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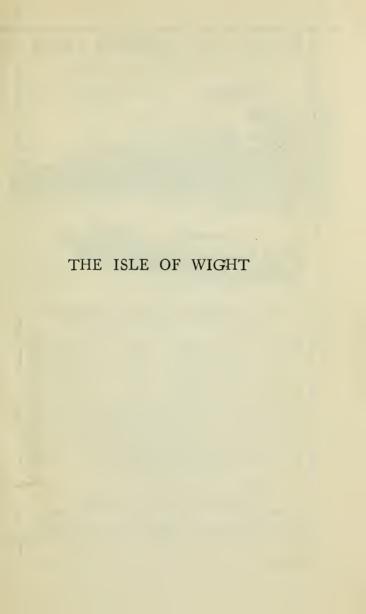
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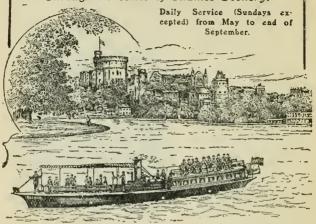
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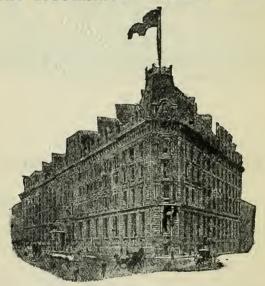
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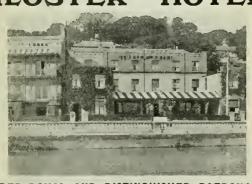
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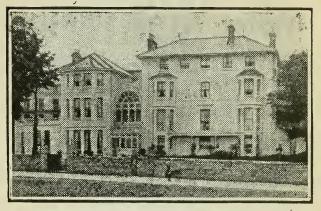
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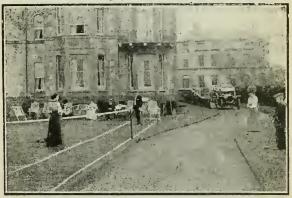
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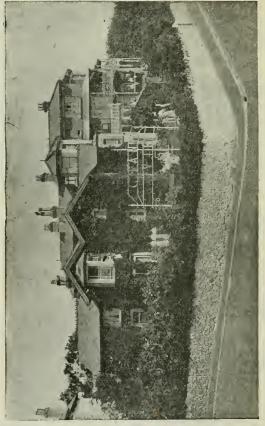
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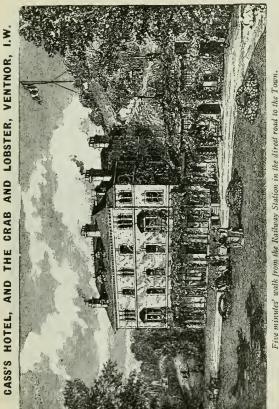
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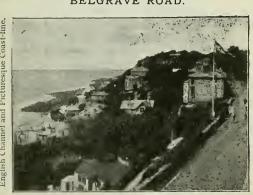
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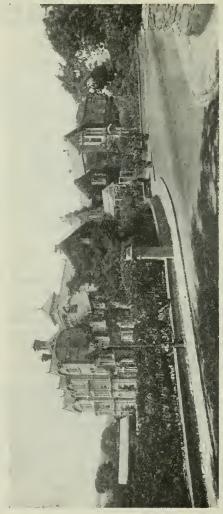
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Ideal Spot for a Holiday.

Winter and Summer.

INTRODUCTION.

"That beautiful island which he who once sees never forgets, through whatever part of the world his future path may lead him."—Sir Walter Scott.

The Isle of Wight as a Holiday Resort-Hotels and Tariffs.

"As a resort of those who make holiday," says a writer in the Daily Telegraph, "the Isle of Wight is an embarrassment. Its attractions are so numerous and diverse that the visitor pauses on the shore to weigh the merits of half-a-dozen famous spots. Shall he remain in Ryde, seek the sands of Sandown, the green recesses of Shanklin, the bold heights of Ventnor, or, rejecting all these, push on into the less known western places where the railway whistle has only recently been heard? As a matter of fact, there is small need for such precision. The visitor to the Isle of Wight may drop down anywhere along the shore or inland, and be certain that the spot shall be a garden, and not a wilderness. He will find on every hand scenes of beauty such as, within the same compass, no other place frequented by tourists can show."

Next to beauty of scenery, the holiday-maker values facilities for pleasure. The amusements and recreations open to the visitor during his sojourn in the Island are so numerous that we can do little more than catalogue them. Nowhere in the British Isles is better or safer bathing to be had. This is notably the case in Sandown Bay, with its long stretch of firm and gently-sloping sands. Boating of the absolutely safe order may be had in the same locality, while adventurous spirits may hazard themselves on the more ruffled waters of the Solent. For yachtsmen the Island, or rather the narrow strip of water which makes it such, is, of course, the resort par excellence. Regattas are held not only at Cowes, but at Ryde, Bembridge, Sea View, Yarmouth,

Shanklin, Ventnor, and elsewhere during the season. Fishing, both salt and fresh water, is fairly plentiful, though the latter is strictly preserved. Mullet, whiting, bass, plaice, flounders, and dabs are the most common sea fish; rudd and dace, and less commonly trout, may be hooked by the patient angler. Golfers will find excellent links at Bembridge, Sandown, Ventnor, Cowes, Freshwater, The Needles, and elsewhere. In connection with all these forms of sport there are local clubs willing to welcome visitors.

The pedestrian will find ample scope for his powers in tramping the Downs. The "Highlands" of the Island, if the term may be permitted, are not, in our opinion, sufficiently known or appreciated. The tourist who has climbed Ben Nevis or Mangerton, or even Cader Idris, may laugh at St. Boniface, with its paltry 787 feet, but we may assure the average stay-at-home citizen, with a short annual vacation, that he will find the ascent—particularly on the southern side—as stiff a bit of mountaineering as he is likely to care for. And, once up, what a panorama is unfolded! Not bleak, bare mountain heights with cold stone walls running in every direction, but a succession of warm and smiling valleys, typically English, with trim hedgerows and copses behind which snug farmsteads nestle; and here and there, through the gaps of the hills, a glimpse of the sparkling sea. And the air! People who want bracing need not be afraid of the Isle of Wight. Some of the towns may be relaxing at certain seasons, but let the visitor climb any of the downs marked on the map, and walk along the springy turf, amid the heather and the gorse, for a mile or two, and we will guarantee him an appetite.

The cyclist is at a slight disadvantage on account of these same downs, to which every road seems soon or late to lead. But this does not deter multitudes of enthusiastic wheelmen and wheelwomen from bringing their machines across, and,

as we elsewhere show, they have their reward.

Hotels and Tariffs.

As regards accommodation, the visitor need entertain no apprehension. In all the larger towns there are numerous first-class hotels and boarding-houses and an abundance of private lodgings of every grade. During August and the early part of September we would counsel inquiry by letter or otherwise beforehand. It will be found, on the whole,

that prices in hotels and boarding-houses, particularly in such towns as Sandown and Ventnor, compare favourably with those in other parts of the country, and inexpensive private apartments can generally be obtained with but little difficulty. Things have altered greatly since Fielding was lodged at Ryde in a comfortless inn, "built with the materials of a wreck, sunk down with age on one side, and in the form of a ship with gunwales." Having expostulated vainly with the landlady on the bad service, he addressed himself to the landlord. "I don't know anything about it, sir," replied that complacent worthy. "I leaves all that to my wife." The bills increased daily. "A pennyworth of fire, rated today at a shilling, to-morrow was eighteenpence." "Two dishes dressed for two shillings on Saturday; half a crown charged for the cooking of one on Sunday." When the helpless visitor asked for fresh meat, he was told he could not have it, "for the butcher never killed ox or sheep during the beans and bacon season!"

We give below, for the convenience of readers, a list of the principal hotels and boarding-houses. Where tariffs are appended, they have been supplied by the proprietors themselves, but it is always well to verify such prices by previous inquiry in case of change of management.

[Abbreviations: R., bedroom; b., breakfast; l., luncheon; t., tea; d., dinner; a., attendance; fr., from; temp., temperance. Week-end terms include dinner or supper on Saturday and breakfast on Monday.]

Bembridge.

Royal Spithead: R., single, fr. 4/-; double, fr. 7/-; b., 3/-; l., 3/-; d., 5/-; a., nil.

Boarding terms: fr. 12/- per day; fr. 73/6 per week; fr. 21/- per week-end. Garage.

Old Bembridge: R., single, 2/6; double, 5/-; b., fr. 2/-; l., fr. 2/-; l., fr. 1/-; d., 4/6; a., nil.

Boarding terms: 10/6 per day; 63/- per week; 17/6 per week-end. Motor Garage.

Bonchurch.

Bonchurch: R., single, 3/-; double, 4/-; b., 2/6; l., 2/6; t., 1/-; d., 5/-.
Boarding terms: fr. 10/6 per day; fr. 63/- per week; 18/- per week-end.

The Hydro.

Brading.

Bugle.
Red Lion: R., single, 2/-; double,
3/6; b., 1/9; l., fr. 2/-; l., 1/-;
d., 3/6; a., 3d.

Boarding terms: 6/- per day;
42/- per week; 10/6 per weekend. Motor Garage.

Brixton.

Five Bells: R., single, 2/-; double, 3/-; b., fr. 1/6; l., 1/6; t., 6d.; d., 3/-.

Boarding terms: fr. 5/- per day.

New Inn: R., single, 2/-; double, 4/-; b., 1/6; l., 2/-; t., 1/-; d., 2/6.

