand; *Dr. Gray* of Bristol, father of the late Bp. of Cape Town; *Thos. Gisborne* of Yoxall; *Dr. W. S. Gilly*, the historian of the Waldenses and evangelist of the Northumbrian peasants; *Dr. Wellesley*, brother of the Great Duke.

There is also a portrait of Bp. Maltby's father by Gainsborough. Over the fireplace is a view of Milan Cathedral, which is only noteworthy from being described in a local guide-book as representing Durham "as it appeared two centuries ago."

On leaving the Dining Hall we pass the foot of the **Black Staircase**, very striking and the work of Bp. Cosin (1660-71). We shall descend it presently but now enter **Bp. Tunstall's Gallery**, which forms a covered way in front of the tower of Pudsey's Norman halls. It is hung with landscape tapestry and adorned with busts (Pitt, Cicero, &c.). There is also an Assyrian cylinder with arrow-head inscriptions. The finest object, however, is the rich **Norman Doorway**, the sole relic now recognisable of this lower hall, to which it formed the entrance from the Castle Court.

Next we enter **Bp. Tunstall's Chapel**, built about 1540, but extended eastward by Bp. Cosin. The *cinque-cento* stall work and bench-ends, brought by Tunstall from the "high chapel" at Auckland, are of Bp. Ruthall's time (1509-22), and his arms, on a bench end, are pointed out as Wolsey's, who held the see *in commendam* (1522-8) but never visited Durham.

Pudsey's lower hall has long been divided up into rooms, *e.g.*, the **Common Room**, with portraits of George II., Jeremy Taylor, and Bp. Van Mildert (1826-36); the **Senate Room**, hung with tapestry representing the life of Moses. Notice, too,

the fine Jacobean mantel-piece. In a room beyond we see tapestry representing Isaac, Jacob, &c.; and in an ante-room are portrayed Christian Martyrs, Mary of Modena (by Lely), and Judge Jeffries. The ceiling of the *Tutors' Common Room* is also noticeable.

The **Norman Gallery** (Pudsey's upper hall) retains on its south side the original windows, enriched with chevron moulding. Its north side is occupied by students' rooms, the Castle being the home of University College (Hatfield Hall, the other college is in the North Bailey, a continuation of Saddler St.). The window at the end of the Gallery looks sheer down on the river.

We now descend the **Black Staircase***—broad shallow steps and massive balustrades—and a visit to the **Norman Chapel** completes our round. This building, the earliest in date of anything at Durham, is the work of the first Norman bishop, Walcher of Lorraine (1071-80). It is divided into three aisles by two rows, each of three pillars, supporting vaulting in 12 compartments. The capitals are rudely carved with hunting scenes. At the east end the footpace of the three altars remains. The staircase from that end gives access to undergraduates' rooms in the Keep.

Durham Cathedral.

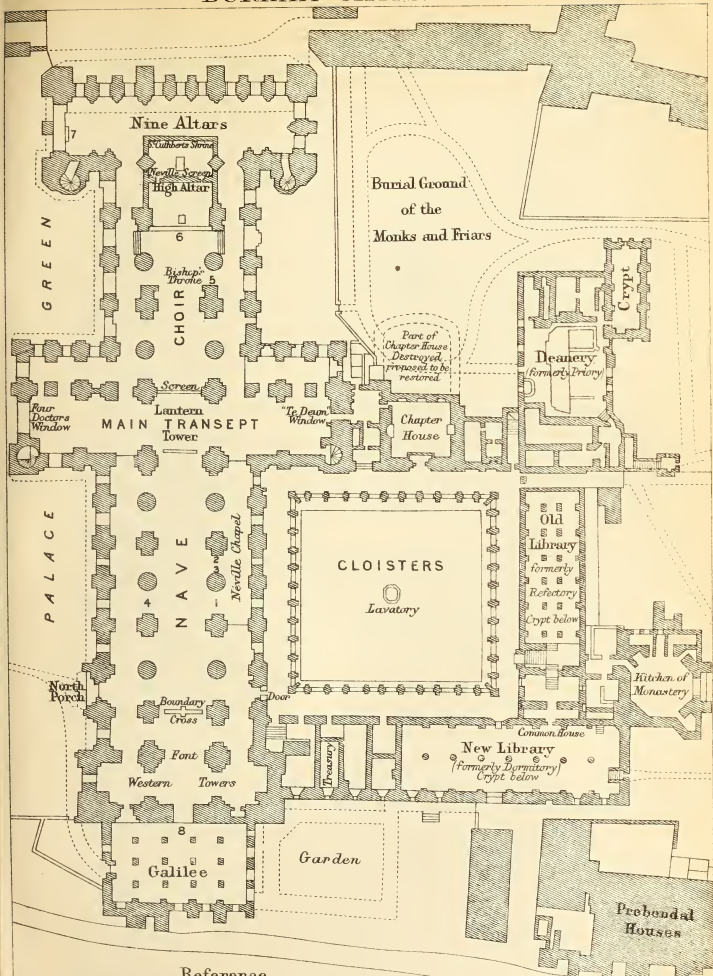
Services : Sundays, 8, 10½, 4; Week days, 10, 4. The cathedral is open from 8 to 7 in summer, and to the end of the afternoon service in winter; the nave free, the choir and galilee 6d. The **Library** (interesting relics of St. Cuthbert) is usually shown on Tues. and Sat., but is not altogether inaccessible on other week days.

For the events which led to the erection of the first stone church, completed by Bp. Aldhun, in 993, see *p.* 117. In the interval before the Norman Conquest, Saxon canons had taken the place of the Saxon monks, many were married, and offices were becoming hereditary. The second Norman prelate, William of St. Carilef, a Benedictine, made a clean sweep of this happy family arrangement and, in 1083, substituted monks of his Order, brought from Jarrow and Wearmouth. The Head of the monastery was a Prior with, however, all the rights, etc., of an Abbot. Carilef also took down Aldhun's church, and, in 1093, began the present Cathedral, the first stone of the choir being laid by him and prior Turgot.

Exterior. Nothing can be more dignified or picturesque than the cathedral when viewed from a little distance. We have already noted this from the station and Framwellgate Bridge, and shall presently have the most beautiful view of all—*p.* 127. Here, from Palace Green, which affords the only full length view near at hand,

* The late Professor Chevalier's cannon-ball formerly hung here, but the wire having broken, it is now at the foot of the staircase. The object was to show the rotation of the earth by the lines traced by the vibration of the ball.

DURHAM CATHEDRAL



Reference

- | | |
|------------------------------------|---------------------------------|
| 1 Tomb of Ralph, Lord Neville | 6 Grave-slab of Bishop Beaumont |
| 2 " " John, Lord Neville & Wife | 7 Tomb of Bishop Bek |
| 3 " " Bishop Neville | 8 " " Bishop Langley |
| 4 " " D ^r James Britton | 9 " " The Venerable Bede |
| 5 " " Bishop Hatfield | |

Scale of Feet

0 50 100



it is as a whole, distinctly disappointing. This is due in a measure to the Norman style of the principal parts but to a great extent is the result of Wyatt's barbarous handiwork. He was the architect employed at the end of the last century and he thought fit to reface the stonework by removing several inches of its surface, regardless of the inevitable flatness thereby given to the ornament. Moreover the additions to the original Norman church—the Galilee at the West and the Nine Altars * at the East—do not improve its outside. The latter, having the form of a second transept, gives it an unfinished appearance, by suggesting that an eastward limb is missing. The elevation of the East end is singularly poor and the one feature of the exterior of the church that is really impressive is the lofty central tower when we stand below it. The upper stages were built between 1470 and the end of the century, but externally were refaced in 1859. The upper part of the Western Towers approaches Early English (except the parapets—1785) and was added about 1220. The N.-transept window was inserted about 1355.

The **North Porch** as it now appears is Wyatt's Gothic, but the original porch, 4 feet longer, was built by Bp. Rufus (1133-40). The doorway, also his, is approximately dated by King Stephen's badge, a centaur with bow and arrow, which occurs twice in the lozenge pattern ornament of one of the mouldings of the arch. The most interesting feature, however, is the ancient bronze **Sanctuary Knocker**.

We have already seen that the privilege of sanctuary was granted by Guthred in 882. The criminal flying from justice had but to sound this knocker to find asylum. Two monks, one watching whilst the other slept, occupied two chambers above (of which some traces are left), ever ready, night or day, to open the door. The fugitive on admission had to confess his crime and was then clad in a black gown with a yellow cross on the shoulder. Food and shelter were his for the time being. "When 37 days had elapsed, if no pardon could be obtained, the malefactor, after certain ceremonies before the shrine [of St. Cuthbert], solemnly abjured his native land for ever, and was straightway, by the agency of the intervening parish constables, conveyed to the coast, and was sent out of the kingdom by the first ship which sailed after his arrival."—*Raine*. The register of the Sanctuary from 1464 to 1524 contains particulars of 330 fugitives, of whom 283 were for murder or homicide.

Interior. The Norman style, which came into England under Edward the Confessor (1042-66) and lasted till the end of the 12th century, exhibits three well marked divisions. In St. Alban's and the transepts at Winchester we have the earliest—plain, massive with large triforium. At Gloucester, the second is distinguished by very lofty piers, with stunted arches and a much smaller triforium. Of the third, in its early stage, Durham is an example

* Note the cow and milkmaids, inserted in the gable. This is an 18th cent. sculpture, which replaced the famous "Dun Cow." The story is that when the Lindisfarne monks were not far distant from their future home, it was revealed to them that St. Cuthbert's body was to rest at Dunholme. Where that was they had no idea, but it happened that they heard one woman calling to another, who had lost her cow, that she could see it in Dunholme. Others find a reference to Durham's "deep manger," in accordance with the old saying that "the Dun Cow's milk makes the prebends' wives go all in silk."

and "has hit," says Mr. Freeman, "on the most perfect proportions that the style allows." The piers and triforium are intermediate in height between those of the other divisions, and ornament, so lavishly used towards the close of the period, relieves, without destroying, the characteristic plainness of the style.

Durham, seen at one view, from the Western doorway to the East end—a length of 414 ft.—is still the Norman abbey begun in 1093 and finished by 1133, with the exception of the Nine Altars transept at the extremity of the choir, and the choir-vaulting.

The **Nave** (205 ft. from the W. doorway to the intersection of the transept; 81 ft. wide, including the aisles, each 21 ft.; height to the vaulting 73 ft.), reckoning those of the western and central towers, has eight piers on each side, the alternate ones of the nave proper being round, the others square, but from their attached shafts having the appearance of clustered columns. The round piers are ornamented (opposite ones alike) with fluting, zigzag, and lattice pattern, in the order given from West to East, and the zigzag has the effect of making those piers seem out of the perpendicular, when viewed with one of the opposite row as a plumb-line. The main arches of the *Triforium* answer to those of the main arcade but enclose two smaller ones, and the *Clerestory* consists of triplets of which the smaller side arches are blind. Nearly all this work, as well as the aisles with their vaulting, was effected in Flambard's time (1090-1121), the exception being the easternmost bay of the nave and the first arch of the triforium and perhaps the aisle-walls to the top of the arcade. These belong to Carilef (1093-6); "the stone up to the top of the arcade is of a colour quite different from that of the wall above it," and Dr. Greenwell, from this and the fact that the "arcade is identical in all its features in both choir transepts and nave," was of opinion that Carilef built that much of the whole exterior wall of the church. The *Vaulting of the Nave* is by the same authority assigned to about 1130, "notwithstanding the pointed arch of the main ribs."

On the floor of the nave, between the piers next west of the North doorway, is a long "**Cross** marble blue," beyond which no woman was allowed to go towards St. Cuthbert's Shrine. The saint is credited with a special dislike of the sex, but the tradition which assigns particular reasons for it is not older than the end of the 12th cent., and probably merely represents the feeling shared by many Celtic and English saints.

The boldly carved **Font Canopy** (Bp. Cosin's, 1660-71) should be noticed. Formerly there was a Neville Chantry in the eastward part of the S. aisle. This is now represented by the tombs (under the N. arcade) of Ralph, Lord Neville (*d.* 1367), the English commander at the Battle of Neville's Cross * (1346) and the first

* The site of the battle is about $\frac{3}{4}$ mile to the west. It can be reached from the foot of North Road by Crossgate. The cross was erected by the victor.

layman buried in the church ; of his son John, Lord Neville, and his wife, much mutilated ; and the grave-slab of Bp. Neville (*d.* 1547). On the opposite side of the Nave is the tomb (with effigy) of Dr. James Britton, 1839.

The **Great Transepts** (including Central Lantern) measure 172 ft. from N. to S., and $33\frac{1}{2}$ ft. from E. to W., exclusive of the eastern chapels. The piers and arches of the Lantern and the E. side of both transepts are Carilef's work. The W. side of both and the vaulting of the N. Transept were built by the monks during the vacancy of the see (1096-9) after his death. The plainer character of the W. side gives an older appearance, due probably to the monks being poorer than the bishop. The **N. Transept** window, known as the "Four Doctors" from the glass that filled it, was inserted about 1355, in Bp. Hatfield's time, but was lengthened about 1500 when the glass was put in. In the middle one of the three chapels the glass is to "C. F. Gladstone, 1887, placed by his sister, K. Lake." The vaulting of the **S. Transept** resembles that of the Nave and, like it, is assigned to the interval (1128-33) between Bps. Flambard and Rufus, the semicircular transverse ribs having been adopted to correspond with those of the N. Transept. The Window ("Te Deum") dates from about 1430. The foot-pace of the chapel-altars remains in this transept, which has also one pier ornamented with a curious arrow-head pointed zigzag.

The **Central Lantern** above the pier arches is Perpendicular. The manner in which Carilef finished it is not known but it was destroyed by lightning in 1249, and, though replaced, was ruinous by 1455, and from the gallery upwards had once more to be rebuilt between 1470 and the close of that century. The gallery, pierced by quatrefoils, is 77 ft. from the pavement, and has a door giving access to the roofs on each side. Above this, panel-work covers the walls below the great two-light transomed windows, and then comes the vaulting at a height of 155 ft. The general effect is impressive, but colour is wanted.

The costly Byzantine *Pulpit* and the *Lectern* are both modern.

The *Choir Screen*, an elaborate work in the Decorated style, of marble, alabaster, and mosaic, is Sir G. G. Scott's. It replaced the closed Organ Screen and the return stalls of Bp. Cosin's time. The woodwork of the latter we saw at the Castle (*p.* 119).

The **Choir** ($132\frac{1}{2}$ by $39\frac{1}{2}$ ft.) and its aisles were completed by William of St. Carilef between 1093 and 1096, and then terminated eastward in an apse with the aisles carried round it. One of the circular piers on each side has a spiral pattern, but the most distinctive feature of his work, as compared with his successor's in the Nave, is the Clerestory, here of a single round-headed arch in each bay and with no connecting passage.

The *Stall Canopies* are Bp. Cosin's. Cromwell confined his Scottish prisoners taken at Dunbar in the Cathedral, and the stalls

and other woodwork went for fuel. Cosin restored the church after this havoc. The **Bishop's Throne** and the **Tomb of Bp. Hatfield** (*d.* 1381) the one above the other, were erected by Hatfield during his life time. The whole work is very beautiful and the alabaster effigy of the warrior-prelate is well preserved. He put himself at the head of St. Cuthbert's men when they went forth against the Scots at Neville's Cross.

In front of the altar is the large grave-slab of Bp. Beaumont (*d.* 1333), though robbed of its grand brass. But the most striking ornament of this part of the Cathedral is the **Neville Screen** at the back of the altar. This airy work was put up between 1372 and 1380 and gets its name from the commander at Neville's Cross (whose tomb we saw in the nave) having borne the greater part of the cost. The niches have lost their statues (107 there were) but these are scarcely missed, the transparent effect of the delicate open work being what delights the eye. The material, commonly said to be Caen stone, is a similar kind of stone from Dorsetshire.

As we have already mentioned, St. Carilef's choir ended in an apse. The Early English work of its present eastern part was effected when the Nine Altars Transept had to be connected with the choir. The original vaulting, completed about 1104, was Norman but had become insecure. The rich vaulting we now see was completed before the close of the 13th century.

In the **Choir Aisles**, which are on a lower level than the choir, there is little to detain us and we pass on to the yet lower level of the *Eastern Transept*, or **Nine Altars**, so named from the nine altars along its east side. This superb addition to the church is due to Bp. Poore (1238-37), formerly of Salisbury and the founder of the new cathedral there. He did not live to begin the work but collected funds. The building began in 1242, and it is interesting to find preserved (a rare thing) the name of the architect, Richard de Farnham, and possibly that of the master mason; the latter in an inscription on one of the east end buttresses:—*Posuit hanc petram Thomas Moises*. The similar structure at Fountains Abbey ("Yorkshire, Part II.") is of the same period.