Boarding terms: 5/- per day; 30/- per week; 12/6 per weekend.

[ABBREVIATIONS: R., bedroom; b., breakfast; l., luncheon; l., tea; d., dinner; a., attendance; fr., from; temp., temperance. Week-end terms include dinner or supper on Saturday and breakfast on Monday.]

Carisbrooke.

Castle. Red Lion. Eight Bells (temp.).

Willow Lawn (temp.).

Boarding terms: fr. 5/- per day; fr. 30/- per week.

Chale.

lackgang: R., single, fr. 2/6; double, fr. 5/-; b., fr. 1/6; l., fr. 2/6; t., fr. 6d.; d., 3/6. Blackgang: Boarding terms: fr. 8/6 per day;

fr. 63/- per week; fr. 15/- per week-end. Motor Garage. Clarendon. Boarding terms: fr. 5/6

per day; fr. 31/6 per week. Motor Garage.

Colwell Bay.

Colwell Bay.

Cowes.

Gloster, on Front: R., single, fr. 5/6; double, fr. 9/-; b., fr. 2/-; l., fr. 2/6; t., 1/-; d., 5/-.

Boarding terms: fr. 12/6 per

boldaing terms. In 12/0 per day; fr. 84/- per week.

Royal Marine, on Front: R., single, fr. 3/-; double, fr. 6/-; b., 2/6; l., 2/-; t., 1/6; d., 3/6.

Boarding terms: fr. 7/0 per day; fr. 50/- per week; 15/6 per week-end.

Pler (private), near Station and Pontoon: R., single, 2/6; double, 4/-; b. or l., 1/6; t., fr. 6d.; d., 2/6; a., nil.

Boarding terms: fr. 6/- per day; fr. 35/- per week; 15/- per

week-end.

Cowes, East.

Prince of Wales, Osborne Gates: R., single, 2/6; double, 3/6; b., 2/-; l., 2/6; t., 1/-; d., 3/6; a., 1/-. Boarding terms: 10/6 per day; 63/- per week; 20/- per week-end.

Freshwater Bay.

Freshwater Bay: R., single, fr. 3/-; double, fr. 5/-; b., fr. 2/-; l., fr. 2/6; t., 1/-; d., 5/-; a., 1/6. Motor Garage.

Albion, on Front.

Saunder's (temp.): R., single, fr. 2/6; double, fr. 3/6; b., fr. 1/6; l., fr. 1/6; t., fr. 1/-; d., fr. 2/6; a., 3d.

Boarding terms: fr. 7/- per day; fr. 42/- per week.

Ocean View (boarding): Terms

moderate. Hazlehurst & Havelock (boarding).

House and Estate Agents.

Henry J. Way & Sons.

Godshill.

Griffin.

Newport.

Roach's (temp.) and Restaurant : St. James' Square: R., single, 2/-; double, 3/-; b., fr. 1/-; l., fr. 1/3; t., fr. 1/-; d., fr. 2/-.

Boarding terms: fr. 5/6 per day; fr. 35/- per week; fr. 10/6 per week-end.

Warburton's.

Niton.

Royal Sandrock: R., single, 2/6; double, 5/-; b., 2/-; l., 2/6; t., 1/-; d., 3/6.

Boarding terms: 9/- per day; 52/6 per week. Motor Garage.

Buddle Inn: R., single, 2/6; double, 3/6; b., 2/-; l., fr. 2/-; t., fr. 9d.

Boarding terms: 6/- per day; 35/- per week.

Ryde.

Royal Pier: R., single, fr. 6/6; double, fr. 10/6; b., 3/6; l., 2/6;

Vork: R, single, fr. 2/5; double, fr. 5/-; b., fr. 1/6; l., fr. 2/-; t., fr. 1/-; d., 3/6; a., 1/-. Boarding terms: 8/6 per day;

52/6 per week; 17/- per weekend.

[ABBREVIATIONS: R., bedroom; b., breakfast; l.; luncheon; t., tea; d., dinner; a., attendance; fr., from; temps, temperance. Week-end terms include dinner or supper on Saturday and breakfast on Monday.]

Royal Esplanade, Esplanade: R., single, 3/6; double, 5/-; b., fr. 2/-; l., fr. 2/-; t., 1/-; d., 4/-.

Boarding terms: 8/6 per day; fr. 50/- per week; 17/- per week-end. Motor Garage.

Crown: R., single, fr. 2/6; double, fr. 4/6; b., fr. 1/6; l., fr. 2/-; t., fr. 1/-; d., fr. 2/6; a., nil.

Boarding terms: fr. 8/- per day;

fr. 42/- per week; fr. 15/- per week-end

Albany: R., single, fr. 3/-; double, fr. 5/-; b., 1/6; l., full, 2/6; t., 1/-; d., 3/6.

Boarding terms: fr. 7/6 per day; fr. 42/- per week; fr. 15/per week-end. Motor Garage.

Yell's, Union Street: R., single, fr. 3/-; double, fr. 5/-; b., fr. 2/-; l., 2/6; t., 1/-; d., 3/6.

Boarding terms: fr. 8/6 per day;

fr. 42/- per week; 17/6 per week-end.

Dean House, Esplanade: Boarding terms: 6/6 per day; 42/- per week; 12/- per week-end.

Victoria (temp.), 33, High Street: R., single, 1/6; double, 2/6; b., 1/3; l., 1/6; t., 9d.; a., nil.

Boarding terms: 5/6 per day; 30/- per week; 16/6 per weekend.

Osborne (boarding), Esplanade: R., single, 3/-; double, 5/-; b. or l., 1/6; t., 9d.; d., 2/6.

Boarding terms: 8/6 per day; 52/6 per week; 14/6 per weekend.

Wight Hall (private): R., single, 3/-; double, 4/-; b. or l., 1/6; t., 9d.; d., 2/6; a., nil.

Boarding terms: fr. 6/- per day; fr. 35/- per week; 11/6 per week-end.

Sandown.

Sandown: R., single, fr. 3/6; double, fr. 6/6; b., fr. 2/-; l., 2/6; t., 1/-; d., fr. 3/6; a., nil.
Boarding terms: fr. 10/6 per day.

Motor Garage.

Royal Pier: R., single, fr. 4/-; double, fr. 7/-; b., fr. 2/6; l., fr. 2/6; t., 1/-; d., 4/6; a., nil. Boarding terms: fr. 10/6 per day; fr. 73/6 per week.

Ocean.1

Balconies (boarding): R., single, 2/6; double, 4/-; b., 1/6; l., 2/-; t., 6d.; d., 3/-.

Boarding terms: fr. 5/- per day; 31/6 per week; 12/6 per weekend.

Seagrove (private): Boarding terms: fr. 5/6 per day; fr. 35/- per week.

Sandringham: Boarding terms: fr.
7/- per day; fr. 42/- per week.

Restaurant.

Hogarth's.

House and Estate Agents.

Messrs. Higgs, Mumby & Co. Mr. W. G. Mitchell. Messrs, G. W. S. Withers & Son.

Sea View.

Pier: R., single, fr. 4/-; double, 6/-; b., 3/-; l., 3/6; t., 1/-; d., 5/-.

Boarding terms: fr. 73/6 per week.

Sea View.

Shanklin.

Hollier's.

Royal Spa.

Daish's: R., single, 5/-; double, 9/-; b., 2/6; l., 2/6; t., 1/-;

Boarding terms: 12/- per day; 84/- per week; 24/- per week-end. Motor Garage.

Madeira, Madeira Road: R., single, fr. 3/-; double, fr. 5/-; b., fr. 2/-; l., 2/6; t., 1/-; d., 3/6; a., nil. Boarding terms: fr. 8/6 per day; 52/6 per week; 17/6 per weekend. Motor Garage.

Private Hotels and Boarding Houses.

Cedars: fr. 6/6 per day; fr. 42/- per

week; fr. 12/6 per week end. Channel View: Boarding terms: fr. 7/6 to 10/6 per day; fr. 52/6 per week.

Cliffe House: Boarding terms: fr. 6/- per day; fr. 42/- per week; 14/- per week-end. Clifton House: Boarding terms: fr.

7/6 to 9/- per day; fr. 42/- to 63/- per week.

[Abbreviations: R., bedroom; b., breakfast; l., luncheon; t., tea; d., dinner; a., attendance; fr., from; tempe, temperance. Week-end terms include dinner or supper on Saturday and breakfast on Monday.]

Duncroft: Boarding terms: fr. 30/to 35/-.

Shamrock: Boarding terms: fr. 6/per day; fr. 35/- per week. Shanklin Towers: 5/6 to 7/6 per

day; 35/- to 52/6 per week; 12/6 per week-end.

Turret House: Boarding terms: 5/to 7/6 per day; 30/- to 52/6 per week; 10/6 per week-end. Fern Cliff, Osborne Steps.

House and Estate Agent. Mr. W. Morris.

Totland Bay.

Totland Bay. The Café (private hotel and restaurant). R., single, 3/-; double, 5/-; b., 1/6; l., 2/-; t., 9d.; d., 3/6; a., nil.

Boarding terms: fr. 7/6 per day; 42/- per week; 15/- per week-end.

House and Estate Agents.

Henry J. Way & Son, Freshwater.

Ventnor.

Royal Marine, Belgrave Road. Royal, Belgrave Road: R., single, 5/-; double, 8/-; b., 2/6; l., 2/6; l., 1/-; d., 5/-; a., nil. Boarding terms: fr. 10/6 per day; fr. 71/6 per week; 25/-

per week-end. Metropôle, Esplanade: R., single, fr. 4/6; double, fr. 7/-; b., 2/6; l., 2/6; t., 1/-; d., 4/6.

Boarding terms: fr. 8/6 per day;

fr. 52/6 per week; fr. 17/- per

week-end.

Esplanade, on Front. Cass' and Crab and Lobster.

Clarendon (boarding), near I.W.Rly.
Station: R., single, 2/6; double,
4/; b., 1/6; l., 1/6; l., 9/2; 2/6.
Boarding terms: 5/6 per day;
fr. 30/6 per week.

Rayner's (private): Victoria Street:
R single fr. 2/6 double for 1/6

R., single, fr. 2/6; double, fr. 3/6; b., fr. 1/9; l., fr. 1/9; t., 1/-; d., 2/6.

Boarding terms: fr. 6/- per day; fr. 35/- per week; 12/- per week-end.

Riviera (private), Esplanade: R., Notes (private), 15panate ; single, 2/-; double, 2/6; b., 1/-; l., 1/6; t., 6d.; d., 2/-. Boarding terms: fr. 5/- per day;

fr. 30/- per week; 10/6 per week-end.

Solent (temp.): R., single, 2/6; double, 3/-; b., 1/6; l., 1/6; t., 6d.; d., 2/6; a., 6d.

Boarding terms: 6/6 per day; fr. 35/- per week; 13/- per week-end.

High Port , (boarding), Madeira Road. B., 1/6; l., 1/6; t., 1/-; d., 2/6.

Boarding terms: 6/- per day; fr. 30/ [per week; 12/6 per weekend.

Palmerston (boarding): R., single, 3/-; double, 4/6; b., 1/6; l., 1/6; t., 6d.; d., 2/6. Boarding terms: fr. 5/6 per day; fr. 35/- per week; 10/- per

week-end.

Trafalgar (private). From 35/- per week, inclusive.

Westhill (boarding): fr. 5/6 per day; fr. 30/- per week; fr. 12/6 per week-end.

House and Estate Agents.

Briddon & Hargreaves.

Whitwell.

Yarborough Arms. Railway.

Wroxall.

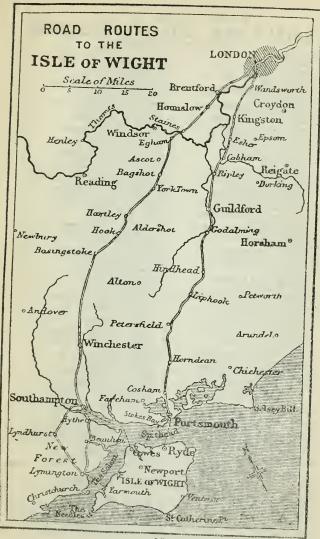
Wroxall.

Yarmouth.

Pier: R., single, fr. 4/-; double, fr. 7/-; b., fr. 2/-; l., fr. 2/6; t., 1/-; d., 4/-; a., nil.

Boarding terms: fr. 10/6 per day: fr. 63/- per week; 31/6 per week-end. Motor Garage.

Bugle: R., single, 2/6; double, 4/6; b., 2/-; l., 2/6; t., 1/-; d., 3/6.



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Wales, North (Southern Section)
Wales, South
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PRELIMINARY INFORMATION.

EXPLANATORY.—A word in explanation of the arrangement of this volume may save the reader trouble. It is based on the assumption that the visitor is more likely to reside in one place during the whole of his stay than to journey round the Island from east to west, or from west to east, in the conscientious and methodical manner usually suggested by guide-books. In a holiday of a fortnight or three weeks duration, he is likely to gain an intimate knowledge of one district, and not more than a passing acquaintance with the rest. Hence we have endeavoured to make each section complete in itself, indicating under each heading not only the features pertaining to the immediate neighbourhood, but the railway, steamer, coach and cycling excursions that may be most conveniently taken therefrom. As many places can be visited with equal ease from several centres, a certain amount of overlapping is unavoidable, but no place is described more than once. Cross references and the index will enable the reader to see at a glance in which section the description of any place is included

How to get to the Island. I.—RAILWAY ROUTES.

There are four principal approaches to the Isle of Wight, viz, viâ Portsmouth, viâ Stokes Bay, viâ Southampton, and viâ Lymington.

I. London to Portsmouth. So far as this traffic is concerned the London, Brighton and South Coast and the London and South-Western lines may be considered as one, tickets issued by either route being available for return by the other.

	G					
	Tickets Six M	. Week-end Tick			ckets.	
Ryde (Esplanade)	1st. 24/8 27/1 27/10 29/1	2nd. 15/10 17/11 18/3 19/9	3rd. 14/- 16/1 16/5 17/11	21/6 23/6 23/6 23/6	2nd. 13/6 15/- 15/- 15/- 13/6	11/- 12/- 12/- 12/-
Icle of Wight (h)	1.77	,				

Cheap Excursions to the Island are so numerous during the summer that we cannot attempt to enumerate them. One of the cheapest is that offered on Mondays in summer, by which rail from London and back and a steamer trip round the Island is provided for the astonishing inclusive fare of 6s.

The Tourist Programmes of the London, Brighton and South Coast and the London and South-Western Railway Companies should be consulted. In summer, 8 or 15 days tickets are issued on certain days from London to Ryde or Cowes for 9s. 6d. return, third class, and to Sandown, Shanklin, Ventnor and Totland Bay at a fare of 11s., available by certain trains only.

Luggage can be sent in advance to any station on the

Island at a charge of is. per package.

Passengers by the London, Brighton and South Coast line (Victoria or London Bridge) travel viâ the Mid-Sussex direct route (90 miles). Places of interest on the way are Dorking (Box Hill conspicuous), Horsham, Arundel (the seat of the Duke of Norfolk), Chichester (Cathedral, etc.) and Portsmouth (Dockyard, the Victory, etc.). Journey can be broken at Chichester and Portsmouth.

The London and South-Western (Waterloo) direct Portsmouth route (79 miles) is viâ Guildford, the beautifully situated capital of Surrey (journey can be broken), and Petersfield, joining the London, Brighton and South Coast Company's line at Havant. Breakfast, luncheon and dining cars are run on the principal trains, according to the time of day. Tea baskets (1s. each, 1s. 6d. for two persons) can be obtained at the chief stations.

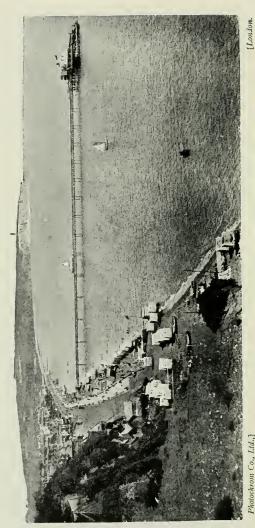
Portsmouth Harbour Station and Pier are connected (see p. 31). From Portsmouth most passengers cross to Ryde by vessels belonging to the Joint Railway Companies. Passengers not holding first-class tickets can use the saloon deck on the steamers on payment of 4d. each to the stewards. Sea passage about 30 minutes.

From Southsea Pier vessels belonging to the Southampton Steam Packet Company also run frequently to Cowes, a convenience to Cowes passengers from the West End who prefer the London, Brighton and South Coast Company's route on account of their proximity to Victoria. Through

tourist tickets are issued.

During the summer there are also several boats daily from Portsmouth Harbour, and the two piers at Southsea to Seaview and Bembridge (see p. 55).

J. Milman Brown,]



Photochrom Co., Ltd.,]

SANDOWN BAY.

Stokes Bay Route. Through tickets issued $vi\hat{a}$ Portsmouth are available also in summer $vi\hat{a}$ Stokes Bay. This route offers a somewhat shorter sea passage (about twelve minutes) to Ryde. London and South-Western passengers travel $vi\hat{a}$ Basingstoke and Winchester, leaving the Southampton line at Eastleigh, and proceeding to Stokes Bay, where the station and pier are connected. The journey can be broken at Basingstoke and Winchester.

II. London to Southampton. The London and South-Western Company have a monopoly of this service. The route is the same as that to Stokes Bay as far as Eastleigh, where the line goes on to Southampton, the Isle of Wight trains usually running through to the Royal Pier, where the boat for Cowes is waiting. Tourist tickets to Cowes viâ Southampton are issued at the same fares as viâ Portsmouth, viz. 24s. 8d. first, 15s. 10d. second, 14s. third. The steamers are run by the Southampton Steam Packet Company, not by the Railway Company. Sea passage about 55 minutes. The catering on board is good. For description of journey from Southampton to Cowes, see p. 143. Trains run from Cowes in connection with the steamers to all parts of the Island.

Passengers for Southampton from the North and the Midlands may avoid passing through London and save much time by taking advantage of the quick through trains run in connection with the Southampton-Havre direct service to Paris. The route is viâ Basingstoke. There is also a through service from the North of England viâ Cheltenham.

III. London to Lymington. This route is also part of the London and South-Western system the journey being by way of Southampton and Brockenhurst. Through carriages for Lymington are run on the principal trains. From Lymington the steamer crosses to Yarmouth (p. 126), and in summer to Totland Bay and Alum Bay. Return tickets, available six months, to Yarmouth, 30s. 5d., 20s. 1d., and 18s. 1d. To Totland Bay, 31s. 6d., 21s., and 18s. 1od.

II.—ROUTES FOR MOTORISTS AND CYCLISTS.

The sketch map on p. 15 shows the road routes from London to the three points of embarkation for the Island.

Motorists will find that the best point for crossing is Lymington, where special accommodation is provided, including slipways whereby cars can be shipped by their own power on to specially-constructed boats, thereby obviating the necessity of lifting. The boats containing cars are towed across by powerful tugs, the sea being here quite sheltered. The ordinary rates for cars not exceeding half a ton are 10s., above 10 cwts. 15s., including wharfage and porterage.