The style is Early English passing into Geometrical in the later parts. The arcade around the walls is in the former style at its very best. A noticeable feature is the detached shafts of the lofty clustered columns between the bays. The arches at the end of the choir-aisles are very beautiful, as is the vaulting throughout, which is apparently of the same date as that of the choir. In the 15th century the lancet windows were filled with tracery which still remains in some of them. The rose-window over the central bay is Wyatt's and poor. The Geometrical window at the N. end, you will observe, has the parts duplicated, but tied together.

Projecting into the Nine Altars from behind the High Altar of the choir is **St. Cuthbert Shrine**, or rather its platform. Two staircases served to accommodate the stream of pilgrims, and by the one at the South end we ascend the platform. There grooves can be seen worn by the devotees, and in the centre a plain slab of blue Frosterley marble covers the bones of the saint. Before the Dissolution they were preserved in a shrine "exalted with most curious workmanship, of fine costly green marble, all lined and gilt with gold . . . so richly invested that it was esteemed to be one of the most sumptuous monuments in England, so great were the offerings and jewels bestowed upon it." Till the vandals of 1845-6 removed it, a good screen of its period (16th century) stood here, and we shall see it in the Library (*p.* 126), where the evidence for the fact that St. Cuthbert is really buried here is briefly given.

We now return to the West end to visit the **Lady Chapel** or **Galilee**. Bp. Pudsey, its builder (1180-97), began a Lady Chapel at the East end of the Cathedral, but signs of St. Cuthbert's repugnance for women being recognised in some failure in the work (so runs the tradition), it was determined to transfer the chapel to the point remotest from the Shrine. The name "Galilee" (of the Gentiles) is believed to refer to the use of these large western porches, here and elsewhere, by pilgrims doing penance for their sins, who were not at first admitted within the church. At Durham, owing to the building extending westward to the verge of the cliff, the entrance was by the doorway (restored) on the north side.

In style the chapel is the latest and lightest Norman, indeed transitional between Norman and the earliest Gothic. It measures 47 ft. from E. to W., 76 ft. from N. to S. and consists of five aisles divided by four rows of columns, three in each row. The arches are round and enriched with three mouldings of bold zigzag. The columns, which are now clusters of four shafts, were originally of two only, and these (of Purbeck) separate from one another, as may be seen in the case of those attached to the W. wall. Cardinal Langley (Bp., 1406-37) it was who added the two freestone shafts (which support nothing). The windows were originally round-headed and high up on the N. and S. sides. Those now there, as well as the end ones on the S. side, are late 13th century. Langley, who found the chapel dilapidated, re-roofed it, blocked the Great West Doorway—by an Altar of the Virgin—and made the door on each side thereof. He also put in the three central windows on the West. His tomb is in the front of the altar just named, and of the Altar of our Lady of Pity, which was in the recess to the N. of it, traces of fresco remain. But we have left till the last the most interesting object in the chapel, namely the **Tomb of the Venerable Bede**. He died and was buried at Jarrow, in 735, but his remains were in the 11th century transferred to Durham and placed in St. Cuthbert's coffin, whence they were

taken and placed near the shrine in 1104. In 1370 they were removed to the Galilee. The story of his epitaph and how he came to be styled "Venerable" is known by every schoolboy to be apocryphal. The epitaph was engraved on the tomb in 1830.

The Monastic Buildings.—We leave the Nave by the enriched *N.W. Door*, which like the opposite one is assigned to Bp. Rufus, and enter the *Cloisters* (1390-1418). The West Alley is bounded by the Dormitory and its Crypt. Of the *Crypt* (early 13th Century), which is sub-divided, the S. end was the common house or recreation-room of the monks, and here are deposited many carved fragrants of more or less interest. The Dormitory, now the *New Library*, is a noble Chamber, 194 ft. by 41, built between 1398 and 1404 and still intact. In the South Alley is another and early Norman crypt, built by the monks before Carilef began the Cathedral. Above it is the Refectory, rebuilt in the 17th century. Since then it has formed the *Old Library* and here it is that we find the **Relics of St. Cuthbert**. These are portions of the rudely carved coffin in which his remains were placed in 698, 11 years after his death; a beautiful pectoral cross; a small altar overlaid with silver; a purse and parts of his episcopal robes beautifully worked in gold; a large comb of bone. Besides these there is a stole which bears an inscription stating that it was made for Bishop Frithestan (of Winchester; *d.* 932), and its being found at Durham is accounted for by the extant narrative of a monk of Winchester, which states that he took certain vestments to Durham and put them with his own hands on St. Cuthbert's body.

The remains of the coffin answer the description given by Reginald, a monk of Durham, who was an eye-witness of the translation into the Norman Cathedral in 1104. He also mentions the comb. We have also the account of what was found in the grave when it was opened at the Dissolution, and it was not till the grave was re-opened in 1827, that the relics above named were removed. The bones, as well as the skull of King Oswald (which was in Reginald's time found with Cuthbert's remains and re-interred therewith) were, of course, not interfered with. They now rest below the blue slab in the Shrine-platform.

One undoubted MS. in Bede's handwriting and others, which are treasured as such, are chief amongst the other objects of interest, which include Coverdale's Bible. 1535, and a "sealed" Book of Common Prayer.

At the S.E. corner of the Cloisters is the *Deanery*, formerly the *Priory*. It is not usually shown to strangers. From the East Alley opened the **Chapter House**, finished before 1140. By an act of barbarism [Wyatt again!], scarcely to be credited, in 1796 this splendid hall, 77 feet long, and paved with the slabs and brasses of 16 bishops of Durham and many priors, was destroyed in order to make a comfortable room for the chapter. What is left, about half, is ceiled and spoiled. The apsidal E. portion can be traced on the grass, and the slabs of some early bishops lie there. The place was the Paradise or Burial Ground of the Monks.

In the centre of the Cloister Garth are the remains of the ancient *Lavatory*.

On leaving the Cathedral every one who has not seen the famous river-view of it should either (a) return into Saddler Street and thence down to and across Elvet Bridge to the New Elvet and along that to *St. Oswald's Church*. Just short of that, turn to the right across the churchyard and follow the wooded "Banks" walk to the *Prebend's Bridge*. [If you cross this and turn to the left, passing below the Cathedral, and then ascend to the right, you will be back again in Palace Green.] Thence, without crossing the bridge, you can follow the walk up into South Street, and the view of the W. front of the Cathedral thus obtained is perfect with the weir-broken river and the mill at the foot of the richly-wooded steep, or (b) from Palace Green follow the walk from near the W. end of the Cathedral down to the river at Prebend's Bridge. Cross this and turn to the right up into South Street.

South Street leads to the lower end of North Road, and for the station you have to turn up that to the left and out of it to the right at a direction notice.

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<i>Place.</i>	<i>Name of Hotel.</i>	<i>Shortest Telegraphic Address.</i>	
Ambleside	Queen's, S'tation Waterhead	Queen's, Ambleside	24
Ashbourne	Green Man	Green Man, Ashbourne	14
Bangor (Upper)	George	George Hotel, Bangor	43
Bettws-y-Coed	Royal Oak	Oak, Bettws-y-Coed	42
Bideford	New Inn Hotel	Ascott, Hotel, Bideford	16
„	Royal	Royal Hotel, Bideford	17
„	Tanton's	Tanton's, Bideford	16
Bowness	(See Windermere)		
Buxton	Crescent	Crescent Hotel, Buxton	15
„	George	George Hotel, Buxton	15
Coniston	Crown	Crown Hotel, Coniston	24
„	Waterhead	Waterhead, Coniston	25
Dartmoor	(See Princetown)		
Dovedale	Peveril of the Peak	Nearest at Ashbourne, } 4 m. }	13
Eskdale	Woolpack	Nearest at Holmrook, 10 m.	25
Exeter	New London	Pople, Exeter	18

<i>Place.</i>	<i>Name of Hotel.</i>	<i>Telegraphic Address.</i>	<i>Shortest</i>
Grasmere . . .	Prince of Wales . . .	Brown, Hotel, Grasmere	28
"	Rothay	Rothay Hotel, Grasmere	28
Great Langdale	New D'geon Ghyll	Nearest at Elterwater, 2½ m	28
Ivy Bridge . . .	London	London, Ivybridge . . .	22
Keswick	Blencathra	Jeffery, Keswick	29
"	Keswick	Wilson, Hotel, Keswick .	28
"	Queen's	Queen's, Keswick	29
"	Royal Oak	Royal Oak, Keswick . . .	30
(Borrowdale) .	Borrowdale	Askew's Bus, Keswick . .	30
(Portinscale) .	Derwentwater . . .	Harker, Portinscale . . .	31
Llandudno Jnc.	Junction	Junction Hotel, Conway	43
Lynmouth . . .	Lyndale	Bevan, Hotel, Lynmouth	19
Lynton	Royal Castle	Baker, Hotel, Lynton . . .	21
"	Valley of Rocks.	Hotel, Lynton	20
Matlock Bath .	New Bath	Tyack, Hotel, Matlock- Bath	16
Menai Bridge .	Victoria	V'toria Hotel, Menai-bdge.	43
Penzance	Queen's	Queen's, Penzance	19
Plymouth . . .	Grand	Grand, Plymouth.	22
Porlock	Porlock Weir	Nearest at Minehead, 6 m.	18
Princetown . .	Duchy	Duchy, Princetown	23
Ullswater . . .	Howtown	Nearest at Pooley Br., 4 m.	33
"	Ullswater	Bownass, Patterdale . . .	32
Wastwater . .	Wastwater	Nearest at Holmrook, 12 m.	36
Windermere . .	Crown	Crown Hotel, W'mere . . .	36
"	Lake Side	Walker, Hotel, Newby Bridge	37
"	Low Wood	Lowwood Hotel, Amble- side	33
"	Old England (Bowness)	Old England, Windermere	35
"	Rigg's	Rigg, Hotel, Windermere	34
"	Royal (Bowness)	Royal Hotel, Windermere	35
(Troutbeck) . .	Mortal Man	Nearest at W'mere, 4 m.	37

Hotels in Ireland.

<i>Place.</i>	<i>Name of Hotel.</i>	<i>Telegraphic Address.</i>	<i>Page</i>
Ardara	Nesbitt Arms	McNelis, Hotel, Ardara .	38
Connemara . .	Renvyle House	Blake, Letterfrack	39
Dublin	Gresham	Gresham Hotel, Dublin.	39
Giant's Causeway	Causeway	Causeway Hotel, Bushmills	40
"	Royal	Kane, Causeway, Bush- mills	39
Kill'aloce	Royal	Royal Hotel, Kill'aloce . .	42
Killarney . . .	Graham's	Graham's Hotel, Killarney	41
Killybegs . . .	Royal Bay View	McLoone, Hotel, Killybegs	41

Hotels in Scotland.

<i>Place.</i>	<i>Name of Hotel.</i>	<i>Shortest Telegraphic Address.</i>	<i>Page</i>
Aberfoyle	Bailie Nicol Jarvie	Blair, Aberfoyle	44
Blair Athole	Athole Arms	Hotel, Blairathole	44
Braemar	Invercauld Arms	Invercauld Arms, Braemar	45
Dalmally	Dalmally	Hotel, Dalmally	54
Dunkeld	Royal	Fisher, Hotel, Dunkeld	46
Edinburgh	Clarendon	Clarendon Hotel	49
"	Cockburn	Cockburn Hotel	48
"	London	London Hotel	49
"	Regent	Regent Hotel	47
"	Roxburghe	Roxburghe Hotel	49
"	Waterloo	The Waterloo	48
"	Windsor	Windsor Hotel	47
Glasgow	Cockburn	Cockburn Hotel, Glasgow	50
Glenaffric	Glenaffric Hotel	Nearest at Beauly, 17 m.	50
Glenelg	Glenelg	Glenelg Hotel, Lochalsh	51
Inverness	Royal	Royal Hotel, Inverness	52
"	Victoria	Victoria Hotel, Inverness	53
"	Waverley	Waverley Hotel, Inverness	51
Lerwick	Grand	Grand Hotel, Lerwick	63
Loch Awe	Loch Awe	Fraser, Lochawe	54
"	Portsonachan	Cameron, Portsonachan	55
"	Taycreggan	Taycreggan, Portsonachan	56
Loch Lomond	Tarbet	Tarbet Hotel, Loch- lomond	56
Oban	Great Western	Western, Oban	58
"	King's Arms	King's Arms, Oban	59
"	Royal	Royal Hotel, Oban	58
(Kilmelford)	Cuilfail	Cuilfail Hotel, Kilmartin	60
Pitlochry	Moulin	Moulin Hotel, Pitlochry	56
Portree	Royal	Royal Hotel, Portree	62
St. Fillans	Drummond Arms	Davie, St. Fillans	59
Shetland	<i>(see Lerwick)</i>		
Skye (Isle of)	Broadford	Hotel, Broadford	62
"	Kyle Akin	Hotel, Kyleakin	62
"	Sligachan	Nearest at Portree, 9 m.	62
Strathpeffer	Spa	Wallace, Strathpeffer	64

GREAT WESTERN RAILWAY.

TOURIST TICKETS,

FIRST, SECOND & THIRD CLASS.

Available for two Months, and renewable with exceptions, up to Dec. 31st, are issued in LONDON, during the Summer Months of each year at the following Stations and Offices :

STATIONS.

GREAT WESTERN RAILWAY.	GREAT WESTERN & METROPOLITAN RAILWAY.	METROPOLITAN RAILWAY.	DISTRICT RAILWAY.
Paddington		Aldgate	Mansion House
Westbourne Park		Bishopsgate	Blackfriars
Uxbridge Road	Notting Hill	Moorgate St.	Charing Cross
Kensington (Addison Road)	Latimer Road	Farringdon St.	Westminster Bldg.
Victoria	Shepherd's Bush	King's Cross	Victoria
(L. C. & D. Sta.)	Hammersmith		South Kensington
			Earl's Court

RECEIVING OFFICES.

5, Arthur St.	42 & 44, Crutched Frs.	193, Oxford St.	26, Regent Street.
4, Cheapside	67, Gresham St.	407, " "	269, Strand
29, Charing Cross	Holborn Circus	23, New Oxford St.	32, Qn. Victoria St.

And at the Offices of Mr. Jakins, Red Cap, Camden Town; Mr. Kingston, 11, Southampton Street, Fitzroy Square; Mr. Myers, 1a, Pentonville Road, and 343, Gray's Inn Road; also of Messrs. Cook & Son, Tourist and Excursion Agents, Ludgate Circus;

AND AT ALL PRINCIPAL STATIONS.

To the following well-known Watering and other places of attraction.

WEST OF ENGLAND DISTRICT,

Barnstaple, Bodmin, Clevedon, Dartmouth, Dawlish, Exeter, Falmouth, Fowey, Helston, Ilfracombe, Lynton, Minehead, New Quay, Paignton, Penzance, Plymouth, Scilly Isles, St. Ives, Teignmouth, Torquay, Weston-Super-Mare, Bridport, Dorchester, Weymouth, Channel Islands, &c.

NORTH AND SOUTH WALES DISTRICTS.

Aberystwith, Bala, Bangor, Barmouth, Bettws-y-Coed, Blaenau Festiniog, Carnarvon, Corwen, Dolgelly, Llandudno, Llangollen, Penmaenmawr, Rhyl, Chepstow, Tintern, Cardigan, Swansea, Tenby, New Milford, &c.

ENGLISH LAKE AND DERBYSHIRE DISTRICTS.

Windermere, Furness Abbey, Ambleside, Buxton, Matlock, Leamington, Malvern, Ross, Monmouth, Abergavenny, and to Isle of Man, Waterford, Cork, Lakes of Killarney, Dublin.

Tourist and Ordinary Tickets are issued from and to the WEST of ENGLAND and the NORTH of ENGLAND and Scotland, in connection with the Express Service of Trains *via* the Severn Tunnel; also from and to South Wales by the same Service *via* Hereford.

Tourists by the GREAT WESTERN LINE—THE BROAD GAUGE ROUTE TO THE WEST of ENGLAND—pass through the most picturesque scenery in Devonshire and Cornwall, extending from Exeter to Plymouth, Falmouth, St. Ives, Penzance and the Land's End; while the Broad Gauge Carriages running in the Fast Express trains to and from the West of England, for which they have been specially built, are THE FINEST RAILWAY CARRIAGES IN ORDINARY USE IN THE KINGDOM.