I. London to Portsmouth (73 miles) and Ryde (78 miles). Given fine weather, this is one of the loveliest runs south of the Thames, especially in the neighbourhood of Hindhead. There is a long and toilsome ascent from Godalming, but this is more than compensated for by the extensive outlook and by the delightful "free wheel" one enjoys down to Liphook. The cyclist will first make his way, from whatever

part of London he resides in, to Kingston.

			from don.	Miles from London.
Kingston			12	Liphook 463
Esher			16	Petersfield 55
Ripley			234	Portsdown Hill 68
Guildford			293	Landport $71\frac{1}{2}$
Godalming .				Portsmouth (Victoria
Hindhead (Roya	l H1	uts)	412	Pier) 73

Steamer to Ryde (41 miles) fares 1s. and 8d., return 1s. 6d and is., exclusive of pier tolls; bicycles iod. each way, including pier tolls. Journey takes about half an hour.

II. London to Southampton (75½ miles) and Cowes (87

miles). As far as Basingstoke, this route lies along the main Eveter road

Director 10					liles Lond	from {					Miles from London.			
Hammersn	Br	oac	lwa	ý	31	Hartley Row								
Brentford						7	Basingstoke							
Hounslow						93	Popham Lane							
Staines						161	Winchester					624		
Egham						173	Otterbourne					67		
Bagshot					٠	261 [Southampton	Qua	У	•	٠	75호		

Steamer to Cowes (12 miles). Journey takes about an hour. Fares 1s. 6d. and 1s., return 2s. and 1s. 6d. Bicycles

sixpence each way. See also p. 143.

III. London to Lymington (89 miles) and Yarmouth (932) miles). To Southampton as in Route II. Take steamer from Town Quay to Hythe, on the opposite side of Southampton Water (boats leave about once an hour). Fares 6d. and 4d., bicycles 3d. Thence through Beaulieu to Lymington.

An alternative route from Southampton to Lymington, which avoids the ferry but is much longer, is that via Totton and Lyndhurst. The pier at Lymington is the property of the South-Western Railway Company, and can be reached only by train from the town station. The steamers take about half an hour to cross to Yarmouth (4 miles). Fares 1s. 9d. and 1s. 2d., return 2s. 5d. and 1s. 1od. Bicycles 1s. each way. Motorists should see p. 20.

Cyclists and motorists will find full information as to routes in the Island under the several descriptive sections.

How to get about the Island.

- I. By Railway. There are two railway systems in the Island.
- (a) The Isle of Wight Railway runs from Ryde to Ventnor, passing through Brading, Sandown, Shanklin and Wroxall, and throwing out a branch from Brading to St. Helen's and Bembridge.
- (b) The Isle of Wight Central Railway serves the rest of the Island, having its headquarters at Newport, and throwing out octopus-like feeders to Cowes, Ryde, Sandown, Ventnor, and Yarmouth and Freshwater.

Both lines have first and third-class carriages only. Some of the first-class carriages are conveniently arranged as observation cars, enabling the scenery to be viewed with the maximum of comfort. A number of special facilities are offered to induce the public to use the railways freely, and the old reproach as to the dearness of travel on the Island is a thing of the past, third class tickets at the Parliamentary rate of a penny a mile being issued by nearly all trains. The economically-minded tourist should procure one of the penny time-tables issued by each Company and scan with care the announcements as to excursion facilities, as a considerable saving can sometimes be effected in this way.

Weekly Tickets.—The companies issue during the summer special Tourist Tickets, enabling the holder to travel whenever he likes and wherever he likes in the Island (Ryde Esplanade and Pier Head excepted) for seven days, for an inclusive sum of 17s. 6d. first class, or 13s. second class. For the Isle of Wight Railway only (Ryde to Ventnor and Bembridge), the price of this accommodation is 7s. 6d. first and 5s. 6d. second class. For the Isle of Wight Central Railway system

only (40 miles of line), the price is 13s. first and 10s. 6d. second class; or if Ventnor Town and St. Lawrence stations are excluded 10s. first and 7s. 6d. second (No. 2 Ticket). Children under twelve half rates. A deposit of 1s. has to be made on each ticket, returnable on expiry.

II. By Coach. The Isle of Wight is one of the few places in the kingdom where the coach and the char-à-banc have not only survived the advent of railways but continue to flourish in spite of them. Under favourable conditions there is no more enjoyable mode of progression, and the Island visitor has an ample choice of trips. There are regular services from Ryde, Seaview, Shanklin, Sandown, Ventnor, Cowes, and elsewhere, as to which the reader will find particulars in the respective sections.

III. By Steamer. These trips may be taken with almost equal convenience from Ryde, Ventnor, Shanklin, Sandown, or Cowes, but to avoid enumerating them several times details are given in the Ryde section only (see pp. 45-6). Fares will,

of course, vary slightly according to starting-point.

IV. By Rail and Steamer Combined. From Ryde, Sandown, Shanklin, and Ventnor circular-tour tickets are issued daily, which enable a journey to be accomplished partly by rail and party by steamer. For instance, one may go by rail from Ryde to Ventnor and enjoy a delightful trip back by steamer for 2s. 6d., including pier tolls. For other similar tours see current announcements.

V. By Rail and Coach Combined. To certain places through tickets are issued, including return journey by rail and coach. To Blackgang Chine, for instance, one may go by rail from Cowes to Ventnor Town Station, then by coach for the six miles' drive through the Undercliff and back for an inclusive third-class fare of 4s.

VI. By Cycle or Motor. Some people still have an impression that cycling in the Isle of Wight is attended by so many difficulties as to be hardly worth doing. This is not so; for even middle-aged and elderly cyclists will find it enjoyable. With modern machines the Downs are by no means so formidable as they look, and though, here and there, they may necessitate a toilsome, up-hill walk the views more than repay the labour. The "shutes," as the steep descents are called, require care, but present no difficulty to experienced riders. All the main roads near towns are tarred. We outline under each section the principal routes, leaving the

motorist or cyclist for whom the distances are insufficient to piece them together for himself.

Topography.

The Isle of Wight measures twenty-three miles at its greatest length—from the Needles, on the west, to Bembridge Foreland, on the east; and about thirteen miles across at its broadest part—from Cowes to St. Catherine's. Its circumference is about sixty miles and its total area one hundred and fifty-five square miles. The Island is of irregular rhomboidal form, contracting at the two extremities—especially at the west—and has been frequently said to resemble a turbot. It is separated from Hampshire by a narrow channel or strait, known as the Solent, varying in width from five or six miles to three-quarters of a mile. It was for centuries part of the county of Hants, but is now for administrative purposes a county by itself, having its own Council.

The Island is divided into two very nearly equal parts by a range of chalk hills, or downs, running from the Culvers at the north-eastern end of Sandown Bay, to the Needles, at the extreme west of the Island. Another range of hills runs along the south coast from St. Catherine's to near Shanklin, and shuts in the district of the Undercliff, "the Madeira of England." Myrtles and other delicate plants here grow to an immense size in the open air. This district is fertile in the extreme, and so warm and sheltered that lambs are seen skipping about as early in the season as

October or November.

The principal river is the Medina, which rises at the foot of St. Catherine's Down and flows northward to Cowes, traversing almost the entire width of the Island and dividing it into two parts, known as East and West Medine. The Western Yar has its origin at Freshwater Gate, within a few yards of the English Channel, and in its short course northward to Yarmouth attains a fair width. The Eastern Yar is a narrow winding stream, rising near Niton, within a mile of the coast, and emptying itself in the sea near Bembridge, after irrigating a great part of the eastern half of the Island. Wootton River, after a short course of two miles, falls into the Solent at Fishbourne, where it forms a wide creek, navigable at high water. Besides these, there are Newtown River, or Bay, a curious and irregular creek which admits vessels of considerable burthen; the Lugeley, a tributary of the

Medina, which it joins at Newport; and a number of other streams and rivulets.

The streams falling into the bays on the eastern and western shores have cut Chines (or clefts) through the solid rock. Shanklin and Blackgang are the most noted of these—the former for its fertility, the latter for its grand sterility; but all the chines have their own features of interest.

The shores of the Island are deeply indented by Bays, among the most noted of which are Alum Bay, celebrated for the coloured sands of its cliffs; Totland Bay; Freshwater Bay, with its caverns and isolated rocks; Brook, Brixton, and Chale Bays, very dangerous to shipping; and Sandown Bay, on the shores of which stand the two watering-places of Sandown and Shanklin. Two of the most dangerous headlands—St. Catherine's and the Needles—are protected by powerful lighthouses, while the Warner lightship does duty off Bembridge.

Geology.

An acquaintance, however slight, with the principles of geology cannot fail to add to the interest and enjoyment of a visit to the Isle of Wight. A former president of the Geological Society remarked that the Island "might have been cut out by Nature for a geological model illustrative of the phenomena of stratification." Advanced students will hardly expect to find in a book of this character any very learned or elaborate disquisition on the various formations and their rich stores of fossils. We must content ourselves with referring them to the excellent work of W. H. Bristow, The Geology of the Isle of Wight, one of the Geological Survey Memoirs, a new edition of which, revised and enlarged, was brought out in 1889. Another work of considerable value, containing a fair geological chart, is that by Mark W. Norman.

The lowest and oldest strata in the Isle of Wight are the Wealden beds. These form the broken ground near the "Red Cliff" of Sandown Bay, and are also exposed for some six miles from Compton Bay to Atherfield. Their total area does not exceed five square miles. Next come the Chalk formations, the most noticeable feature of which is the bold range of downs already referred to, stretching right across the middle of the Island from the Needles to the Culver Cliff. Farther southward, St. Catherine's, Boniface, and Shanklin Downs are also chalk, and form the most elevated tract of

the Island. The remainder of the southern portion is composed principally of the Lower Greensand (exposed at Shanklin and elsewhere), but that part of the hills behind the Undercliff which is not chalk is of Upper Greensand. A considerable area of Upper Greensand also runs in a northeasterly direction from near Shorwell to Mount Joy, close to Newport. Along the Undercliff and elsewhere there are extensive bands of Gault, known locally as "Blue Slipper."

The northern half of the Island is occupied by Tertiary strata, principally of the Hamstead series, Bembridge Marls and London Clay, and is "chiefly characterized by the heavy and clayey nature of the land and by the numerous woods which cover its surface, especially east of the River Medina" (Bristow). A band of Bembridge Limestone extends from Bembridge, round the Foreland, to White Cliff Bay; and there is a much more extensive tract of the same formation in the north-western portion of the Island. Mention must also be made of the band of Bagshot Sands, Plastic Clay, etc., which runs right through the Island from east to west, giving to the cliffs of Alum Bay and Whitecliff Bay the brilliant hues for which the former especially is famous.

In the Geological Museum, Jermyn Street, London, many Isle of Wight fossils may be seen, together with some beautiful geological models of the Island, constructed by the late Captain Ibbetson. The remarkably complete geological collection at the Ventnor and Bonchurch Literary and Scientific Institution was arranged by Mr. Mark W. Norman,

the author before mentioned.

Climate.

For the following valuable notes we were indebted to the late Dr. G. H. R. Dabbs, long a resident in the Island.

The varying and variable climates of the Island have not as yet received due attention. "Relaxing" and "rheumatic" are the two charges which have been laid at the door of the Isle of Wight, but mere alliteration is probably at the root of these two kinds of offence. Sea-air-bathed as even the central champaigns of its summer and winter lands must be, the advantages and disadvantages of a sea-climate must obtain here par excellence. Add to these the prevalence of south-west winds, as witnessed by the trend and bending of nearly every twig on the higher lands, and the climate becomes easy to summarize, so far merely as its air-borne

merits and demerits go. It is when you come to note the different effects of subsoil water that you get surprises. And when you continue this inquiry to the subsoil itself, you get not only explanations but suggestive hints as well. Let me summarize under specific localities all I have to say:—

Cowes (West and East).—Looking north—houses built, as far as possible, with climatic, i.e., southern-aspect ideas—drainage and water good, sanitary authority extremely capable, occasional winter fogs, humidity, of course, of a

sea-kind, but very bracing interludes.

Newtown.—An old "importance," stifled by modern progress. The climate of a somewhat inland creek. Equable,

rather damp perhaps.

Yarmouth.—An old angle of silence with a once-eloquent past. Some very fair houses. My own experience is that a certain type of asthmatic cases do well here, but when I am asked why, I can only draw on experience with the footnote, "Nescio."

Freshwater.—Rambling; and with Totland Bay, Alum Bay, etc., as its satellites. An excellent, almost hyperexcellent water supply. Very protected building sites if looked for. Climate equable—sea-air-bathed, of course. Protected from cold winds. Not very quick-drying subsoil except Totland way.

Chale and Blackgang.—The most bracing of all Island localities, not half enough patronized as yet, but will be. My faith in this bit of Island climate for convalescents from wasting diseases has a solid bed-rock of fact as its foundation.

Ventnor and the Undercliff.—The advantages of this reach of the Island have stood the test of too many searching years of medical annotation to need any fresh impetus from me. The existence and success of the National Hospital for Consumption is alone sufficient evidence of the healing airs of the Undercliff. In fact, Ventnor is a sun-box, and the east and north winds would have to confess that they have not even a visiting acquaintance with her.

Shanklin and Sandown.—Add to a large proportion of the healing airs of Ventnor some of the bracing characteristics of Chale, and to this some qualification as to spring east winds for those who need no bracing, and there is (broadly) the climate of these two towns. Shanklin, strangely enough, has three distinct climates of her own, and they are not merely word-distinctions. Thus the Chine, the Cliff, and the Downs

at the back of the village all provide a different type of climate. Subsoil extraordinarily porous and dry.

Bembridge.—Should have a great future. It has every advantage of a sea-cove with very sheltered nooks in it. Moreover, its subsoil is fairly dry.

Ryde.—Often very cold in the streets that straighten to the sea, but the houses are so good and the sanitation and water supply so excellent that Ryde would always have a great sanitary following.

The centre of the Island is the climate of exposure or non-exposure to prevalent winds, with alternating humidity and comparative dryness, but always a sea air.

Historical Note.

Numerous barrows on the Downs, especially in the western portion of the Island, point to the fact that its first inhabitants were of the Celtic race. The Island is believed by some authorities to be the Ictis mentioned by Diodorus as the emporium of the tin trade. 1 The Romans, under Vespasian, took possession in the reign of the Emperor Claudius (A.D. 43), and settled in the Island in considerable numbers, as extensive remains near Brading and Carisbrooke attest. At the Norman Conquest, the Island was bestowed by William on Fitz-Osborn, Earl of Hereford; and for more than two centuries it was goverened by independent lords, who exercised all the rights of sovereignty. In 1293, Edward I, realizing the importance of such a base being in the hands of the Crown, purchased the royalty by somewhat dubious means from Isabella de Fortibus, the famous "Lady of the Island," for the sum of six thousand marks (upwards of f60,000 of our money). Isabella died at Stockwell on the day the bargain was concluded; and though her son, Hugh de Courteney, the founder of the Courteneys of Devon, disputed

¹ The passage is worth quotation. Diodorus is not always reliable, but there may have been ground for his belief, probably based on hearsay only, that the Solent was at that time fordable at low water. "They prepare the tin carefully," he says, "working the ground which produces it. It is rocky, but it has earthy veins from which they extract the product and purify it by melting. Having castit into rough blocks they carry it into a certain island which lies off the coast of Britain and is called Ictis. At the ebb tide the intervening space is dry, and tin in large quantities is brought over in carts. Here the merchants purchase it from the natives and carry it into Gaul, and finally by a journey of thirty days on horseback it is conveyed to the mouth of the river Rhone."

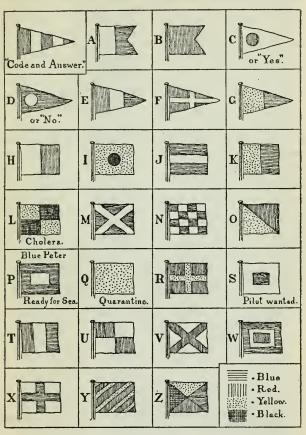
the validity of his mother's act and sought to set it aside, he was unsuccessful, and the Island has since been part and parcel of the realm of England. It has been governed by a succession of Governors and Captains, many of whom have been men of note.

From the fourteenth to the sixteenth century, the French made frequent descents upon the Island, but though on one occasion they succeeded in burning Yarmouth, Newport and Newtown, they were more often repulsed with heavy loss by the doughty islanders. The most interesting event of later history is, of course, the incarceration of Charles I in Carisbrooke Castle. This is dealt with at length on pp. 163-6.

A far different connection with royalty arose from the purchase in 1845 of the Osborne estate by Queen Victoria. Here for many years she spent a portion of each summer, and here on January 22, 1901, she passed away. Though, owing to the presentation of Osborne to the nation by King Edward VII in 1902, the Island lost its prestige as a residence of the monarch, the connection of the Royal family with the Island is still very close. H.R.H. the Princess Henry of Battenberg, better known as Princess Beatrice, has for many years held the honorary office of Governor, and the sons of our "Sailor King" received the first part of their naval training here.

A Literary Note.

It is somewhat curious that the Isle of Wight, with its wealth of natural and historical interest, should have figured so little in fiction. The writer has yet to rise who will do for it what Scott did for the Highlands, Blackmore and Kingsley for North Devon, Thomas Hardy for "Wessex," and Mr. Hall Caine for the Isle of Man. Of novels proper to the soil the best known is, perhaps, The Silence of Dean Maitland, by "Maxwell Gray." Newport is the "Oldport" of the story, Swainstone is obviously "Swaynestone," and Carisbrooke "Chalkburne." Other works by the same author are The Reproach of Annesley and Ribstone Pippins. walla, or the Saxons in the Isle of Wight, and The Captain of the Wight, by F. Cowper, are good historical romances, the scenes of which are laid in the Island. The Rev. A. J. Church's The Count of the Saxon Shore is well known. Mr. Headon Hill's The Spies of the Wight and Mr. J. Wilson's Knight of the Needle Rock make good holiday reading. Miss Elizabeth Sewell, authoress of Amy Herbert, Ursula, etc., may be



CODE SIGNALS: THE ALPHABET IN BUNTING.

regarded as having been in a sense the novelist of the Undercliff. The closing chapters of William Black's Madcap Violet take us to the same delightful region. The Rev. Wm. Adams, author of Sacred Allegories, lived at Bonchurch, the scene of his stories, and is there buried. The literary associations of Bonchurch are dealt with more fully on p. 105. Mrs. Craigie (John Oliver Hobbes) did much of her literary work at Steephill Castle, Ventnor, References, more or less extended, are made to the Island in numerous well-known works, of which we need only mention Fielding's amusing Voyage to Lisbon, Scott's Surgeon's Daughter, and Marryat's Poor Jack and The Dog Fiend.