For particulars of the various Circular Tours, Fares, and other information, see the Company's Tourist Programmes, which can be obtained at the Stations and Booking Offices during the Tourist Season.

Paddington Station, April, 1890.

H. LAMBERT, *General Manager.*

MIDLAND RAILWAY.

The Picturesque Route between
LONDON & MANCHESTER, & LIVERPOOL,
 Through Matlock and the Peak of Derbyshire.
EXPRESS TRAINS FROM and TO ST. PANCRAS STATION.

THE TOURIST ROUTE to SCOTLAND.

Via SETTLE and CARLISLE.

EXPRESS TRAINS from ST. PANCRAS, also from LIVERPOOL and MANCHESTER to EDINBURGH and GLASGOW, with connections to all parts of Scotland. Ordinary RETURN TICKETS between London and Stations in Scotland are available for one month.

Tourist Tickets.—From May 1st to Oct. 31st Tourist Tickets are issued from LONDON, and all principal Stations on the Midland System, to Glasgow, Edinburgh, Greenock, Ardrossan, Oban, Inverness, Aberdeen, and other places of Tourist Resort in Scotland; to Malvern, Matlock, Buxton, Ilkley, Harrogate, Scarborough, Morecambe, Blackpool, Southport, Isle of Man, the English Lake District, and all the principal places of Tourist Resort on the Yorkshire and Lancashire Coasts; and to Belfast, Portrush, Londonderry, Connemara, and the North of Ireland.

Full particulars of the Fares, and arrangements respecting the issue of Tourist Tickets, are given in the *Programmes* inserted in the Company's Time Tables, or can be obtained at any of the Stations on the Midland Railway, on application, during the season.

All Tourist Tickets issued to places in Scotland by Midland Route, at any time during the season, are available for the Return Journey, on any day, and by any train, up to and including the 31st of December.

Carriages—The through Trains of the Midland Railway Company are formed of Carriages of the most improved description, fitted with an efficient continuous automatic brake, and all the most approved modern appliances.

Drawing Room Saloon Cars & Sleeping Saloon Cars.

Drawing Room Saloon Cars are run in the principal Express Trains of the Midland Company between St. Pancras and Nottingham, Sheffield, Leeds, Bradford, Manchester, Liverpool, Carlisle, and Glasgow; and *Sleeping Saloon Cars* between St. Pancras and Manchester, Liverpool, Carlisle, Edinburgh, and Glasgow (also Perth during the summer months).

Passengers holding First Class Tickets are allowed to ride in the Drawing Room Saloon Cars attached to the Day Express Trains, *without extra payment.*

A charge of 5s. per berth in the Sleeping Saloon Cars is made in addition to the First Class Fare.

Dining Saloon Cars are attached to the 5.0 p.m. Train from London (St. Pancras) to Manchester, (passengers for Liverpool change into the other portion of the train at Manchester) and to the 5.20 p.m. Train from Manchester to London (St. Pancras), into which Passengers from Liverpool, etc., can change at Manchester; and to the 5.40 p.m. St. Pancras to Nottingham, Sheffield, Leeds, and Bradford, and to the 6.15 p.m. from Sheffield to St. Pancras. No extra charge, beyond the sum payable for the dinner will be made.

Third Class Tickets are issued by all Trains over the Midland system.

Saloon, Family, and Invalid Carriages, fitted with Lavatories and every convenience, can be engaged for the use of parties, by giving a few days' notice at the Station, or to the Superintendent of the Line, Derby.

Pic-Nic, Pleasure, and School Parties are conveyed at Reduced Fares, particulars of which can be obtained at the Stations on the line.

Excursion Trains at very low fares will be run at intervals during the summer season to and from London, Liverpool, Manchester, Yorkshire, Birmingham, Nottingham, Derby, Lancaster, and Carlisle, and all the principal parts of the Midland system, particulars of which will be announced fourteen days prior to the running of the Trains.

Derby, 1890.

JOHN NOBLE, General Manager.

Glasgow & South-Western Railway.

Direct Route between Scotland and England.

Through Trains are run between

GLASGOW (St. Enoch) & LONDON (St. Pancras)

Via the GLASGOW & SOUTH WESTERN and MIDLAND RAILWAYS,
Giving a Direct and Expeditious Service between GLASGOW,
GREENOCK, PAISLEY, AYR, ARDROSSAN, KILMARNOCK,
DUMFRIES, &c., and LIVERPOOL, MANCHESTER, BRAD-
FORD, LEEDS, SHEFFIELD, BRISTOL, BATH,
BIRMINGHAM, LONDON, &c.

Drawing-Room and Sleeping Saloon Carriages

Are run by the Morning and Evening Express Trains between
GLASGOW and LONDON.

LAVATORY CARRIAGES (First and Third Class) are run by
the principal Day Express Trains between Glasgow, Liverpool,
Manchester, Bristol, London, &c.

IRELAND via GREENOCK and via ARDROSSAN.

A NIGHTLY SERVICE is given by Messrs. G. & J. Burns' Royal Mail Steamers
via Greenock and *via* Ardrossan, in connection with which Tourist Tickets are
issued to KILLARNEY, CORK, CONNEMARA, GIANT'S CAUSEWAY, &c. For
particulars of sailings, see Time Tables and Newspaper Advertisements.

FIRTH OF CLYDE & WEST HIGHLANDS,

Via Greenock.

EXPRESS and FAST TRAINS are run at convenient hours between

GLASGOW & GREENOCK

(St. Enoch Station)

(Lyndoch and Princes Pier Stations)

In direct connection with the "Columba," "Iona," "Lord of the Isles," "Eagle,"
"Sultana," "Windsor Castle," and other steamers, sailing to and from KIRN,
DUNOON, INNELLAN, ROTHESAY, KYLES OF BUTE, ARDRISHAIG, OBAN,
INVERARAY, KILCREGGAN, KILMUN, LOCHGOILHEAD, GARELOCHHEAD, &c.

Through Carriages are run by certain trains between GREENOCK (Princes
Pier) and EDINBURGH (Waverley), and by the Evening Express Trains in each
direction between GREENOCK (Princes Pier) and LONDON (St. Pancras).

**Return Tickets issued to Coast Towns are available for Return
AT ANY TIME.**

Passengers are landed at Princes Pier Station, from whence there is a Covered
Way to the Pier where the Steamers call; and Passengers' Luggage is conveyed
free of charge between the Station and the Steamers.

ARRAN and the AYRSHIRE COAST.

From ARDROSSAN the splendid Saloon Steamer "Scotia" sails daily to and
from the ISLAND OF ARRAN in connection with the Express Train Service.

An Express and Fast Train Service is given between GLASGOW (St. Enoch),
PAISLEY, and TROON, PRE-TWICK, AYE, ARDROSSAN, FAIRLIE, LARGS, &c.

For Particulars as to Trains and Steamers, see the Company's Time Tables.

JOHN MORTON, *Secretary and General Manager.*

CAMBRIAN RAILWAYS.

Tours in Wales.

**BATHING, BOATING, FISHING (Sea, River & Lake),
COACHING, MOUNTAINEERING.**

1st, 2nd, and 3rd Class Tourist Tickets,

Available for Two Calendar Months, renewable up to 31st December, are issued from 1st May to 31st October at all the principal Stations in England and Scotland, and at Dublin, and other principal Stations in Ireland to

**Aberystwith, Aberdovey, Towyn, Dolgelley, Barmouth,
Criccieth, Borth, Harlech, Portmadoc, Pwllheli,
Rhayader, Builth Wells, and Brecon.**

The Scenery traversed by and adjacent to the Cambrian Railways is of an exceedingly varied and beautiful description, and the coast of Cardigan Bay, to which the line affords the most convenient access, offers great advantages for sea-bathing in the long reaches of firm, safe, and sandy beach, with which it abounds, and in its pure and bracing air. The mountain ranges of SNOWDON, CADER IDRIS, and PLYNLIMON, with their Rivers and Lakes, are also readily accessible from the various Watering-places, thus placing within the reach of visitors a delightful combination of the natural beauties of sea and land.

The Valley of the Wye, through which the line to Brecon runs, also possesses great attractions for Tourists and Anglers.

Arrangements are made during the Summer Months for the conveyance of Visitors by Coach to and from places of interest in the vicinity of the Coast Line at reduced charges, by which means, and also by the Festiniog, Talylyn, and Corris miniature-gauge Railways, whose termini are on the Cambrian system, the following amongst other places can easily be visited by daily Excursions:—

**Snowdon, Beddgelert, Tan-y-bwlch, Festiniog Slate
Quarries, Cwmbychan Lake, Mawddach Estuary,
Precipice Walk and Torrent Walk (Dolgelley),
Talylyn Lake, Corris, Llyfnant Valley, Rheidol Lake,
Devil's Bridge, Maentwrog, Abersoch &c.**

Special Tickets at Reduced Fares

Are also issued between Local Stations to TOURISTS, and for FISHING, PIC-NIC and OTHER PARTIES.

A Special Service of Express Trains

Is run, daily during the season, in connection with Fast trains on the London and North Western and other Railways, with Through Carriages from and to London, Liverpool, Manchester, Birmingham, Stafford, Shrewsbury, Hereford, Merthyr, Cardiff, Newport (Mon.) &c. *Through Carriages run daily throughout the year between London (Euston) and Aberystwith.*

"PICTURESQUE WALES" (Illustrated).

The Official Guide Book to the Cambrian Railways, edited by Mr. GODFREY TURNER, price 6d., can be obtained at the Bookstalls, or on application to the Company's Offices or Stations; also of Messrs. W. J. Adams & Sons, 59, Fleet Street, London, E.C.

Time-tables, Guide-books, Tourist Programmes and full particulars of Trains, Fares, &c. may be obtained at any of the Company's Stations or Booking Offices, and at 34, James Street, Liverpool, or on application to the undersigned. Also from Mr. G. T. Purnell, 55, High Street, Croydon, and at the under-mentioned offices of Messrs. Henry Gaze & Sons, Excursion Tourist Agents—

LONDON—142, Strand. BIRMINGHAM—Stephenson Place, New Street Station.
DUBLIN—16, Suffolk Street. GLASGOW—34, Gordon Street.

COMPANY'S OFFICE, OSWESTRY.

J. CONACHER,

Secretary and General Manager.

CALEDONIAN RAILWAY.

THE CALEDONIAN RAILWAY COMPANY have arranged a system of TOURS—over 100 in number—by Rail, Steamer (on Sea, River and Loch), and Coach, comprehending almost every place of interest either for scenery or historical associations throughout Scotland, including—

Edinburgh, Glasgow, Aberdeen, Dundee, Inverness, Gourrock, Greenock, Paisley, Dumfries, Moffat, Peebles, Callander, Stirling, Perth, Crieff, Dunkeld, Oban, Inveraray, *The Trossachs, Loch-Katrine, Loch-Lomond, Loch-Eck, Loch-Earn, Loch-Tay, Loch-Awe, Caledonian Canal, Glencoe, Iona, Staffa, Skye, Balmoral, Braemar, Arran, Bute, The Firth of Clyde, The Falls of Clyde, Lowther Hills, &c.*

TOURISTS are recommended to procure a copy of the Caledonian Railway Company's "Tourist Guide," which contains descriptive notices of the Districts embraced in the Tours, Maps, Plans, &c. They can be had at any of the Company's Stations, and also at the chief Stations on the London and North-Western Railway. They are also supplied gratis to the chief Hotels, Hydro-paths, Steamboats, &c., in Great Britain and Ireland.

Tickets for these Tours are issued at the Company's Booking Offices at all the chief Towns. The Tourist Season extends from JUNE to SEPTEMBER inclusive.

The CALEDONIAN RAILWAY, in conjunction with the LONDON AND NORTH-WESTERN RAILWAY, forms what is known as the

West Coast (Royal Mail) Route between

SCOTLAND AND ENGLAND.

London (Euston) and { Edinburgh (Princes Street) in 8½ hours.
Glasgow (Central) in 8¾ hours.

DIRECT TRAINS RUN FROM AND TO

Glasgow, Edinburgh, Androssan, Greenock, Paisley, Stranraer, Stirling, Oban, Perth, Dundee, Aberdeen, Inverness, and other places in Scotland,

TO AND FROM

London (Euston), Birmingham, Liverpool, Manchester, Preston, Penrith (for Lake District), Leeds, Bradford, and other places in England.
Sleeping and Day Saloon Carriages. Through Guards and Conductors.

The Company's Trains from and to Edinburgh, Glasgow, Carlisle, &c., connect on the Clyde with the Caledonian S.S. Co.'s steamers; also with the "Columba," "Iona," "Lord of the Isles," "Ivanhoe," and other Steamers to and from Dunoon, Innellan, Rothesay, Largs, Millport, the Kyles of Bute, Arran, Campbeltown, Ardrishaig, Inveraray, Loch Goll, Loch Long, the West Highlands, &c.

There will be an express service between Glasgow (Central) and Androssan, in connection with steamers to and from Arran—90 minutes the whole distance.

Express service between Edinburgh and Glasgow, in 65 minutes; also from Edinburgh and Glasgow, Stirling, Oban, Perth, Dundee, Aberdeen, and the North, and *vice versa*.

For particulars of Trains, Fares, &c., see the Company's Time Tables.

The Company's Line from Greenock to Gourrock is now open and forms a direct and expeditious route in connection with steamboats to and from Dunoon, Kilmun, Hunter's Quay, Holy Loch, Loch Long, Loch Goll, and the Watering Places in that district, the Western Highlands and Islands, and from and to Glasgow, Edinburgh, London, Liverpool, Manchester, Bristol, and other places in England and Scotland. Trains run alongside steamers.

The Caledonian Company's large and magnificent **CENTRAL STATION HOTEL, GLASGOW**, is under the Company's own Management.

Glasgow, 1890.

JAMES THOMPSON, General Manager.

IRELAND.

Midland Great Western Railway.

CONNEMARA.

TOURIST TICKETS

From the principal Towns in
ENGLAND & SCOTLAND,
available for Two Months, for
the
CONNEMARA

OR
CONNEMARA and KILLARNEY
TOURS.

Issued at the Offices of the
Railway and Steampacket Com-
panies and Tourist Agencies.

CIRCULAR TOURS

From DUBLIN and BELFAST
TO THE
TOURIST, ANGLING, and
SHOOTING RESORTS
IN THE
WEST OF IRELAND.

** Reduced Fares for Parties
of Two to Four Passengers.

Extra Coupons for extended Tours
from Dublin, Broadstone Terminus,
to the North and South of Ireland.

CONNEMARA.—Public Cars run during the season, passing through
Leenane, Kylemore, Letterfrack (for Renvyle), Clifden, Recess (for Glenda-
lough), and Oughterard.

The Company's 1s. Illustrated Handbook to the West
of Ireland,

Contains 16 full-paged toned Lithographs and numerous Woodcuts.

Apply to the Manager's Office, Broadstone, Dublin, where
Programmes and all other information as to Fares, Routes,
Conditions, etc., may be obtained.

VISITORS TO GLASGOW AND THE CLYDE

Should procure the

DICTIONARY OF THE CLYDE,*A Descriptive, Historic, and Statistical Guide*

to the Towns, Villages, Watering Places, Mansions, Mountains, Islands, Lochs,
Docks, Harbours, Shipping, Industries, Sports, Pastimes, Legends,
and Scenic Features of the River from Source to Sea.

"Unquestionably the most concise, the most accurate, the most exhaustive,
the handiest, and the cheapest of guide books."—*Industries.*

300 Pages. Price, ONE SHILLING. Five Maps.

To be had at Railway and River-boat Bookstalls; from MENZIES & CO.,
Glasgow and Edinburgh, SIMPKIN, MARSHALL, & Co., London, and all Book-
sellers.

Caithness, Orkney, and Shetland Steamers.

The North of Scot' and and Orkney and Shetland Steam Navigation Company's Steamships, "St. Rognvald," "St. Magnus," "St. Nicholas," "St. Clair," "St. Olaf," and "Queen," are intended to sail during the *SUMMER MONTHS* as under, but the arrangements are subject to alteration from month to month:—

From Leith in the morning, and from Aberdeen same afternoon or evening :

To Lerwick every Wednesday and Friday.
To Scalloway and West Side of Shetland every Monday.
To Kirkwall every Wednesday and Friday.
To Stromness every Monday.
To St. Margaret's Hope every Monday.
To Thurso every Monday.
To Wick every Monday and Friday.
To Stornoway, *during May and June*, every Monday.