Of literature of another kind, mention must be made of the Rev. Leigh Richmond's *Annals of the Poor*, which contains some word-pictures of Island scenery which no writer can

hope to surpass.

But the "beautiful Island" has not gone altogether unsung. It can point to a Laureate of whom all England is proud—a poet who, though not native to the soil, loved it with a native's passion. In all the work which Tennyson produced during his long residence at Freshwater the inspiration of his surroundings is apparent, the invitation to Maurice being, of course, the most conspicuous example. Another modern poet, Algernon Charles Swinburne, passed his boyhood at East Dene, adjoining the Landslip, and was laid to rest in the quiet churchyard of Bonchurch in 1909. Keats lived and wrote for a time at Shanklin, and the town's most attractive promenade is named after him.

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RYDE, FROM THE PIER.

[London.

THE PIER HEAD, RYDE.

SECTION I

RYDE.

RYDE the principal entrance to the Isle of Wight, is best reached from the mainland viâ Portsmouth, though the alternative route viâ Stokes Bay, offered in the four summer months by the South-Western Railway, is preferred by some on account of the shorter sea-passage. Many of the steamers call at the Clarence Pier, Southsea, before heading for Ryde.

In addition to the excellent fleet owned by the Joint Railway Companies, the vessels of the Southampton and Isle of Wight Steam Packet Company run frequently between Southsea and Ryde, and thence to Cowes and Southampton.

Those who have time to spare may well break the journey at Portsmouth, and take the opportunity of inspecting the Dockyard, the *Victory*, the birthplace of Charles Dickens, and other interesting sights.

Portsmouth to Ryde.

With most people the real enjoyment of a trip to the island commences at the point of embarkation. To the dust-laden Londoner especially, the short sea voyage is almost always a source of the keenest pleasure.

From Portsmouth Harbour station it is but a few steps to the waiting steamer. While the cranes deposit their burdens of luggage and bicycles there is time to walk to the seaward side of the vessel and take in the principal features of the historic harbour. On the Gosport side floats the Victory, Nelson's famous flagship. Beyond it is Blockhouse Fort, marking the entrance to Haslar Creek, the home of submarines. Away northward stretches the great Dock-Jard, with its multitudinous basins and factories, though but little of it except the gigantic gantry is seen from the railway pier. On the opposite shore is Gosport, so intimately con-

nected with Portsmouth as to be practically a part of the great naval arsenal. A monster floating bridge that will carry as many as five hundred passengers and thirty carriages affords easy communication between the two shores, and smaller ferries and launches are constantly crossing, laden generally with a fair proportion of soldiers and sailors. At almost all times a number of trim, white-hulled pleasure craft dot the water.

The interest increases when the ropes are cast off, and the steamer threads its way through the narrow neck of the Harbour, and under the guns of the frowning forts, to the open sea. In addition to the protection afforded by the forts, the mouth of the Harbour can be quickly closed in time of war against the attacks of torpedo boats and destroyers by means of a huge submerged "boom," composed of heavy baulks of timber with spikes of steel.

Spithead,

as this part of the Solent is called, is like no other stretch of water in the world. It is at once river and sea. All the animation, the bustle, the passing to and fro of craft of all sizes and sorts that one associates with such rivers as the Thames and the Mersey are to be seen; and at the same time there is the sense of breadth and power and breeziness that only the ocean gives. In the distance can be discerned the dim outline of the Island, with here and there a tapering spire or patch of foliage. To the right are Haslar Hospital, two or three powerful forts, and the low-lying foreshore of **Stokes Bay.** To the left are forts again, a stretch of sand, and then the Esplanade, **Southsea**, with its long row of war trophies from all parts of the world, including the old anchor of the *Victory*. Behind is Southsea Common, with its background of terraces and stately hotels.

Then we make for Ryde, the intervening 4\frac{1}{4} miles being usually covered in less than half an hour. A number of warships of various types—battleships, cruisers and destroyers—will almost certainly be lying in the roads. The chequered Circular Forts seen eastward were constructed about the middle of the last century in order to defend the approach to Portsmouth. That nearest to Southsea is known as Spit Fort. Then come Horse Sand Fort and No Man's Fort, while round the bend of the coast, so close to St. Helen's that at low tide it can be reached from the sands, is St. Helen's



Isle of Wight.

THE ESPLANADE GARDENS, RYDE.

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Fort, with its triple flashing light. The first three forts are armed with modern guns and are in telephonic communication with the Dockyard, but St. Helen's Fort has been for some years superseded by the powerful batteries on Nodes Point. The forts are built of granite and iron, the masonry at the foundations being about 50 ft. thick. Each encloses an area of 400 feet to 700 feet, and is supplied with fresh water by an artesian well.

Spithead has been the scene of innumerable stately naval gatherings and pageants. Here in 1897 was held a great review in honour of Queen Victoria's Jubilee; here, too, was witnessed the superb naval pageant which formed the first part of her obsequies. From Osborne, her Island home, the dead Queen was conveyed, on the afternoon of February 1, 1901, through a double line of battleships, across the Solent to Portsmouth, and thence on the following day to London and Windsor. No one who was privileged to witness that solemn and awe-inspiring pageant will ever forget it. At Spithead, too, an imposing assemblage of vessels, representing all the navies of the world, took place in 1902 in honour of the Coronation of King Edward VII. Another even more imposing display was made in 1911 to celebrate the Coronation of "our sailor King," George V.

An earlier historical event in connection with Spithead

An earlier historical event in connection with Spithead was the foundering of the Royal George on August 29, 1782, midway between Ryde and Portsmouth. The ship had been heeled over to the port side for cleaning and repairs, but by some miscalculation was brought over too far, and while "Brave Kempenfelt," all unconscious of danger, was calmly writing in his cabin below, the vessel suddenly gave a great lurch, so that the flag at her masthead was dipped in the sea. "Then, rolling back, she fell over to the other side, till her yardarms touched the water. She then righted, and sunk nearly upright. While she was sinking nearly every soul on board came on deck, above one thousand persons—not four hundred were saved. Many of the bodies of the drowned were washed ashore along the coast, and were buried in a field near Ryde known as the Duver, where the Esplanade now stands." (See p. 39.)

By this time the Island is well in view. Immediately ahead, Ryde Pier apparently floats like a huge centipede upon the water. Behind it rises the town, the sky-line broken by several stately spires, dominated by that of the parish church,

one of Sir Gilbert Scott's finest creations. Rightward sweeps a majestic bay, broken at intervals by creeks, and backed by rising ground, tree-covered almost to the water's edge. Towards the western extremity the two square-topped towers of Osborne are just visible above the trees. To the left, the eye roves along the sea-wall of Ryde, past the picturesque castellated watch-tower at Appley and the Puckpool battery to the pier at Seaview. A few more moments, and we are waiting our turn to pass off the gangway to the hydra-headed pier of Ryde.

RYDE.

- Band Performances by some of the fine military and naval bands stationed at Portsmouth are frequent in summer.
- Banks.—National Provincial, Capital and Counties, Wilts and Dorset, Union Street.
- Bathing.—Good; much improved in recent years by accumulations of sand. From Victoria Pier, and the machines near the Boating Lake.
- Boating.—Good and safe. Authorized charge for sea boats: sailing, 2s. 6d. per hour; rowing, rs. 6d., including boatman. There are excellent local Rowing Clubs, with headquarters on the Pier.

 Boating at all hours on ornamental water in the Esplanade Gardens, one

Boating at an hours on ornamental water in the Esplanade Gardens, one person, 4d. per half-hour; two to four persons, 6d.; more than four persons, 9d. With boatman, 8d. extra per hour.

- Bowls.—There are a number of really first-class greens in the Esplanade Gardens.

 Bowls are provided by the Corporation, a small charge per player being made.
- Carriage Fares.—By Distance, within the Borough, is. any distance (except fo a few outlying parts). By Time, 3s. per hour for one-horse carriages, 4s. per hour for two-horse carriages. Each quarter of an hour afterwards 6d. and is. respectively.
- Climate.—Fairly bracing. Clay subsoil, but excellently drained (see p. 27).
- Coach and Steamer Excursions are the principal amusements of visitors.
- Cycling.—Town itself rather hilly, but Esplanade level and well kept. Good runs in all directions.
- Driving.—Motors, brakes and wagonettes can be hired on the Esplanade and at the numerous livery stables in the town.
- Early Closing Day .- Thursday.
- Fishing.—Excellent. By boat and from Pierhead.
- Golf.—The links of the Royal Isle of Wight Golf Club at St. Helen's (see p. 59) are within easy reach by rail or road.
- Hotels and Tariffs .- See Introduction.
- Newspapers (local),—Isle of Wight County Press (Sat.); Isle of Wight Times and Humpshire Gazette (Wed.); Isle of Wight Observer (Sat.); Isle of Wight Journal; Newport Times.
- Population.-10,608.
- Post Office.—Union Street. Open 7 a.m. to 9 p.m. (to 10 p.m. June 1 to September 30); Sundays, 8.30 to 10 a.m. and 5 to 6 (for telegraph business only).





laces of Worship, with hours of service on Sundays :-

Ill Saints' (Parish Church)-8, 11, 3.30 and 7. it. Thomas'—11 and 3.

Aloly Trinity—8, 11, 3, and 6.30.

It. James'—11 and 6.30.

It. John's—11, 3.30, and 6.30.

It. Michael's—7, 8, 10.30, 3.30 and

7.
Saptist (two-in George Street and Park Road)-11 and 6.30.

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Congregational (three—in George Street, Upton Road and Weeks Road)—II and 6.30.

Primitive Methodist (two—in Star Street and Oakfield)—II and 6.30.

Roman Catholic—Sundays, 8, II and 6.30; week-days, 7.30 and 8.

Wesleyam—II and 6.30.

Racing.—Important steeplechases are held on Ashey Down in the Spring.

Rallway Stations.—Pier Head (principally used by passengers proceeding to places other than Ryde); Esplanade, at shore end of Pier; and St. John's Road, towards/east side of town, half a mile from the sea (see plan of town).

Tennis is played under pleasant conditions in the Esplanade Gardens, the Mead Gardens, and elsewhere in the town. The Ryde Lawn Tennis and Groquet Club has some first class courts at Play Street Lane.

Walking.—Interesting strolls in several directions (see pp. 50-4).

Rachting is a favourite diversion at Ryde, the sheltered waters of the Solent affording facilities hardly equalled at any other resort. [Races are arranged at frequent intervals in the summer by the Royal Victoria Yacht Club.

Ryde, like all the towns on the southern shore of the Solent, asks to be seen from the sea. Readers of Marryat's Poor Tack will remember the reference to "the wherries that came in as far as they could and were met by a horse and cart, which received the passengers and carried them through mud and water to the hard ground on shore." This primitive mode of conveyance is still to some extent in operation at Ryde, so far as the cargoes of small sailing and motor vessels are concerned, but passengers are now met by a railway train and have a station in the sea for their special convenience.

Ryde Pier.

Toll, 2d., either from the water or from the gates. Family and periodical tickets at reduced rates.

The erection of this structure was undoubtedly the making of Ryde, which formerly had a population numbering under a thousand. At first the pier was only 1,740 feet long, but it was extended in 1824, and again in 1833, increasing its length to nearly half a mile. It now consists of three parts, or rather there are three distinct piers—the old pier for pedestrians, the tramway pier, and the railway or iron pier. The tramway dates from the year 1864, and was intended at the time solely for the conveyance of passengers and their luggage to and from the steamboats. The cars were then drawn by horses, but in 1885 the company transformed it into an electric railway. The fare to either end is one penny, and the cars run every few minutes. In 1898 a covered

station was constructed at the pierhead, so that visitors to the pavilion might be under shelter. The Railway Pierconstructed 1879-80—is owned by the Joint Railway Companies (the London, Brighton and South Coast and the South-Western), and forms a highly convenient link of communication with the Island railways. There are stations at both ends. Passengers whose destination is beyond Ryde walk straight from the steamer to the Pier Head station, a distance of a few yards only. The Island trains are run in connection with the steamers. It is as well to know that there is an excellent refreshment buffet, with moderate charges. attached to the station. Passengers for Ryde only, unencumbered with luggage, generally prefer to reach terra firma by the electric tramway. Holders of railway tickets may travel free by the electric line. Those who proceed by rail may alight at either the Esplanade station, close to the chief hotels, or at St. John's Road. The latter station is at the back of the town, and is more convenient for some of the residential inland quarters.

Excursionists and others who are not burdened with impedimenta pass at once on to the promenade portion of the pier-head. Steamers other than those of the Joint Companies land and embark their passengers on this side. The total width of the pier-head is 636 feet, and though a considerable portion is railed off and used exclusively for railway purposes enough remains to make a spacious and attractive lounge. A large dome-shaped Pavilion was erected in 1895 close to the starting-point of the trams; it will seat a thousand persons. First-class concerts and theatrical entertainments are given almost nightly during the season. Reading and refreshment rooms are attached, and a luxuriously furnished suite of rooms is set apart for the use of members of the Royal Victoria Yacht Club, who start all their races and regattas from their signal station at the pier-head. A broad flight of steps leads up to the promenade balcony, which forms a first-rate vantage-ground from which to view the ever-shifting panorama of the Solent. There is a smaller and older pavilion in the middle of the pier-head.

On the west side of the pier are several landing-stages for boats, and a small extension on which is placed what looks like a band-stand, but is in reality a wind-screen. The boathouses of the local rowing clubs are near to the pier-head; visitors can join the clubs temporarily for a small fee. Close







Photos by] [Welch and Frith.

RYDE,

APPLEY TOWER—THE SANDS—BOWLING GREEN.

Isle of Wight.

THE WESTERN ESPLANADE, RYDE.

F. Frith & Co., Ltd.,]

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by is the Lifeboat-House. The Selina was placed on the station in 1905 by the Royal National Lifeboat Institution,

from a legacy left by Lady Selina Edwards.

The sunsets seen from Ryde Pier are particularly fine. A number of yachts and boats make up the foreground; then comes a wide stretch of rippling water, with here and there a pillar of smoke from an approaching steamer; in the background are the wooded slopes of Osborne, and just where the mellow rays of the sinking sun touch the water can be seen a few tiny match-sticks, which the initiated know to be the masts of the yachts off Cowes.

It is interesting to recall that Ryde Pier was one of the first institutions of the kind in the country, and at one time enjoyed a reputation almost as unique as that of the old Chain Pier at Brighton. Before the rise of the numerous watering-places that now girdle our coasts, Ryde was a chosen resort of the *èlite*, and dukes and earls took the air on the pier as systematically as they and their imitators now take the waters at Homburg or Marienbad. The large family mansions in various parts of the town remain as memorials of a departed and almost-forgotten era in Ryde's history.

Nearing the town, we see on the right the Pier Hotel, belonging to the Gordon Hotels Co., Ltd. Adjoining it is—

The Western Esplanade,

a pleasant promenade gained by the demolition of the water-side houses that formerly shut off Union Street from the sea. Here are pathways and flower-beds, a tasteful little fountain, a bandstand, shelters, and other amenities that add considerably to the attractiveness of Ryde as a holiday resort. The improvement cost a little over £18,000. The Esplanade was opened by Princess Beatrice in 1902. A military band gives performances here nearly every day in the season.

Immediately westward is the Royal Victoria Yacht Clubhouse, with its saluting battery and flag-staff. The Club is under the patronage of his Majesty and other royal and distinguished personages, and its Regatta (generally held immediately after that at Cowes) is one of the events of the year. Next to the Royal Yacht Squadron, whose head-quarters are at Cowes, the Royal Victoria Yacht Club is perhaps the best-known yacht club in the world, and its membership list includes admirals and generals galore. The first stone of

the Clubhouse was laid by the Prince Consort in 1846. The Club has also rooms at the Pier Head.

Turning eastward on leaving the pier gates, we find ourselves in a wide and dignified thoroughfare known as—

The Esplanade.

A long cab-rank runs down the middle. On the opposite side are a number of hotels, one of which occupies the site of the old *Ship Inn*, where Charles II is said to have amused himself at whist, whilst waiting for the turn of the tide, on his visit in 1662.

Just where the railway tunnel commences, a turn to the left brings us to the sea-front.

The Victoria Pier,

constructed in 1859, and intended to rival the old pier, is now used exclusively for bathing purposes. There are graduated enclosures for ladies and gentlemen, and both hot and cold ozone baths are to be had. It is a somewhat shivery walk down the steps from the dressing-rooms to the water, but otherwise a very enjoyable dip is to be had, and even non-swimmers may enjoy the novelty of disporting themselves a quarter of a mile out at sea without the risk of being drowned.

Near the pier is a large slipway, where boats and canoes may be hired. When there is a sufficiency of water, boating is good and safe, but ludicrous incidents are sometimes witnessed at low water, when adventurous voyagers find themselves aground on the shallow sands, and have to submit to the ignominy of being carried ashore. Boating parties which venture so far out as the pier-head should bear in mind that there is frequently a very strong current in the direction of Seaview, rowing against which is stiff work.

The Esplanade Gardens

and the adjoining promenade are perhaps the most attractive features of the town. A large piece of mud-bank, left bare by the ebbing tide, was reclaimed many years back for the purpose of a tramway connecting the Pier with the former terminus of the Isle of Wight Railway at St. John's; but the extension of the line having rendered this unnecessary, the land thus vacated was transformed into a marine garden.

The greater part is grass, but the borders are planted with flowers and shrubs, and hedged with tamarisk. There are a number of excellent tennis-courts and the public bowling-green enjoys a wide repute among players. A bandstand occupies a prominent position, and there are several tasteful shelters. The pretty Fountain beyond the bandstand, is, in its way, a work of art, and the water-lilies floating on its surface, and the gold-fish darting about beneath, are the delight of children. Beyond is an oval Boating Lake (18 inches deep), on the shallow and secluded water of which juvenile mariners may acquire the rudiments of navigation. For authorized charges see p. 34. Included among the craft are a number of "paddle-wheel" boats. A children's regatta is generally held annually on the Boating Lake.

Close to the lake is the public **Bathing Place**, where a number of machines are provided for both sexes. The authorities have in recent years made commendable efforts, by cunningly placed groynes, to woo the sand back to Ryde, and their labours have met with remarkable success. Already the shore has stretches of sand capable of satisfying the most captious

of juvenile castle-builders.

Overlooking the eastern end of the lake is a small slope, thickly covered with trees and provided with seats. At first sight it looks like a private enclosure, but it is open to the public, and on a hot day is a delightful and well-shaded retreat, commanding a full view of Spithead and the passing ships.