Returning South :

From Lerwick every Monday and Friday (or Saturday).
From Scalloway every Wednesday evening.
From Kirkwall every Tuesday and Saturday.
From Stromness every Thursday.
From St. Margaret's Hope every Thursday.
From Stornoway every Wednesday evening.
From Thurso every Thursday morning.
From Wick every Tuesday forenoon and Thursday afternoon.

The Royal Mail Steamer "St. Olaf," from Stromness every week-day during April, May, June, July, August, and September at 3 p.m., touching at Scapa Pier (Kirkwall), thence to Scrabster Pier (Thurso), now calls going to Scrabster, and all afternoon sailings, summer and winter, landing Mail-bag by Boat at South Ronaldshay. From Scrabster Pier (Thurso), on receiving the Mails, about 8 p.m., and touching at Scapa Pier, thence to Stromness. Throughout the rest of the year, the "St. Olaf" leaves Stromness at 2 p.m. for Scrabster Pier, returning from Scrabster Pier about 7.30 p.m., touching at Scapa Pier going and returning.

PASSAGE FARES.

From Albert Dock, Leith.

From Aberdeen.

	1st Cabin.	2nd Cabin.		1st Cabin.	2nd Cabin.
To Wick - - - - -	18s.	9s. 0d.	To Wick - - - - -	12s.	7s. 0d.
To Thurso - - - - -	18s.	9s. 0d.	To Thurso - - - - -	12s.	7s. 0d.
To St. Margaret's Hope	20s.	9s. 0d.	To St. Margaret's Hope	16s.	7s. 0d.
To Stromness - - - - -	20s.	9s. 0d.	To Stromness - - - - -	16s.	7s. 0d.
To Kirkwall - - - - -	22s.	10s. 6d.	To Kirkwall - - - - -	18s.	8s. 0d.
To Lerwick - - - - -	26s.	10s. 6d.	To Lerwick - - - - -	21s.	8s. 6d.
To Scalloway - - - - -	26s.	10s. 6d.	To Scalloway - - - - -	21s.	8s. 6d.
From Scalloway to places on West Side	- - -	- - -	- - - - -	5s.	2s. 6d.
From Lerwick to places in North Isles	- - -	- - -	- - - - -	6s.	3s. 0d.

Return Tickets available to return within three Calendar Months, are issued at the rate of a Single Fare and a half, with liberty to the holders to break the journey at any of the Ports of Call.

Scrabster to Scapa and Stromness,	First Cabin, 6s.	Second Cabin, 3s.
Scapa to St. Margaret's Hope & Stromness	2s.	1s.
St. Margaret's Hope to Stromness	3s.	1s. 6d.
St. Margaret's Hope to Scrabster	4s.	2s.

Return Tickets issued to or from Orkney and Shetland by the other Vessels belonging to the Company, are NOT AVAILABLE by the Mail Steamer "St. Olaf" across the Pentland Firth. Return Tickets are issued for that passage only, at the usual rate.

First-class Hotel accommodation at Lerwick, Scalloway, Kirkwall, Stromness, Wick, and Thurso.

For further particulars, including days and hours of sailing, see Monthly Sailing Bills, which may be had on application to GEORGE HOURSTON, Agent, 64, Constitution Street, Leith CHARLES MERRYLEES, Manager, Aberdeen.

SUMMER TOURS IN SCOTLAND.
THE

ROYAL



ROUTE.

GLASGOW and the HIGHLANDS

Via Crinan and Caledonian Canals.

ROYAL MAIL STEAMERS

Columba	Glencoe	Clansman	Loanda
Iona	Lochawe	Flowerdale	Gladiator
Fusilier	Lochness	Clydesdale	Pelican
Chevalier	Lochiel	Cavalier	Falcon
Grenadier	Linnet	Staffa	Udea
Gondolier	Fingal	Ethel	Texa
Pioneer	Islay	Handa	Countess
Glengarry	Claymore	Mabel	Margaret
Inveraray Castle			

THE ROYAL MAIL SWIFT PASSENGER STEAMER

'COLUMBA' or 'IONA'

Sails daily from May till October, from Glasgow at 7 a.m., and from Greenock at 8.50, Prince's Pier about 9, Gourock Pier about 9.20, and Dunoon about 9.35, in connection with Express Trains from London and the South, Ediinburgh, Glasgow, &c., for Kyles of Bute, Tarbert, and Ardrishaig, conveying passengers for Oban, Glencoe, Inverness, Lochawe, Loch Lomond, Loch Katrine, the Trossachs, Staffa and Iona, Mull, Skye, Gairloch, Lochinver, Stornoway, Thurso, &c.

A WHOLE DAY'S SAIL BY THE "COLUMBA" OR "IONA."

From Glasgow to Ardrishaig and Back (180 miles.)

CABIN FARE 6s. Breakfast, Dinner and Tea, in Cabin, 6s.

FORE CABIN FARE, 3s. 6d. do. do. do. in Fore-Cabin, 3s. 6d.

TOURS TO THE WEST HIGHLANDS (occupying about a week)

BY STEAMSHIP

'CLAYMORE' or 'CLANSMAN,'

Via Mull of Kintyre, going and returning through the Sounds of Jura, Mull, and Skye, calling at Oban, Tobermory, Portree, STOKNOWAY, and intermediate places.

Cabin Return Fare with superior sleeping accommodation,
or including meals.

The Route is through scenery rich in historical interest and unequalled for grandeur and variety. These vessels leave Glasgow every Monday and Thursday about 12 noon, and Greenock about 6 p.m., returning from Stornoway every Monday and Wednesday.

The Steam-Ship 'CAVALIER'

will leave Glasgow every Monday at 11 a.m. and Greenock at 4 p.m., for Inverness and Back (via Mull of Kintyre), leaving Inverness every Thursday morning; Cabin Fare for the Trip, with First-class Sleeping Accommodation, or including Meals.

Official Guide Book, 6d.

Time Bill, Map and List of Fares, sent free on application to the Owner

DAVID MACBRAYNE, 119, Hope Street, Glasgow.

North British Steam Packet Company.

LOCH LOMOND,

QUEEN OF SCOTTISH LAKES.

Splendid Saloon Steamers sail daily from Balloch Pier in direct connection with North British Trains from Edinburgh, Glasgow, &c.

Grand CIRCULAR TOUR of LOCH LOMOND and LOCH LONG.

For further information and hours of sailings apply to North British Railway Station Agents, or to

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DOVEDALE,

PEVERIL OF THE PEAK HOTEL,

Pleasantly situated close to this
beautiful valley.

TESTIFIED CUISINE,

NICE APARTMENTS,

HOME COMFORTS,

MODERATE TARIFFS,

AND GOOD FISHING.

CARRIAGES by order meet trains at Ashbourne,
North Staffordshire Railway.

G. POYSER, Proprietor.

Postal Address:—Thorpe, near ASHBOURNE.

Nearest Telegraph at Ashbourne, 4 miles.

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A [S H B O U R N E .

(The nearest Railway Station to DOVEDALE.)

GREEN MAN AND BLACK'S HEAD

H O T E L .

(Family and Commercial Posting House.)

OMNIBUSES to and from EVERY TRAIN.

BILLIARDS.

Extract from Boswell's "Life of Dr. Johnson,"
September, 1771:—

"After breakfast I departed and pursued my journey northwards. I took my post chaise from the GREEN MAN, a very good Inn at Ashbourne, the Mistress of which, a mighty civil gentlewoman, courtseying very low, presented me with an Engraving of the sign of her house, to which she had subjoined in her own handwriting an address in such singular simplicity of style, that I have preserved it, pasted upon one of the boards of my original Journal at this time, and shall here insert it for the amusement of my readers:—

"M. Killingleys duly waits upon Mr. Boswell, is exceedingly obliged to him for this favor; whenever he comes this way, hopes for a continuance of the same; would Mr. Boswell name the house to his extensive acquaintance, it would be a singular favor conferred on one who has it not in her power to make any other return but her most grateful thanks and sincerest prayers for his happiness in time and in a blessed eternity."

FANNY WALLIS, Proprietress.

Derbyshire.

Shortest Telegraphic Address:—"Crescent Hotel, Buxton."

CRESCENT HOTEL, BUXTON.

FIRST-CLASS for Families and Gentlemen. Best situation. Forms wing of the Crescent. Due South aspect. Close to Railway Stations. Covered Colonnade to Baths, Wells and Gardens. Dining, Drawing, Billiard, Smoke, and Reading Rooms. The Dining Saloon is acknowledged to be one of the finest rooms in the kingdom. Suites of apartments for Families. Rooms on ground floor level if required.

TABLE D'HOTE AT SEPARATE TABLES.

EXCELLENT CUISINE. CHOICE WINES. BILLIARDS.

JOHN SMILTER, *Proprietor.*

BUXTON.

THE GEORGE FAMILY HOTEL,

A First-class House, adjoining the Baths and Pavilion Gardens; near the Church and Railway Station; Suites of Rooms, without staircases, for Invalids; Public Dining and Drawing Rooms; Private Sitting Rooms; Billiard, Reading, and Smoke Rooms. Every convenience pertaining to a good modern Hotel. Moderate Terms. The House is detached, and has a splendid situation; well sheltered. In connection with NEW BATH HOTEL, Matlock Bath. For Terms apply to

MILL & TYACK, Proprietors.

BUXTON.

1, Hartington Terrace.

Superior and select apartments, every comfort and excellent cooking. Elevated situation nearly 1,100 feet above the sea level, and south-west aspect. At the south end of the **Broad Walk**, close to the Pavilion and Gardens, and five minutes walk from the Baths.

Train or coach to Chatsworth, Haddon Hall, Matlock, Dove Dale, Castleton, and the romantic scenery of the Peak of Derbyshire. Express trains to London $4\frac{1}{2}$ hours, Manchester 40 minutes.

Personally recommended by the author of the "Thorough Guide" Series.

ADDRESS:

Mrs. A. A. BRADBURY,
1, Hartington Terrace, West Street, Buxton.

Derbyshire—Devonshire.

MATLOCK BATH.

TYACK'S NEW BATH HOTEL,

Recently enlarged and newly furnished.

A first class family house, with every comfort and modern improvement. Beautifully situated amidst its own charming grounds of twelve acres, from whence the most lovely views in Derbyshire can be seen. Very large Dining room, Drawing room, Billiard room, and private Sitting rooms. A large Swimming Bath in the hotel, and Hot Baths. Fishing. Lawn Tennis. A 'Bus to meet each train. Terms strictly moderate.

T. Tyack, Proprietor.

THE OLDEST, LARGEST & PRINCIPAL HOTEL in the TOWN.

NEW INN FAMILY HOTEL,

BIDEFORD,

Family, Commercial, and General Posting House.

HENRY ASCOTT, Proprietor.

11 miles from Clovelly; pleasantly situated in the most central part of the town, and commanding very extensive views. Booking Office for Coaches to Clovelly and Bude.

TANTON'S HOTEL, BIDEFORD.

Large and Well-Appointed

COFFEE, COMMERCIAL AND BILLIARD ROOMS.

HOT & COLD BATHS.

Posting in all its Branches.

OMNIBUSES MEET EVERY TRAIN.

W. GIDDIE, Proprietor.

Devonshire.

**CENTRAL FOR THE WHOLE OF NORTH DEVON,
Including WESTWARD HO! CLOVELLY, HARTLAND,
BUDE, ILFRACOMBE, and LYNTON.**

Four-in-hand Coaches in the Season to above places.

Adjoining Railway Station.	<div style="border-left: 1px solid black; border-right: 1px solid black; padding: 0 10px;"> <h1 style="margin: 0;">ROYAL HOTEL,</h1> <h2 style="margin: 0;">BIDEFORD.</h2> </div>	Overlooking the River TORRIDGE and OLD BRIDGE.
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THE MOST MODERN HOTEL IN THE WEST OF ENGLAND.

Every Luxury and Comfort	<div style="border-left: 1px solid black; border-right: 1px solid black; padding: 0 10px;"> <h1 style="margin: 0;">CONTINENTAL COURTYARD.</h1> </div>	Ventilation and Sanitary Arrangements Perfect.
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Superbly Furnished and lofty Rooms, Hot and Cold Baths,
Elegant Billiard Saloon (Two Tables).

COMPLETELY SHELTERED FROM E. & N.E. WINDS.

Delightful summer and winter resort, one of the mildest and
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Specially Reduced Winter Tariff.

First class horses and carriages of every description always ready.	<div style="border-left: 1px solid black; border-right: 1px solid black; padding: 0 10px;"> <h2 style="margin: 0;">Save OMNIBUS and PORTERAGE.</h2> </div>	Finest Stabling and Lock-up Coachhouse in Devonshire.
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For situation the Royal is probably unequalled in the North of Devon, and from its size and the admirable way in which it is fitted out must be regarded as one of the best Hotels in the West of England. It stands amid the interesting spots and charming scenery made notorious by "Westward Ho!" and is within easy distance of the many romantic nooks with which the North Devon coast abounds. A portion of the house was built in the year 1688 by an old merchant prince, and contains a magnificent oak staircase and drawing room, which are objects of admiration and interest. The ceiling of the latter has the reputation of being one of the grandest in the country. The work comprises festoons of flowers, fruit, and foliage in high relief, and was the workmanship of Italian artists specially commissioned two hundred years ago. In this room also Charles Kingsley wrote a portion of "Westward Ho!" and on one of the panels hangs a portrait (said to be from the brush of Vandyke) of John Strange, the great grandfather of Rose Salterne (the fickle "Rose of the Torridge"), immortalised by Kingsley in "Westward Ho!"—*Vide Public Press.*

BIDEFORD.—Chiefly remarkable for having a first-rate hotel.—*Punch, Oct. 5^h, 1889.*

Devonshire.

POPLE'S

NEW LONDON HOTEL.

EXETER.

RE-FURNISHED AND RE-DECORATED.

For Families and Gentlemen.

This first-class Hotel has long stood pre-eminent, and is patronised by the leading County families. Adjoining Northernhay Park and within three minutes' walk of the Cathedral.

TABLE D'HOTE. NIGHT PORTER.

Large Covered Continental Courtyard.

POSTING ESTABLISHMENT.

Omnibuses and Cabs meet all Trains.

Also Proprietor of the Globe Hotel, Newton Abbot.

Telegrams to "POPLE, EXETER."

PORLOCK.

PORLOCK WEIR HOTEL (Anchor)

(Via Minehead, Somersetshire).

This Hotel is situated on the shore of Porlock Bay, close by the sea, and in the rich and lovely Vale of Porlock. It is in the centre of the Stag and Fox-Hunting country, and at the foot of Exmoor, whose wild and beautiful recesses are most conveniently visited from it. Every comfort ensured.

Fishing and Shooting. Good Stabling; Post-Horses and Carriages. Hotel 'bus to principal Trains.

J. P. GODDARD Proprietor.

* * * *The Proprietor has also a Private Lodging House.*

Devon—Cornwall.

Lynmouth, North Devon.

LYNDALE

AND

TORS PARK HOTEL

(Under the same management),

First Class, with every convenience for Families and Tourists, is most beautifully situated on an eminence, with all front rooms commanding the grandest uninterrupted views of the Harbour, Bristol Channel, Woods and Hills, and the best Landscape Scenery in the North of Devon; also overlooking the East and West Lyns, and within three minutes' walk to the Beach; standing in its own very extensive grounds. Good Trout and Salmon Fishing. Lawn Tennis. Cheap Boarding terms. Write for Tariff with Photo' showing position of Hotels.

WILLIAM BEVAN, Proprietor.

Lighted with Electric Light, and fitted with all recent improvements. All Coaches stop outside the Hotels to take up and put down Passengers.

PENZANCE.

SEA-SIDE.—THE QUEEN'S.

(On the Esplanade. Facing due South).

Patronized by Her Majesty the Queen of Holland.

THIS Hotel is the Principal and Largest, and is most comfortably furnished. It has a frontage of over 170 feet, all the rooms of which overlook the Bay and St. Michael's Mount. For Families, Ladies and Gentlemen only. Apartments *en suite*.

Penzance stands unrivalled for the quiet beauty and variety of its scenery, whilst the mildness and equability of its climate are admirably adapted to invalids. Ladies' Drawing, Reading, Coffee, Smoking and Billiard Rooms. Hot and Cold Baths. Table d'Hôte. An Omnibus meets every train. Posting in all its branches. Yachts, &c.

ALEX. H. HORA, Proprietor.

Devonshire.

VALLEY OF ROCKS HOTEL.

Fitted with Electric Light, and all the most modern conveniences.



"The position of the splendid new **Valley of Rocks Hotel** is absolutely unequalled and unparalleled in the South of England."—*Daily Telegraph*, April 7th, 1890.

COMMANDS UNRIVALLED VIEWS.

Salmon and Trout Fishing. Billiards. Post Horses, Carriages. Luxurious suites of Private Apartments, elegant Salle à manger, Ladies' Drawing Room, range in a long front facing the Sea.

Best routes to Lynton, G.W.R., book to Minehead, where on and after June 1st, **Valley of Rocks Coach** meets trains leaving Minehead 1 p.m., and Paddington, 9 a.m., or L. & S.W.R. viâ Barnstaple, where Mail Coach meets train.

Coaches to and from Ilfracombe.

Carriages meet trains at Minehead, Barnstaple, and Ilfracombe on receipt of telegram to "Hotel, Lynton."

Proprietors :

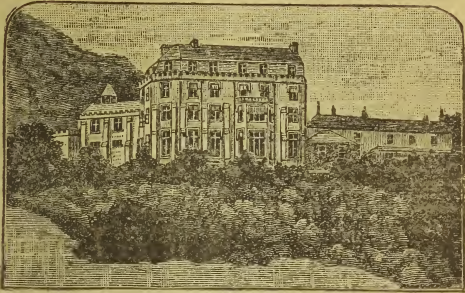
The Lynton & Lynmouth Hotel & Property Company, Ltd.

JOHN HEYWOOD, *Resident Director.*

Telegraphic Address, "HOTEL, LYNTON."

LYNTON, NORTH DEVON.

ROYAL CASTLE  FAMILY HOTEL.



PATRONISED by the English and Continental Royal Families.
 First-class Hotel, especially favourite and attractive. Table d'hôte. Reading and Drawing Rooms. New Smoking and Billiard Pavilions, all facing the Sea. Magnificent Views and Ornamental Grounds of Twelve Acres.

Private Hotel Attached,

THOMAS BAKER, Proprietor.

**THE FOUNTAIN BATHS
 (MATLOCK BATH).**

LARGE SWIMMING BATH

68 degrees Fahrenheit.

600,000 gallons of clear spring water flow through this Bath daily. Swimming taught.

HOT BATHS, SHOWER & DOUCHE BATHS.

For further information apply to W. E. HOWE, the Library, Matlock Bath.

Devonshire—Somerset.

COACHING.

LYNTON, LYNMOUTH, and BARNSTAPLE.



THE WELL-APPOINTED FAST

FOUR-HORSE COACH

“TANTIVY”

(CARRYING THE MAILS), RUNS DAILY THROUGHOUT THE YEAR (Sundays excepted), in connection with the Trains of L. & S. W. Railway, passing through some of the finest Scenery in Devonshire.

Up.

Lynton	dep. 8 0 a.m.
Barnstaple	arr. 10 55 "
"	dep. 11 3 "
Waterloo	arr. 5 17 "

Down.

Waterloo	dep. 9 0 a.m.
Barnstaple	arr. 3 21 p.m.
"	dep. 3 40 "
Lynton	arr. 6 30 "

also convenient for train leaving Paddington 9 a.m., arriving at Lynton 6.30 p.m.

AN ADDITIONAL COACH

will run daily (Sundays excepted) during the months of July, August, and September between Lynton, Lynmouth, and Barnstaple, in connection with the London and South Western Trains, as under, being convenient for Great Western Trains also.

Up.

Lynton	dep. 12 0 noon
Barnstaple	arr. 3 0 p.m.
"	dep. 3 21 "
Waterloo	arr. 10 10 "

Down.

Waterloo	dep. 11 0 a.m.
Barnstaple	arr. 4 43 p.m.
"	dep. 4 50 "
Lynton	arr. 7 40 "

LYNTON, BIDEFORD, CLOVELLY, WESTWARD HO! BUDE, AND NORTH CORNWALL.

Up.

Lynton	dep. 8 0 a.m.	12 0 noon
Barnstaple	" 11 8 "	3 26 p.m.
Bideford	" 11 31 "	3 46 "
Clovelly	arr. 1 0 p.m.	5 15 "
Bude	" 8 0 "	8 0 "

Down.

Bude	... dep. 9 45 a.m.	9 45 a
Clovelly	" 12 15 p.m.	12 15 p
Bideford	" 2 53 "	2 53 "
Barnstaple	" 3 40 "	5 1 "
Lynton	arr. 6 30 "	7 40 "

THROUGH TICKETS issued at all L. & S. W. Railway Stations.
Booking Office, opposite VALLEY of ROCK HOTEL, LYNTON.

JONES BROS., House Agents,
Proprietors, Lynton.

PLYMOUTH.

GRAND HOTEL (on the Hoe).

The only Hotel with Sea View.

Mail Steamers anchor in sight.

Also, at IVY BRIDGE (11 miles from Plymouth),

The London Hotel,

Hunting, Fishing, Beautiful Scenery

JAMES BOHN, Proprietor.

DUCHY HOTEL, PRINCETOWN, DARTMOOR.

This **First Class Family Hotel** is situated in the very centre of Dartmoor, and is one of the **highest hotels** in the country, being about 1,400 feet above the sea-level.

Visitors to Dartmoor will do well to make this their headquarters, Dartmeet, Post Bridge, Wistman's Wood, Crockern Tor, Mis Tor, and various other places of interest being situated within easy distances.

Good Trout and Salmon Fishing may be obtained from March 1st to September 31st in the East and West Darts and tributaries, licenses for which may be obtained at this Hotel.

Good Snipe and other shooting may also be had.

Several Packs of Foxhounds and Harriers meet in the neighbourhood.

" DUCHY HOUSE,"

recently built to meet the increased demand for accommodation, is within two minutes' walk from the Duchy Hotel.

A First-Class Boarding and Lodging House, containing all the most modern improvements and conveniences. Private Sitting Rooms.

This will be found to be a most suitable house for private families staying any length of time.

Good Posting. Excellent Dairy.

Tariff and Boarding Terms on application.

MARTHA ROWE, Proprietress (for 40 years.)

English Lakes.

THE

WINDERMERE WATERHEAD

HOTEL, AMBLESIDE.

(ADJOINING STEAM BOAT PIER. TERMINUS OF THE FURNESS & MIDLAND RAILWAY SYSTEMS.)

MICHAEL TAYLOR, Proprietor of the SALUTATION and QUEEN'S Hotels (both of which will be carried on by him as heretofore) has taken over the above first-class Hotel (recently enlarged and re-furnished), which will be conducted on a liberal and popular tariff.

Taylor's FOUR-IN-HAND COACHES run from the three Hotels to Keswick, Coniston, Ullswater, and the Langdales daily during the season, Sundays excepted. Boats, Fishing Tackle, &c.

A. HOULDIN,

Bookseller, Stationer, and Dealer in Fancy Goods,

LAKE ROAD,

AMBLESIDE.

—:o:—

Frith's Photographs of the Lake District.
London, Liverpool, Manchester and other Papers
supplied.

CROWN HOTEL, CONISTON.

**Within three minutes' walk of the Railway
Station and five from the Lake.**

Choice Wines and Spirits, &c.

Post Horses and Conveyances.

BOATS ON THE LAKE.

BILLIARDS.

Conveyances to meet the Trains,

JAS. DOVE, Proprietor.

English Lakes.

CONISTON LAKE.

TYSON'S

WATERHEAD HOTEL.

Tel. Address: "Waterhead, Coniston."

This first-class Establishment is one of the most delightfully situated Hotels in the district. It stands in its own pleasure grounds, which are tastefully laid out, and has a large private frontage to the Lake, with shaded and beautiful walks leading to the Landing-stage of the "Gondola."

CROQUET AND TENNIS LAWN.

BOATS, BILLIARDS.

Postal Telegraph Station at Coniston.

Open and closed Carriages. Post Horses.

An Omnibus meets all Trains.

JOSEPH TYSON, Proprietor.

WOOLPACK INN, ESKDALE.

Postal Address:—Eskdale, Boot, viâ Carnforth.

Telegraphic Address:—Woolpack, Ravenglass.

This ancient Inn has been recently enlarged and fitted up with Hot and Cold Baths, also refurnished for the accommodation of Tourists and Visitors. It is centrally situated in the beautiful valley of Eskdale between Scawfell, Scawfell Pikes, Bowfell, and Harter Fell. Esk Falls and Stanley Gill, the finest scene of its kind in the country, are within easy reach.

One mile from Boot Station. Conveyances kept.

Dixon Sharpe, Proprietor.

English Lakes.

DUNGEON GHYLL NEW HOTEL, GREAT LANGDALE, NEAR AMBLESIDE,

The nearest Hotel to Dungeon Ghyll and the Langdale Pikes.

Most conveniently situated for the ascent of Scawfell and Bowfell; or for crossing the Passes to Wastwater, Borrowdale, &c. The best guides, conveyances, and mountain ponies may be had at the Hotel; also all information respecting mountains and mountain passes.

JOS. YOUDELL, Proprietor.

Board and Lodging (except in August) 35s. a week.

This Hotel holds the Official Appointment of the GENERAL TOURIST'S CLUB. It is also Head-quarters of the C. T. C.

GRASMERE.

The very heart of the Lake District, the most Central Place from which to make Excursions to all the other Lakes and Mountains.

THE PRINCE OF WALES

LAKE HOTEL,

Patronised by

H.R.H. THE PRINCE OF WALES, PRINCE ARTHUR,
and the Nobility.

Beautifully situated on the margin of the Lake.

BILLIARDS, LAWN TENNIS, BOATING, ETC.

POSTING IN ALL ITS BRANCHES.

Char-a-bancs or Coaches to Ullswater, Coniston, Langdales, and Keswick during the season. Omnibuses meet the Steamboats at Waterhead.

Mrs. BROWN, Proprietress.

English Lakes.

(The Home of Pedestrians.—Central point of the Lake District.)

COWPERTHWAITE'S

ROTHAY HOTEL, GRASMERE.

Delightfully situated in its own grounds of several acres, on the banks of the Rothay, and the nearest hotel to the resting-place of Wordsworth and Hartley Coleridge in Grasmere Churchyard.

This Hotel is under entirely new management and has been refurnished and redecorated.

Its position in the very heart of the loveliest scenery of English Lakeland, and on the coach-route from Windermere to Keswick, renders it an unsurpassed head-quarters from which to make **excursions in all directions**. The places conveniently visited from it by *carriage* include Rydal (the home of Wordsworth), Ambleside, Windermere, Coniston, the Langdales, Thirlmere, Keswick, and Patterdale (Ullswater); there are direct *pony-tracks* to Easedale Tarn, Borrowdale, Derwentwater, Ullswater, and the tops of Helvellyn and Fairfield; while the *pedestrian* has the greatest possible choice of routes.

Omnibuses to and from the Hotel every half-hour in connection with Windermere Steamers.

Special Note.—Public Coaches to Keswick, Coniston, Ullswater, the Langdales and Windermere.

PONIES AND GUIDES.

Lawn Tennis. Billiards. Boating, Fishing.

Parties, coming to the Hotel or to other places in the village can have conveyances to meet them at Windermere, Ambleside (Waterhead), or Keswick on application.

Telegraph: "Rothay Hotel, Grasmere."

J. COWPERTHWAITE, Proprietor.

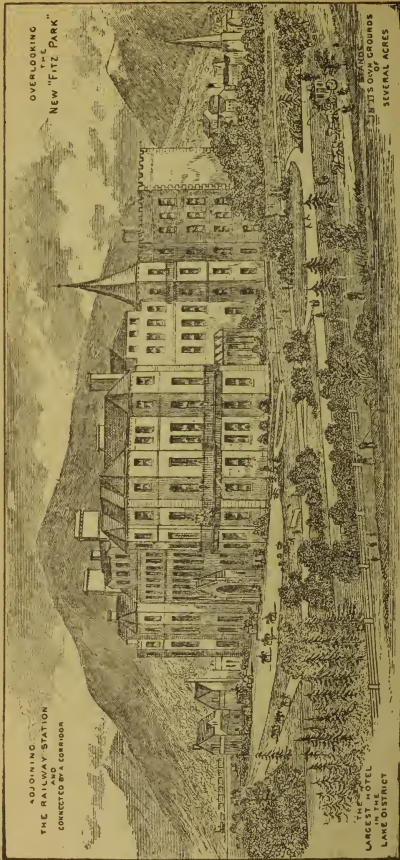
Late of Mr. Fraser's Loch Awe Hotel, Argyleshire.

English Lakes.

THE KESWICK HOTEL.

(Lighted by electricity.)

This Hotel is pleasantly situated on an eminence overlooking the new Fitz Park, and commanding views of unsurpassed loveliness, including the principal mountains of the District, and is within a few minutes' walk from



Derwentwater. It is connected with the Railway Station by a covered way; porters attend all the trains, and the guests virtually alight at and depart from the Hotel. Spacious COFFEE and DRAWING ROOMS; also, lately added, a commodious and well supplied READING ROOM and a RECREATION ROOM. The Kitchen is supervised by an experienced Chef.

WILLIAM WILSON, Lessee.

English Lakes.

LAKE DERWENTWATER.

QUEEN'S HOTEL, KESWICK.

This Hotel is the principal and largest in the town, is entirely under new management, and will be found replete with every comfort, having been redecorated and refurnished throughout.

Extensive and uninterrupted views of Skiddaw, Saddleback, Lake Derwentwater, and the surrounding scenery. Billiards, Hot and Cold Baths, and every accommodation required in a First Class Hotel.

Head Quarters for the Cyclist Touring Club.

COACHES TO ALL PARTS OF THE LAKE DISTRICT.

Posting in all its Branches.

An Omnibus and Porters meet all Trains at the Station Door.

PARTIES BOARDED BY WEEK OR MONTH.

R. BOWNASS, Proprietor.

KESWICK, CUMBERLAND.

JEFFERY'S "BLENCATHRA" HOTEL.

First-Class Temperance Commercial House.

This Old-Established Leading Temperance Hotel is situated close to the Station, and commands extensive and uninterrupted views of the charming scenery of the Lake District. Ladies' Public Drawing-room. Fine Coffee and Commercial Rooms. Hot and Cold Baths. Posting in all Departments. 'Bus meets all Trains. Telegrams to be addressed to

JEFFERY, Blencathra, Keswick.

English Lakes.

DERWENTWATER LAKE.

THE ROYAL OAK HOTEL, KESWICK.

Telegraphic Address :—ROYAL OAK, KESWICK."

Patronised by



H.R.H.

The Late Queen Dowager.

The Prince of Wales.

The King of Sarony.

The Grand Duke Constantine of Russia, &c., &c.

An Omnibus and Porters meet the Trains at the Station Door.

A Coach to Buttermere every morning at 10.

E. BOWDEN, Proprietor.

DERWENTWATER, KESWICK.

THE BORROWDALE HOTEL.

This Hotel is situate at the head of Derwentwater and commands unequalled views of the Lake and Mountain Scenery of this romantic district. Special Boarding arrangements.

'BUS FROM KESWICK STATION, 6d.

POSTING.

MOUNTAIN PONIES, BOATS, FISHING TACKLE, ETC.

Postal Address: "Borrowdale Hotel, Keswick."

Telegraphic: "Askew's 'Bus, Keswick."

W. ASKEW, Proprietor.

THE TOWER, PORTINSCALE.

(One Mile from Keswick.)

One of the most charmingly situated **Private Boarding and Lodging Houses** in the Lake District. Stands in its own Grounds. Commands views of the whole of Derwentwater, Bassenthwaite Lake, the Vale of Keswick, and the surrounding mountains. Ten minutes' walk from Crosthwaite Church, five from the Lake.

Derwentwater Hotel 'Bus meets the trains and coaches to and from all parts in connection with the Tower.

J. CARTMELL, Lessee.

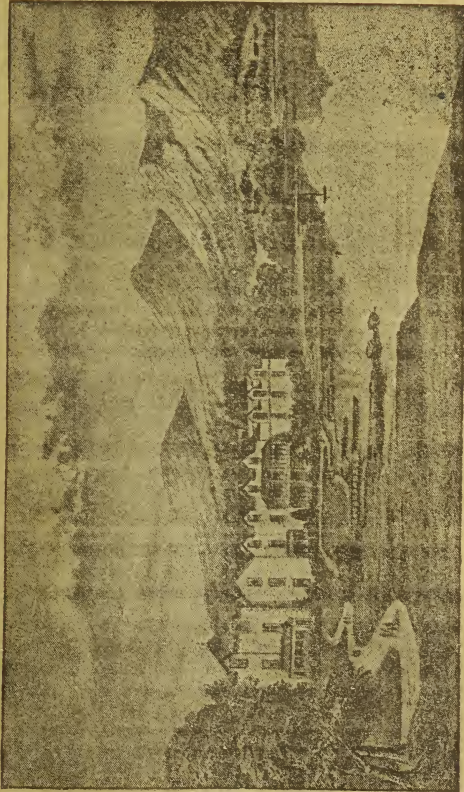
Postal Address: PORTINSCALE, KESWICK.

Telegraphic Address: PORTINSCALE.

English Lakes.

BOATS. PONIES.
LAWN TENNIS.

DERWENTWATER HOTEL, Portinscale, Keswick.



Close to the Church.

COACHES TO ALL PARTS

Beautifully situated in its own grounds which slope down to the Lake, and surrounded on all sides by delightful walks and driving excursions.

Tel. Address: (Office on the premises): "Harker, Portinscale, Keswick."

(Mrs. HARKER late M. E. BOWNASS of the Ullswater Hotel.) Mr. & Mrs. HARKER, Proprietors.

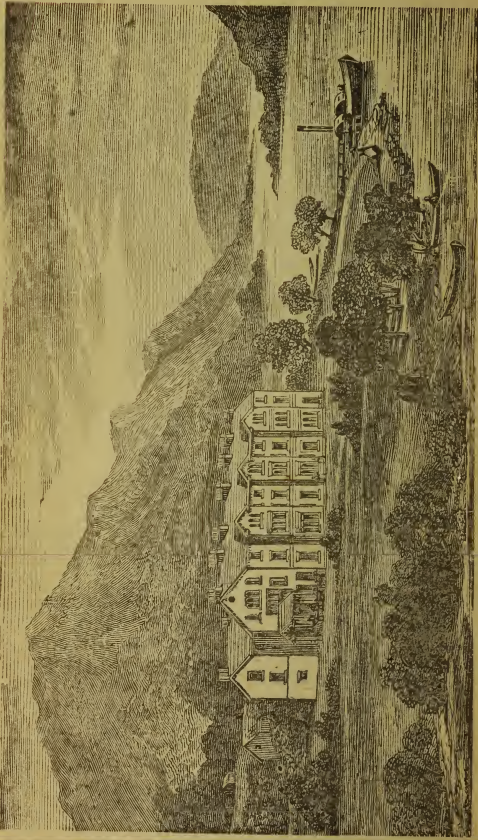
English Lakes.

Tariff on Application.

TABLE D'HOTE 7 P.M.

ULLSWATER HOTEL, Patterdale. Penrith,

Is one of the largest and best situated first-class Hotels in the district for Families and Tourists, delightfully placed on the shores of Ullswater, within a few yards of the Steam Yacht pier, and commands most charming



Conveyances to all Parts of the District.

BILLIARDS, BOATS, &c.

and varied Views of the Lake and of the wild secluded glens and lofty rugged heights with which this picturesque and beautiful neighbourhood is surrounded. Helvellyn and Aira Force are in close proximity. The Steam Yacht and Coaches start from the front of the Hotel several times a-day.

Tel. Address: "Bownass, Patterdale."

M. BOWNASS, Proprietress.

English Lakes.

HOWTOWN HOTEL.

POSTAL ADDRESS—POOLEY BRIDGE, PENRITH.

Howtown is situated by the side of the beautiful bay at the end of the first reach of Ullswater. It is 4 miles from Pooley Bridge (nearest *Tel. Off.*), 6 from Patterdale, 9 from Penrith Station, 5 from the majestic "High Street," and 1½ hours' walk from Haweswater.

Good fishing may be enjoyed in the Lake close by. Pleasure boats and Guides. Steam-yacht calls 3 times a day both ways.

Parties taken in to Board and Lodge on reasonable terms.

Mrs. FARRER, Proprietress.

LOW WOOD HOTEL, WINDERMERE.

ONE OF THE OLDEST ESTABLISHED HOTELS
IN THE LAKE DISTRICT.

Beautifully situated close to, and overlooking, the finest expanse of Windermere Lake, with the loftiest cluster of English mountains, including Scawfell, Bowfell, the Langdale Pikes, and the Coniston Old Man, in the background; also within a few minutes' walk of the famous Troutbeck Road view of Windermere.

Centrally situated for excursions, on the high road from Windermere to Keswick, and easily accessible from all parts of the district.

Steamboat pier, at which all steamers call, opposite the door. Coaches and omnibuses to and from Windermere Station (3 miles) for every train.

May, 1890.

JOHN LOGAN, Proprietor.

English Lakes.

RIGG'S WINDERMERE HOTEL,

WINDERMERE.

*(Nearest First Class Hotel in the Lake District to the
"West Coast" route to Scotland.)*

At this establishment Families and Tourists will meet with every accommodation. The Hotel is most beautifully situated on an eminence, commanding views of the Lake, Mountain, and Landscape Scenery, which are unsurpassed by any in the Lake District; and also within a convenient distance of the Windermere Railway Station. Spacious Coffee and Drawing Rooms, Private Drawing Rooms, also Billiard and Smoking Rooms. Postal and Telegraph arrangements excellent. Tariff, with full information, forwarded upon application.

The Royal Mail Four-Horse Stage Coaches run from this Hotel and the Windermere Railway Station daily (Sundays excepted), to and from Ambleside, Rydal, Grasmere Lake, Grasmere, Wythburn, Thirlmere, and Keswick-on-Derwentwater. For times of arrival and departure see London and North Western Railway Time Tables at all their Stations. Private Carriages or Omnibuses can be secured to meet the Trains at Windermere to convey families to other parts of the Lake District.

Tel. Address : "Rigg, Hotel, Windermere."

MAY, 1890.

JOHN RIGG, Proprietor.

WINDERMERE HYDROPATHIC.

The only Hydropathic in the Lake District.

Affords every convenience for pleasure and health seekers. Panoramic Views of Lake, Wood and Mountain. Four-in-hand Coaches start from the House daily.

The largest Dining and Drawing Rooms in the district. Bedrooms unusually capacious and well ventilated.

*Massage and Pumiline preparations in connection with
Turkish and other Baths.*

Illustrated Prospectus.

Address : THE MANAGER.

English Lakes.**OLD ENGLAND HOTEL,
BOWNESS-ON-WINDERMERE,**

(Telegraphic Address: "Old England, Windermere.")

Within a hundred yards of the steamboat pier.

A First-class Hotel, patronised by the Nobility and best English and American families.

The Grounds extend to the Lake, with private Boat-Landings.

Billiards, Hot and Cold Baths, Lawn Tennis, &c.

Head Quarters of the Royal Windermere Yacht Club.

**Four-in-Hand Coaches daily throughout the season to
Coniston, Keswick, Ullswater, and the district
generally.**

Omnibuses attend all Trains at Windermere Station; also, at the steamboat pier, the boats from Lake Side (terminus of the Midland and Furness route) and Ambleside.

TARIFF ON APPLICATION.

Mrs. RICHARDS, Proprietress.

**THE ROYAL HOTEL****BOWNESS-ON-WINDERMERE,**

IS THE OLDEST ESTABLISHED HOTEL IN THE LAKE
DISTRICT.

A Coffee Room is set apart for Ladies and Parties.

Coaches to all parts of the District.

Private Conveyances of every Description

Tel. Address: "Royal, Bowness, Windermere."

English Lakes.

CROWN HOTEL,
BOWNESS-ON-WINDERMERE.



Delightfully situated, immediately overlooking the Lake. Coaching and Posting to all parts daily.

Omnibuses and Servants attend all Trains and Steamers.

Tariff on Application.

F. GARNETT, Proprietress.

Telegrams: CROWN, WINDERMERE.

WASTWATER HOTEL,
WASDALE.

GREATLY ENLARGED.

Postal Address:—“Wasdale, Gosforth, viâ Carnforth.”

Situated 1 mile above the head of the famous Wastwater, at the foot of the loftiest cluster of mountains in England, including Scawfell Pike, Scawfell, Great Gable, and the Pillar, and approached by the most romantic pony-tracks in the kingdom from all parts of the Lake District; also by road from Drigg (13 miles) and Seascale stations on the Furness Railway. Five miles by pony-track from Boot Station.

Conveyances, Guides, and Mountain Ponies.

English Lakes.

WINDERMERE.



LAKE SIDE HOTEL

(under new management).

Postal Address: "near Ulverston"; Telegraphic, "Walker, Hotel, Newby Bridge."

Opposite Steamboat Pier and Railway Terminus
(Furness and Midland).

Fast Service of Trains from all parts; direct from St. Pancras.

COMMANDS A FINE VIEW UP THE LAKE.

Acknowledged to be the most artistic entrance to the District.

Boats. Billiards. Lawn Tennis. Good Fishing.

Taylor B. Walker, Proprietor.

To open for the 1890 season.

THE "MORTAL MAN,"

TROUTBECK, WINDERMERE,

$3\frac{1}{2}$ miles from Windermere Station, 4 from Ambleside,
10 from Ullswater.

This well-known Inn has been greatly enlarged and converted into a comfortable

TOURIST HOTEL.

It is situated in the beautiful valley of Troutbeck on the coach route between Windermere and Ullswater, and commands a charming view of the Valley and Lake.

Wm. HAYTON, Proprietor.

English Lakes.



J. HOLLAND, House Agent,
 Lake View Villas, Board & Lodging Houses,
BOWNESS-ON-WINDERMERE.

With or without Attendance, Linen and Plate.

Elevated Site, Fine Views of Lake and Mountains. Terraced
 Gardens. Three minutes' walk to the Lake.

Ireland.

Ardara, Co. Donegal.

NESBITT ARMS HOTEL.

The above Hotel, having been rebuilt and furnished
 in the most modern style, will be found most comfort-
 able for Tourists visiting the Donegal Highlands.

**Splendid Fishing and Charming Scenery in the
 Neighbourhood.**

TERMS MODERATE.

N. McNELIS, Proprietor.

Ireland.

GRESHAM HOTEL, DUBLIN.

One of the largest,
best appointed, and
most comfortable
Hotels in Ireland.

SITUATED IN SACKVILLE STREET.

Special Dining & Drawing Rooms for Ladies & Families.
Suites of Apartments. First-class Cuisine. Moderate Tariff.
Sanitary Certificate from Sir Chas. Cameron.

Connemara, Ireland.

(OPENED 1883.)

RENVYLE HOUSE HOTEL,

5 miles from Letterfrack; 14 from Clifden; 32 from Westport.

Good Sea Bathing. Good Seal and Mixed Shooting. Good brown Trout and Sea Fishing. The situation of this Hotel is the finest in the country, close to the Sea, with Sea and Mountain Views, delightful in Spring, Summer and Autumn; it is mild in Winter, though there are fresh breezes from the sea. Renvyle should be full all the year.

PONY TRAPS, CARS, BOATS, & PONIES ON HIRE.

Two Lawn Tennis Grounds.

THE QUARTERLY REVIEW, April, 1887, says:—"At Renvyle is perhaps the purest and most fragrant air in Ireland or the British Isles."

"One of the loveliest places in the British Isles."—*Star*.

"We hope to come again, and shall certainly send our friends."—SYDNEY BUXTON, Esq., M.P., 15, Eaton Place, London.

TERMS: 10s. per day; £3. per week.

Mrs. BLAKE, Renvyle, Letterfrack, Galway.

GIANT'S CAUSEWAY.

KANE'S ROYAL HOTEL,

**Lately Renovated and Refitted with Bath-rooms,
Hot and Cold Water, two large Coffee rooms, two Ladies'
Drawing-rooms, Private Sitting-rooms.**

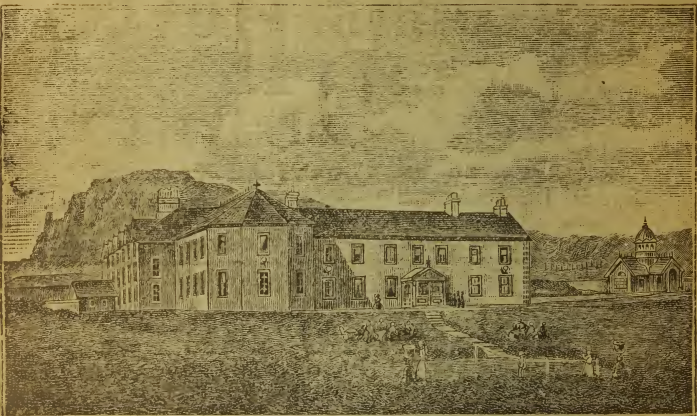
Breakfast and Luncheon from 1s.; Dinner, 1s. 6d. to 2s. 6d. Bed-room for one person, 2s.; for two occupying one room, 3s. *No charge for attendance.* Weekly Terms on application to Mrs. KANE.

POSTING IN ALL ITS BRANCHES

At the lowest Terms to Carrick-a-Rede and back, on daily Car, 2s., or a party; same Terms.

This hotel is opposite to Causeway Hotel. Car and Porter attend all trams on public road.

GIANT'S CAUSEWAY.



CAUSEWAY HOTEL.

The only Hotel in Ireland which is lighted with Electric Light. A first-class Hotel, recently enlarged, and replete with every comfort, with Reception Room, Coffee Room, and Public Drawing Room, and accommodation for 70 guests. It is beautifully situated, overlooking the Atlantic, and within a few minutes' walk of the far-famed Giant's Causeway.

THE ELECTRIC TRAMWAY

runs from Portrush Railway Station direct to the Hotel Grounds a distance of 8 miles. Everybody should travel by the Electric Cars (the great wonder of the age), and stay at the Causeway Hotel, where the charges will be found moderate.

Charming Views, Walks and Drives. Asphalte and Grass Tennis Courts.

Refreshment Kiosk & Electric Holophote.

GUIDES, BOATS AND POSTING AT FIXED CHARGES.

Posta and Telegraph Address—"The Manager, Causeway Hotel, Bushmills."

Ireland.

Killarney.

GRAHAM'S HOTEL, NEW STREET

(Near POST OFFICE, opposite PRESBYTERIAN CHAPEL).

Tourists visiting Killarney will find this Hotel clean, comfortable, and home-like.

Tariff, Single Bed, 1s.9d. ; Double, 2s. Dinners 2s.6d. ; Tea 1s.

Our own Cars run daily to the Gap of Dunloe, Muckcross, &c., and our own Boats ply every day on the Lakes with parties from the Hotel.

Write for Graham's "Programme of Tours" for two or three days, Post Free. Coupons for this Hotel can be obtained at Gaze's Dublin Office.



THE ROYAL BAY VIEW HOTEL, (TOURIST AND COMMERCIAL), KILLYBEGS, Co. DONEGAL.

Recently erected with all modern improvements, Hot and Cold Water, Plunge and Shower Baths.

POSTING IN ALL ITS BRANCHES.

Good Trout Fishing on the Lakes. The harbour is perfectly safe for Bathing, Boating, and Fishing.

Places of Interest in the District.

St. Catherine's Well, The Lighthouse, McSwine's Bay, St. Mary's Church, Niall Mor Tombstone, Fintragh, Caves of Muckcross, Slieve League, the One Man's Pass and Bunglass, the Martello Towers, Tor Mor, Glen Gesh, and the Caves of Moghery.

Ireland—North Wales.

KILLALOE, CO. CLARE.

(One of Ireland's brightest beauty-spots.)

Good Salmon, Peel, and Trout fishing; Comfortable Accommodation with moderate charges at the

ROYAL HOTEL,

Within a few hours of Dublin by direct line.

Good Trout, Pike, and Perch fishing (*free*) on the lovely Lough Derg, the home of the famous Gillaroo Trout. May-fly fishing with natural fly attracts many regular visitors. A "second rise" frequently occurs in August. Peel fishing is at its best in June. Visitors have the privilege of some excellent salmon fishing free. No other Hotel of same name.

Miss Hurley, Proprietress.

BETTWS-Y-COED.

ROYAL OAK HOTEL

Tel. Address: "Oak, Bettws-y-Coed."

This celebrated Hotel has an unrivalled situation, and is very suitable as a centre from which the most beautiful scenery in North Wales may be visited.

Private Road to Station.

Omnibus meets all Trains

The Coaches for Llanberis, Beddgelert, Bangor, &c, start daily from this Hotel.

Posting. Lawn Tennis. Billiards. First-class Stabling.

EDWARD PULLAN, Proprietor.

North Wales.

THE GEORGE HOTEL, BANGOR FERRY.

Bangor is the best centre for visiting all the best scenery in Snowdonia, etc.

The position of the Hotel is unrivalled, standing in its own extensive grounds on the banks of the Menai Straits, overlooking the famous Tubular and Suspension Bridges.

OMNIBUS MEETS TRAINS AT BANGOR STATION.

LAWN TENNIS, BOATS, BILLIARDS, POSTING, &c.

Tel. Address: "George Hotel, Bangor."

W. DUDLEY DANCE, Manager.

JUNCTION HOTEL, near CONWAY.

Within five minutes' walk of Conway Castle, immediately opposite Llandudno Junction Station and within ten minutes' Train to Llandudno. Families, Tourists, and Commercial Gentlemen will find every comfort at this Hotel. Charges Moderate. Excellent Coffee and Private Sitting Rooms. With good view of Castle, River, and Town of Conway. Posting. Choicest Wines, Spirits, and Cigars.



C. JONES, Proprietress.

THE VICTORIA HOTEL, MENAI BRIDGE.

First-rate accommodation and reasonable charges. Omnibuses to and from Bangor Station four times daily. The Packets to and from Liverpool land passengers within two minutes' walk of the hotel. A first-class Billiard Table. Posting, Sea Bathing, Hot and Cold Baths, etc.

Special Winter Tariff on application.

C. HUMPHREYS, Proprietress.

Scotland.

ABERFOYLE.

BAILIE NICOL JARVIE HOTEL.

Tourists and Families will find every comfort at this Hotel, which has recently been enlarged. It is situated amidst enchanting scenery on the banks of the River Forth, at the *Starting Point* of the *New Road* to the Trossachs and Loch Katrine, over which Coaches are run daily during the summer. Boats on Loch Ard and Loch Chon for Fishing and Pleasure Parties. Tennis Lawn.

Railway Station, Post and Telegraph Offices within two minutes walk of the Hotel.

POSTING IN ALL ITS BRANCHES.

JAMES BLAIR,—Proprietor.

BLAIR ATHOLE.

ATHOLE ARMS HOTEL

(ADJOINING THE STATION).

Tel. Address : "Hotel, Blairathole."

Now one of the largest and best-appointed Hotels in the Highlands. Situation unrivalled as a central point from which to visit the scenery of the Perthshire Highlands, such as Killiecrankie, the Queen's View of Loch Tummel, Lochs Tay and Rannoch, Glen Tilt and Braemar, the Falls of Bruar, Garry, Tummel and Fender, Dunkeld, &c.

This is also the most convenient resting place for breaking the long railway journey to and from the North of Scotland.

Posting Department extensive and complete. Guides and Ponies for Braemar or Mountain Excursions.

D. MACDONALD & SONS,

Proprietors.

Scotland.

B R A E M A R.

THE

INVERCAULD ARMS,

In connection with the Invercauld Arms Hotel, Ballater.

THE FINEST HOTEL SITUATION IN
SCOTLAND.

*Recently Re-erected after Plans by J. T. WIMPERIS, Esq.,
Sackville Street, London.*

Magnificent Dining Hall,

Elegant Ladies' Drawing Room,

AND
Numerous Suites of Apartments.

POSTING IN ALL ITS BRANCHES.

By appointment Posting Master to the Queen.

 Coaches during the Season to
Blairgowrie, Dunkeld, and Ballater.

EXCELLENT SALMON FISHING

In connection with the Hotel.

Letters and Telegrams punctually attended to.

Tel. Address: "Invercauld Arms, Braemar."

A. M^CGREGOR.

Scotland.

DUNKELD.
FISHER'SROYAL  HOTEL,

Under the Patronage of the Royal Family.

MR. FISHER begs to state that the additions and alterations to this large first-class Establishment are now completed; and, having been re-decorated and refurnished in an elegant style, it will be found equal to any in the North of Scotland. A Large and Elegant Dining Saloon, with Ladies' Drawing Room (*en suite*). Private suites of Apartments, and Spacious Billiard and Smoking Saloon.

The only COACH for BRAEMAR and BALMORAL, viâ BLAIRGOWRIE, starts from the Hotel, where seats for the above can only be secured. Telegrams for Apartments, Coach Seats, or carriages punctually attended to. Omnibuses from the Hotel attend the different Trains.

LAURENSEN & CO.,
Manufacturers of Shetland Goods
OF ALL DESCRIPTIONS,
LERWICK.

TO TOURISTS.

House of **West Hall** and Lodge of **Houllmawater**
TO LET during summer.

West Hall House is about $1\frac{1}{2}$ miles distant from Lerwick, and in close proximity to a beautiful white sea-beach, thus forming a nice quiet seaside resort.

Houllmawater Lodge is situated about 20 miles from Lerwick on the road to Walls, and is closely surrounded with a number of good fishing lochs. It has 3 rooms furnished and should make an excellent resort for a small party during the summer months.

Terms very moderate.

For further particulars apply to

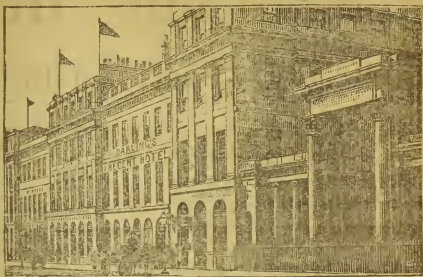
GANSON BROTHERS, Lerwick.

Scotland.

EDINBURGH.

Nearly opposite the General Post Office, and only a few minutes' walk from General Railway Terminus.

Special terms for board during Winter Months.



**DARLING'S
REGENT TEMPERANCE HOTEL,
20, WATERLOO PLACE, PRINCES STREET.**

Edinburgh.

THE

WINDSOR HOTEL.

FIRST CLASS HOTEL FOR FAMILIES & GENTLEMEN.

100, PRINCES STREET,

OPPOSITE THE CASTLE.

A. M. THIEM, PROPRIETOR.

BADDELEY'S Map of Loch Lomond, Trossachs, etc.,

By BARTHOLOMEW.

Half-inch to the mile, 6d. ; by Post, 6½d.

London:—DULAU & Co., 37, Soho Square, W

Glasgow:—T. MURRAY & SON.

Scotland.

WATERLOO HOTEL,

Waterloo Place, Princes Street,
EDINBURGH.

J. GRIEVE, *Proprietor.*

EDINBURGH.

COCKBURN HOTEL,

Adjoining the WAVERLEY STATION.



Bed and Attendance from 2s. 6d. Tariff equally moderate.

JOHN MACPHERSON, Proprietor.

NOTE.—Within 10 minutes of Exhibition grounds.

No Spirituous Liquors.

Edinburgh.

LONDON HOTEL,

ST. ANDREW SQUARE.

Visitors to the International Electrical Exhibition will find this hotel most convenient. It is very central, quiet and comfortable.

Wines and Cuisine excellent.

CHARGES MODERATE.

J. J. MEPHIUS, Proprietor.

ROXBURGHE HOTEL,

CHARLOTTE SQUARE, EDINBURGH.

FIRST-CLASS FAMILY HOTEL.

In connection with the above is Christie's Private Hotel. Apartments *en suite*, and Board on moderate terms.

J. CHRISTIE, Proprietor.

Edinburgh.

CLARENDON HOTEL.

The Most economical First-Class Hotel in Scotland.

104 to 106, PRINCES STREET

(Facing the Castle and Princes Gardens).

THE FINEST SITE IN EDINBURGH.

ENGLISH MANAGEMENT.

GEO. ELLIS, Proprietor.

Scotland.

GLASGOW.

PHILP'S COCKBURN HOTEL,

141, BATH STREET.

PASSENGER
ELEVATOR.BILLIARD
ROOMS.Turkish
& other Baths.100 Rooms.
High Class
Temperance
House.Bed and
Attendance
from 2s. 6d.

NOTICE—As the Proprietor *does not fee* the Cabmen, intending Visitors will please to see that they are at "Philp's Hotel, 141, Bath St.," before paying fare.

In connection with

PHILP'S COCKBURN HOUSE,

6, MONTAGUE PLACE, RUSSELL SQUARE,

LONDON.

TO TOURISTS, ANGLERS, AND ARTISTS.

THE GLENAFFRIC HOTEL,

CANNICH, STRATHGLASS, N.B.

This Hotel is beautifully situated on the river Cannich, and in one of the most romantic Glens in Scotland; is under New Management, and has recently undergone thorough repair, newly furnished throughout, and a fresh supply of water by gravitation added. Parties patronising this house will receive every attention and comfort, with cleanliness and moderate charges.

NEW CIRCULAR ROUTE.—Can be approached from Inverness by train to Beauly and drive of seventeen miles (one of the finest in the North, passing Beaufort Castle, Falls of Kilmorack, The Drunim, Eilean Aigas, and Erchless Castle); or, by steamer from Inverness, Banavie, or Oban to Temple Pier, Loch Ness, thence a drive of fourteen miles through Glenurquhart and Corraeonie. This route forms a Circular Tour unequalled in the Highlands.

Splendid Salmon and Trout Fishing for 2 miles on the River Cannich. Families and Gentlemen boarded by the week. Posting.

JOHN MACPHERSON, Proprietor.

Scotland.

GLENELG HOTEL, STROME FERRY.

This Hotel, which has been rebuilt, is situated in one of the most beautiful parts of the West Coast of Scotland, easy of access by daily steamer from Oban, and quite near the island of Skye. The scenery all round is magnificent.

The Hotel is one of the most comfortable in the North of Scotland, and is under the personal superintendence of the lessee. The Bedrooms are large, airy, and comfortable and the Coffee Room affords excellent accommodation. The cooking is good, and the Wines and Spirits have been selected with great care. Gentlemen staying at the GLENELG HOTEL have the privilege of SALMON and SEA-TROUT FISHING FREE on the Glenelg River; also GROUSE, BLACK GAME, and HARE SHOOTING, by the week or month, at a Moderate Charge. The Sea Fishing is about the best on the West Coast.

Boats and Boatmen. Billiards. Hot, Cold, and Shower Baths.

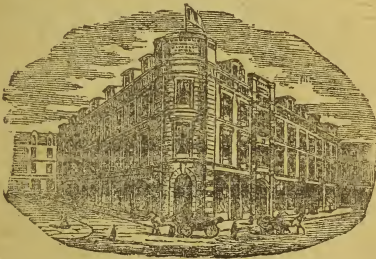
Among places of interest near are The Pictish Towers of Gleubeg, Cup Marked Stones, Gleubeg Water Falls, Loch Duich, Loch Houran, Glen-shiel, Falls of Glomach, Shiel Hotel, &c. *Telegraphic Address, 'Glenelg Hotel, Lochalsh.'*

DONALD MACDONALD MACKINTOSH, Lessee.

INVERNESS.

WAVERLEY HOTEL, INVERNESS.

Unsurpassed
for
Situation
and
Comfort



Combined
with
Moderate
Charges.

One Minute's walk from the Railway Station.

Porter of the Hotel attends all Trains,

**And an Omnibus runs in connection with the Caledonian
Canal Steamers.**

D. DAVIDSON,
PROPRIETOR.

Scotland.

ROYAL HOTEL,

INVERNESS.

The Proprietor of the above Hotel can with confidence solicit the patronage of all those visiting the Capital of the Highlands.

The ROYAL is conveniently situated, and is the only one *immediately opposite*, and within a *few yards* of the Railway Station entrance.

The Public Rooms, Private Sitting Rooms, and Bedrooms are large, lofty, and furnished throughout in the handsomest manner possible, and no expense has been spared to make this Hotel one of the best, as it is one of the quietest and most comfortable in Scotland.

Bed and Attendance from 3/-.

TARIFF EQUALLY MODERATE.

TABLE D'HÔTE DAILY.

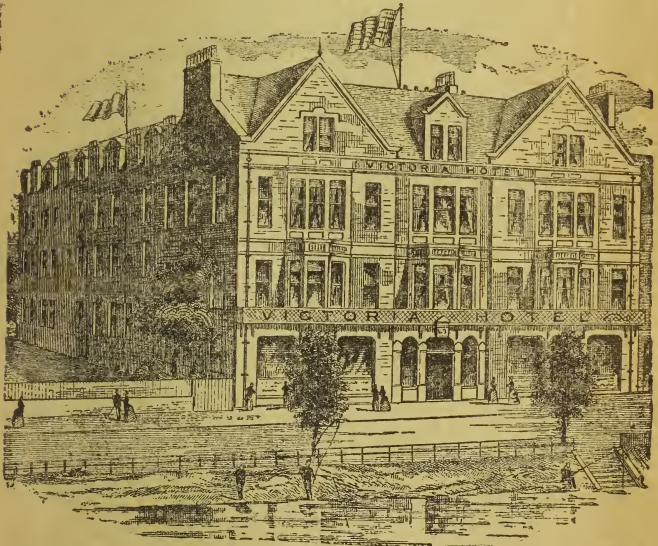
The Hotel Porters await the arrival of all trains.

An Omnibus attends all the Canal Steamers.

J. S. CHRISTIE,
Proprietor.

Scotland.

INVERNESS.

VICTORIA HOTEL.THE ONLY FIRST CLASS HOTEL FACING THE
RIVER AND CASTLE.

Parties boarded by the week on Special Terms.

The Nearest Hotel to Canal Steamers.

JOHN BLACK.

Scotland.

LOCH AWE HOTEL.

(Under the same Management as the Dalmally Hotel, Loch Awe.)

This large and magnificently situated Hotel, at the foot of Ben Cruachan, and commanding a full view of the upper reaches of Loch Awe, with its beautiful islands, and Kilchurn Castle, has been fitted up with all the most modern improvements. The Loch Awe Station of the Callander and Oban Railway, and the Pier which forms the terminus of all the steamer routes, adjoin the grounds.

The Hotel Steamer "COUNTESS OF BREADALBANE" sails daily in connection with the beautiful drives through the Pass of Melfort and Glen Nant, and also to the Falls of Cruachan in the Pass of Brander.

**Splendid Saloon Steamer "Mona" on Hire with
Excursion Parties**

Numerous Daily Excursions of Great Interest and Beauty.

*Special arrangements made with families and large parties. Boats
and boatmen in attendance.*

Salmon and Trout Fishing on the Loch, Free.

Address:—D. FRASER, Loch Awe Hotel, Loch Awe.

DALMALLY HOTEL

(connected by Telephone with Loch Awe Hotel, 2½ m. distant),

is in the beautiful valley of the Orchy, half-a-mile from Dalmally Station. It has been much enlarged, and a handsome Dining Hall has been added.

THE CHALET.—On a fine site close to the Hotel there is erected a commodious Villa, which is used in connection with the Hotel, and where families can enjoy all the privacy of a home.

The Dalmally, Lochlomond (Tarbet), and Inveraray Coaches arrive at, and depart from this Hotel daily, and Tourists are booked to Dalmally by the splendid Steamer "Lord of the Isles."

LAWN TENNIS.

The Salmon-fishing in the Orchy, free to visitors at the Hotel, is amongst the best near the West Coast.

The following is a favourite route to the Highlands: Train to Greenock or Gourock; steamer "Lord of the Isles" to Inveraray; coach to Dalmally; train to Oban.

Tourists will find the above Hotels most convenient for breaking the journey to and from Oban and the Western Highlands, and most desirable starting-places for the excursions to Staffa and Iona, Glencoe, Loch Etive, Inveraray, Loch Awe, Falls of Orchy, &c., all of which can be made in a day.

D. FRASER, Proprietor.

Scotland.

PORTSONACHAN HOTEL,

LOCH AWE.

The proprietor of this well-known and favourite Hotel has had it enlarged, and it now contains spacious Dining Room, Smoking Room, Drawing Room, Private Sitting Rooms, and superior Bedroom accommodation.

The Hotel is delightfully situated, commanding views of Lake and Mountain Scenery which are unsurpassed in the west of Scotland.

Its Position is also very central, and many places of interest can be visited daily, including Oban, Inveraray, Loch Etive Head, Falls of Blargour, Ford, and the Pass of Brauder. All the steamers on the Lake call at the Hotel Pier, and the Hotel Steamer, besides visiting the various places of interest on the Loch, plies three times daily to and from Loch Awe Station in connection with trains from Oban and the South (*see Time-table below*). The Hotel can also be visited from Oban by the beautiful new route through Glen-Nant, originated by the proprietor.

The Fishing on Loch Awe is free, as also on several Hill Lakes, and first-class boats and experienced boatmen are reserved for the use of visitors. For fishing in connection with this hotel, see Sportsman's Guide, 1890.

A *Post Office* and a *Telegraph Office* have now been established in the Hotel, and letters are received and despatched three times daily during the season.

Letters and Telegrams receive prompt attention.

Postal Address :—

PORTSONACHAN HOTEL,
LOCH AWE,

PORTSONACHAN, ARGYLLSHIRE, N.B.

Telegraphic Address :—

CAMERON, PORTSONACHAN.

STEAMER SAILINGS.

Approximate.

("KILCHURN CASTLE.")

Leave Leave

Portsonachan. Lochawe Station.

*8.0 a.m. †9.30 a.m.

12.40 p.m. 1.50 p.m.

4.0 p.m. 5.20 p.m.

HOTEL TARIFF.

Breakfast 2/6

Lunch, from 1/0

Dinner 3/6

Tea (plain)... .. 1/6

Bedroom, from 2/6

Attendance... .. 1/6

Fishing boat...per day 1/6

THOMAS CAMERON, Proprietor.

*Up to 1st July, 10 a.m.

† Up to 1st July, 11.30 a.m.

Scotland.

Free Trout, Salmon, & Salmo-Ferox Fishing on Loch Awe.

TAYCREGGAN HOTEL, NORTH PORTSONACHAN.

First-Class Hotel for Families and Anglers, close to Loch Awe at Portsonachan, half-an-hour's sail from Loch Awe Station, and one hour's drive from Taynuilt Station. Replete with every convenience. Is the nearest First-Class Hotel to Loch Awe, Loch Avich, Loch Nant, and ten other Hill Lochs, all Free to Visitors and mostly within easy walking distance, and some of which have been stocked with Loch Leven Trout and can only be fished by staying at this Hotel. All Steamers call at the Hotel Pier. A coach in connection with the steamer, 'Countess of Breadalbane,' leaves the Hotel daily in the season, running through Glen Nant. Passengers booked for Taynuilt, Oban, Head of Loch Etive and Loch Awe *via* Pass of Brander.

Baths. Good Boats. Best Fishing Tackle. Post Horses.

Families Boarded. Lawn Tennis.

Telegraphic Address: 'Taycreggan, Portsonachan. $\frac{1}{3}$ m.'

A. & A. MUNRO.

THE TARBET HOTEL, LOCH LOMOND,

Has recently undergone considerable alterations with extensive additions, and commands the best view of Ben Lomond.

Coaches to and from Inverary, Loch Awe, and Oban daily.

BOARDING ON MODERATE TERMS.

Small Boats on the Lake. Fishing free.

Telegraphic Address:—Tarbet Hotel, Lochlomond.

A. H. MACPHERSON, Proprietor.

MOULIN HOTEL, PITLOCHRY,

One mile from and 150 feet above

PITLOCHRY STATION.

Enlarged and Refurnished.

BATH ROOM. POSTING.

Beautiful Situation. Invigorating Air.

Reduced Terms till August 1st.

Mrs. McDIARMID, PROPRIETRESS.

Scotland.

O B A N.

BOYD'S PRINTING OFFICE,

54, 56, & 58, GEORGE STREET.

The Leading Establishment in the Highlands,
for the supply of all kinds of Books, Stationery, Fancy
Goods, Charts, Maps, Guide Books, Photographs,
Artists' Drawing Materials, &c., &c.

CHEAP ALBUM OF BONA-FIDE PHOTOGRAPHS,

In Scarlet and Gold Binding,

Contains 12 views for 1/-; Size, $4\frac{1}{2} \times 3$ inches.

2 of Oban 1 Sunset from Oban (or Shepherd's Hat), Dunollie;
Dunstaffnage and Gylen Castles; Blairgour Fall; Kilchurn Castle,
Lochawe; Brauder and Melfort Passes; Iona Cathedral;
Fingal's Cave, Staffa.

Visitors should purchase Boyd's

Shilling Guide to Oban and Neighbourhood,
by

M. J. B. BADDELEY, Editor of "Thorough Guide" Series.

Plan of Oban and 4 Maps by BARTHOLOMEW.

Post Free.

Monthly Time Table and Diary, 1d.

*Agent for Houses and Apartments to let in Oban and
West Highlands. Printed Lists on application.*

Villa on Isle of Kerrera, opposite Oban, to let.

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T H O M A S B O Y D,

Printer, Publisher, Bookseller,

Stationer & News-Agent.

(Facing the Bay.)

Scotland.

Great Western Hotel, OBAN.

LARGEST AND LEADING HOTEL IN THE
WEST HIGHLANDS.

Beautifully situated on the Esplanade,

Close to the Pier

and

within five minutes' walk of the Railway Station.

An Omnibus conveys visitors to and from the
hotel free of charge.

—OBAN—

ROYAL HOTEL.

(First-Class. New Management.)

Beautifully situated close to Railway Station and Steamboat Pier, commanding splendid views of marine and mountain scenery. Every Home Comfort. Moderate Charges. Billiards. Ladies' Drawing Room. Private Parlours. Boarding by arrangement. Trout and Salmon Angling.

JOHN MCKENZIE, Proprietor.

(From Trossachs Hotel).

Scotland.

O B A N.

KING'S ARMS HOTEL.

This old-established Hotel has just been Rebuilt and Enlarged. Has a commanding Sea View; is adjacent to the Railway Station and Steamboat Wharf; and possesses home comforts, combined with Moderate Charges.

Ladies' Drawing Room. Billiard, Smoking, and Bath Rooms.
Parties Boarded on moderate terms.

Table d'Hôte Daily.

Boots waits the arrival of Trains and Steamers.
Bus not necessary. C.T.C. Headquarters.

ALEXANDER M'TAVISH, Proprietor.

ST. FILLANS.

DRUMMOND ARMS HOTEL,

ST. FILLANS, BY CRIEFF.

This commodious Hotel, beautifully situated at the foot of Lochearn, is well adapted for Families and Tourists.

St. Fillans is one of the loveliest places to be met with anywhere.

BOATS FOR FISHING

AND

CARRIAGES FOR HIRE.

Caledonian Coaches pass daily during the summer months.

Telegraphic Address :—Davie, St. Fillans.

A. DAVIE.

60
Scotland.

CUILFAIL HOTEL



KILMELFORD BY LOCHGILPHEAD. JOHN MFADYEN.

Daily communication between GLASGOW and HERE by Steamer Via Ardrishaig, thence Coach; or by Rail to Oban, thence Coach.

Trout Fishing Boats kept & Steady Boatmen.
Luncheon & Tea always ready on arrival of Coaches from Oban & Loch Awe.

Telegraphic Office. Kilmartin. 14 Miles.
Telegrams by Post Daily at 3 P.M.

PASS OF MELFORT, near OBAN. FIRST-CLASS TROUT FISHING. Season—1st of April to end of September.

Gentlemen residing at Cuilfail Hotel have the privilege of fishing on several first-rate Lochs, some of which are annually stocked by the Hotel-keeper with the famous Loch Leven and Fontinalis, or Great American Brook Trout, from the How'eton Fishery, Stirling, which has greatly improved the Trout fishing. Mr. M'Fadyen has boats and steady boatmen for the use of Anglers. There is excellent Deep-Sea Fishing, and delightful Sea Bathing. The scenery around is magnificent. The famous Pass of Melfort, which is very grand, is within a few minutes' walk of the Hotel; altogether a very healthy, charming place.

A handsome new Billiard Room (30 ft by 22 ft.) has this Spring been added to the Hotel, on the ground floor, the old Billiard Room having been converted into Bedrooms.

Lawn Tennis, Hot and Cold Baths, and all conveniences connected with Hotels.

Families can be boarded by the Week or Month.

POSTAL DELIVERY DAILY.

Gentlemen should write beforehand so as to secure rooms.

Luncheons always ready on arrival of Coaches to and from Oban, Ford, and Loch Awe.

CHARGES STRICTLY MODERATE.

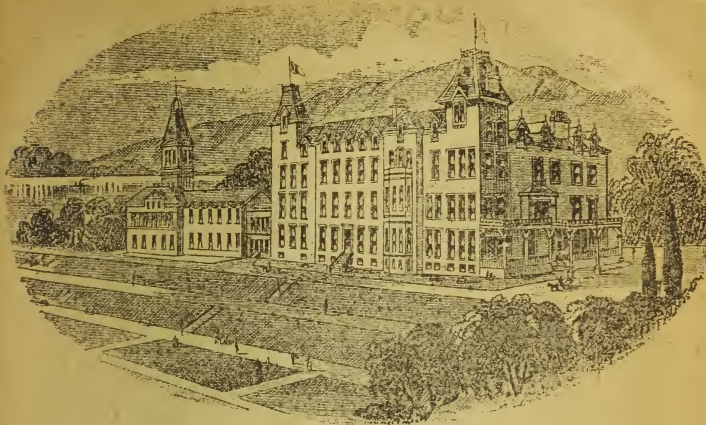
POSTING IN ALL ITS BRANCHES.

ROUTE:—Per Caledonian Railway to Oban, thence per Coach daily; or by Steamer 'Columba' from Glasgow, Greenock or Gourock to Ardrishaig, thence per Royal Mail Coach daily, through magnificent Highland Scenery.

Address:—**JOHN MFADYEN, Cuilfail Hotel, Kilmelford, Argyllshire, N.B.** TELEGRAPH OFFICE:—**KILMARTIN, N.B.**

Telegrams by Post daily at 3 p.m., 14 miles.

Scotland.



PHILP'S
 GLENBURN HYDOPATHIC ESTABLISHMENT,
 ROTHESAY,

Recently Purchased from the Representatives of the late
 Dr. PATERSON by Mr. A. PHILP, of the COCKBURN HOTELS
 EDINBURGH and GLASGOW.

Rothesay, with its lovely Bay, is already famous as a Winter, and Spring Residence for those who suffer from the east winds, so prevalent in this country. Mr. PHILP, being sole proprietor, and unfettered by colleagues, as in most similar Establishments managed by Limited Companies, will be always anxious to adopt any improvement calculated to secure the greater Comfort and Enjoyment of the Visitors to Glenburn. He will also bring to bear in the Management and General Arrangement of the Establishment his long and successful experience in providing for the Travelling Public.

Resident Physician—Dr. PHILP, formerly of the Conishead Priory.

Prospectuses may be had on application to "The Manager," or at PHILP'S COCKBURN HOTEL, 141, BATH STREET, GLASGOW.

Also at the well-known
 COCKBURN HOTEL, EDINBURGH.

ISLE OF SKYE.

BROADFORD HOTEL.

The best starting place for the Cuchullins, Loch Scavaig, and Loch Coruisk, which are seen to greatest advantage when approached from the sea.

Good Sea, River, and Loch fishing; also Boats free of charge. Parties boarded at moderate terms. All Steamers between Oban, Strome Ferry, Portree, Gairloch, Stornoway, &c., call here daily.

POSTING. POST AND TELEGRAPH OFFICE.

J. ROSS, Lessee.

KYLEAKIN HOTEL.

This Hotel is situated in the Sound of Skye, amongst some of the grandest scenery of the Highlands, and is a suitable starting-point for the Cuchullins and other parts of Skye. One of Mr. David Macbrayne's swift line of Steamers calls daily during the Season, either going or returning between Oban and Gairloch, Ross-shire; also "Claymore" or "Clanman," twice a week between Glasgow and Stornoway.

Good Fishing and very suitable Bathing places in the vicinity. Often frequented by Artists. Every attention given to Sportsmen, Tourists, &c.

CHARGES MODERATE.

Mrs. TURNER, Lessee.

SKYE.

SLIGACHAN HOTEL.

NEAREST HOUSE TO LOCH CORUIK.

Beautifully situated at the foot of the Coolin Hills. Parties living in the hotel have the privilege of good Sea-Trout Fishing on the river Sligachan; also good Loch and Sea Fishing.

BOATS FREE OF CHARGE.

BOATMEN, 4s. per Day.

Parties landing at Coruisk can have Ponies or Guides sent to meet them at Camasunary, or the hill above Coruisk, by sending letter or telegram addressed "Sligachan, via Portree, per post" the day previous. Posting.

W. SHARP, Lessee.

Shetland.

THE

GRAND HOTEL,

LERWICK.

Under new management.

This large first-class Hotel is now open under entirely new management, and will be found by Tourists and others visiting Shetland one of the most comfortable and best appointed Hotels in the North.

Large and Spacious Coffee Room.

SPLENDID BILLIARD ROOM.

PRIVATE PARLOURS.

. Hot and Cold Baths.

BOATING. FISHING. SEA BATHING.

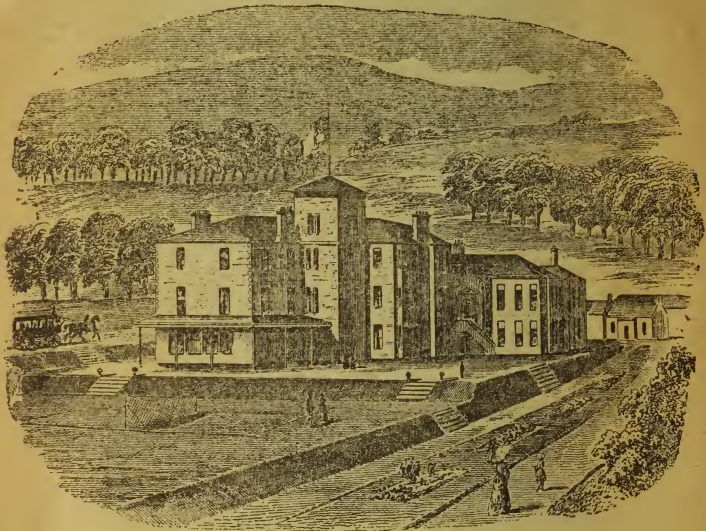
Address:—THE MANAGER.

* * * Telegrams to GRAND HOTEL, LERWICK.

64
Scotland.

SPA HOTEL,

STRATHPEFFER, N.B.



The Oldest Established and Leading Hotel.

RECENTLY ENLARGED.

Replete with every Comfort.

Best Situation (400 feet above sea-level).

Magnificent Dining Room, Drawing Room, Conservatories,
Library, Smoking and Billiard Rooms, &c.

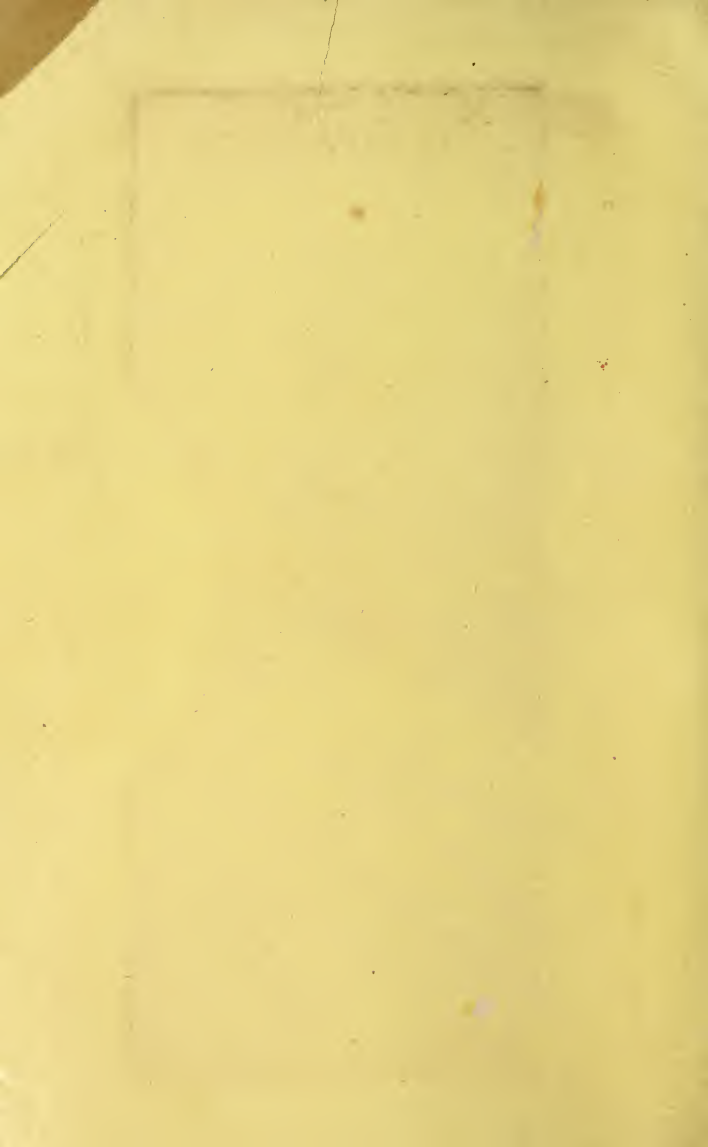
Bowling and Tennis Greens.

LADIES' AND GENTLEMEN'S BATHROOMS.
DOUCHE ROOM.

Excellent Salmon Angling, also Trout-fishing in several Lochs.

TERMS MODERATE.

A. WALLACE, PROPRIETOR.



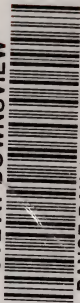
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