Not far from this portion of the Esplanade a large number of the bodies of those who perished by the foundering of the Royal George (p. 33) were buried. Writing in 1801, Englefield

says:

"The footpath from Ryde to Appley and St. John's crosses a small and rather marshy meadow, with a streamlet passing through it, having a stone-arched bridge and a sluice to keep out the tides. Near this sluice several rows of graves still rise above the general level of the ground. These I have often noticed without a suspicion of what they were, till one day, meeting an old fisherman, I asked him why these heaps, so much like graves, had been cast up. The man, in a low tone and with a sad look, said, 'They are graves; the bodies cast ashore after the wreck of the Royal George were buried here. We did not like drawing a net hereabouts for weeks afterwards: we were always bringing up a corpse.'"

Turning inland by West Hill or East Hill we can ascend to the neighbourhood of **St. John's** so called from a mansion of that name once belonging to the Simeon family. This is the fashionable quarter of Ryde, and contains a number of residences of most inviting appearance, nearly all surrounded by fine gardens and affording excellent sea views.

Retracing our steps along the Esplanade we pass into Pier Street by the side of the Pier Hotel, and bear leftward for—

Union Street,

the finest street in the town, and, for that matter, in the Island. At the foot is the Western Esplanade, already alluded to. Ryde's main thoroughfare rises somewhat steeply from the sea, and though this circumstance favours belated excursionists who have been shopping and run the risk of losing their steamer, the ordinary visitor is apt to find the ascent a trifle toilsome. The street is wide, well-formed, and in the nature of things cannot help being well-drained and always clean. This applies, indeed, to the greater part of the town. As Fielding put it, "immediately after the most violent rain a fine lady may walk in Ryde without wetting her silken shoes." Some of the shops in Union Street and neighbouring thoroughfares would do credit to Regent Street. Their importance is due to the fact that Ryde is more favoured as an all-theyear place of residence than any other town in the Island, having a permanent population of nearly eleven thousand.

A feature of Union Street is the Royal Victoria Arcade, on the west side, a miniature "Lowther Arcade," lined with toy and sweet shops. On the left-hand side, ascending, is the Chief Post Office and all the banks are close at hand. A good glimpse of the sea and of the opposite coast is to be had from the top of the street, and it is not at all uncommon for the view, circumscribed though it is, to include several vessels of "the King's Navee." It will be noted that many of the more loftily situated houses, both here and in other parts of the town, have roof platforms commanding a fine view (and

a high price) at times of special naval displays.

In St. Thomas' Square, where Union Street becomes merged in the narrower High Street, stands the Theatre Royal, one of the most historic theatres in the South of England. It was on the site of the present house that Mrs. Jordan played for the last time in England, and in the early fifties and sixties the old theatre was under the management of Mr. and Mrs.

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Barnett. Here Miss Ellen Terry made one of her earliest appearances on the stage, playing "Puck" in A Midsummer Night's Dream when a mere child. The house is capable of holding nearly 1,000 people, and is well furnished. The performances are generally of the "variety" order, but on occasion first class dramatic and other performances are given.

St. Thomas's Church, on the north side of St. Thomas's Square, was built in 1827, but its thick coating of ivy gives it a venerable appearance that would lead one to suppose

it of much greater antiquity.

On the right side of Lind Street is the Town Hall and Market Place. The building is of stone, the lower part dating from 1830. The front elevation has a lofty Ionic portico. The large hall seats about seven hundred persons. The military and other concerts given here during the winter months are a popular feature of Ryde life. The organ was erected by public subscription at a cost of over a thousand pounds as a memorial of Queen Victoria's long reign. The pictures in the large hall are mostly by a native artist, Mr. A. W. Fowles. A tablet, unveiled by Princess Henry of Battenberg, commemorates "the loyal and distinguished services rendered by volunteers from Ryde and neighbourhood during the war in South Africa, 1899, 1900,

St. James's Church, a neat building of low elevation adjoining the Town Hall, is a proprietary chapel, erected in 1829.

On the opposite side of the street is the Young Men's Christian Association, with reading-room, reference library, etc. This branch of the Association has done, and is doing, excellent work in the town. A similar institution for the benefit of young women is situated in Garfield Road, opposite the Wesleyan Chapel.

In Ashey Road, a continuation southward of High Street, the Y.M.C.A. maintain a large holiday home, known as **Hazelwood**, for commercial young men. The building is of a quite palatial character, with a pretty central spire, and stands in beautiful and extensive grounds overlooking the railway near St. John's station. A new wing was added a few years ago.

Continuing along Lind Street to West Street, we walk uphill to its junction with Queen's Road, where stands the stately parish church of Ryde.

All Saints' Church.

(The Church is open daily until sunset.)

It is significant of the changes wrought in the Island by the influx of visitors that Ryde on the north and Ventnor on the south both once formed part of the parish of Newchurch, which then extended right across the Island from sea to sea. Ryde was not formed into a separate parish until 1866. though, of course, it had churches of its own long before that date. The foundation-stone of All Saints' was laid by Princess Christian, on behalf of Queen Victoria, in 1869, and the edifice was consecrated by Bishop Wilberforce in 1872. first cost was £18,000, and it has since been added to considerably. Sir Gilbert G. Scott was probably responsible for a larger number of churches than any other architect of the nineteenth century, and this is undoubtedly one of the best specimens of his work, many authorities considering it the finest parish church in the south of England. It owes something, of course, to its position on the brow of the hill on which Ryde is built. The finely proportioned spire rises to a height of 180 feet and is visible for miles in every direction, being, indeed, the farthest seen landmark of the town. The church is in the Decorated style, and consists of nave, chancel, and north and south aisles. The interior is beautifully finished. Two graceful arcades separate the aisles from the nave, the capitals of the pillars showing some good ornamentation. The octagonal pulpit is of variegated alabaster, the base consisting of a number of fluted columns of white marble. font is of white marble, exquisitely carved. The reredos is also admired. The bell-tower contains a fine peal. Seating accommodation is provided for 1,300 worshippers.

Apart from the Sunday services, All Saints' Church is most visited on account of the extensive view to be had from the **Tower.** The greater part of the Island can be clearly seen, together with the whole of the Solent and a considerable portion of Hampshire, including, of course, Portsmouth and Southampton. In fine weather the spire of Chichester Cathedral is visible. The charge for permission to ascend the tower is sixpence each person, or one shilling for three.

The proceeds are devoted to church expenses.

Opposite the Church, in West Street, is the Welby Church Institute, opened in 1912, an attractive stone building from the roof of which there is also a fine view over the Solent.

We are not prepared to support the sardonic suggestion of a local writer that "every visitor to Ryde should go to the Cemetery," but will content ourselves with remarking that the grounds, comprising about ten acres, have been laid out by the Corporation in an unusually attractive manner, and are really worth looking at. The Cemetery is in Upper West Street, a short distance beyond All Saints' Church.

Between the Cemetery and the Swanmore Road stands the Royal Isle of Wight Infirmary and County Hospital, an institution belonging to the whole Island rather than to Ryde alone. It is a square brick building, standing in its own grounds, established in 1847. The Children's Ward com-memorates Queen Victoria's Diamond Jubilee. The foundation-stone was laid by Princess Henry of Battenberg, and the extension was opened by Queen Victoria in July, 1899, this being one of the last public functions which she attended in person.

Returning along the somewhat tortuous High Street, we notice on the right the Roman Catholic Church, dedicated to the Immaculate Heart of Mary. The Church was founded in 1847 and opened in 1849. The Lady Chapel was added in 1893, the Chapel of the Sacred Heart in 1898. Over the altar is a fine picture of the Crucifixion, copied from that in the Sistine Chapel at Rome. By turning rightward at Star Street for George Street, the latter a fine thoroughfare running parallel with Union Street, we shall regain the Esplanade. In George Street is a small School of Art, of interest from the fact that its foundation-stone was laid in 1874 by the late Dowager Empress of Germany, then Crown Princess. Day and evening classes are held.

On the opposite side of the road is the Baptist Chapel, and at the corner of Melville Street stands the Congregational Church. A little llower in George Street is the bowwindowed York Hotel, where the ex-Empress Eugenie stayed

a night after her escape from Paris.

As has already been pointed out, the places of worship in Ryde are not of any antiquity, and the visitor is hardly likely to go out of his way to see them, but for the sake of completeness mention should be made of one or two that have not been included in our round. In Dover Street, in the eastern part of the town, is Holy Trinity Church, chiefly notable for its pinnacled tower and spire, rising to a height of 146 feet. St. John's, in the pleasant locality of the same name, was built in 1843, on a site presented by Sir R. Simeon, Bart., and enlarged and re-consecrated in 1870. Close to St. John's Station are the pretty Mead Gardens, the scene of many tennis and croquet matches. St. Michael's and All Angels' Church, in Swanmore, serves the southern end of the town.

In the important matter of water supply the town is fortunate, a pure and copious supply being obtainable from the springs at the foot and on the southern side of Ashey Down, the conspicuous eminence to the south. The waterworks cost between £50,000 and £60,000. The reservoirs will hold 600,000 gallons and 500,000 gallons respectively.

We have thus dutifully set forth the principal features of Ryde, but candour compels the admission that visitors do not go there for any of these things. We intend no disrespect to the finest town in the Island in saying that, generally speaking, people go to Ryde to get away from it. In other words, the town offers so many facilities in the way of coach, motor, train, and steamer excursions that it is admittedly the best headquarters for those whose principal object is to see all that the Island and the adjoining mainland have to offer in the way of beauty and interest.

We summarise briefly in the following pages the excursions that may be most conveniently taken from Ryde. Reference to the index at the end of book will quickly show on what pages detailed information is to be found concerning each

town and village.

EXCURSIONS FROM RYDE.

It is obviously impossible to guarantee the absolute accuracy of the following particulars, as routes and fares are subject to change, but the alterations are not likely to be important, and the information given will serve all practical purposes. Times and fares should be checked by the timetables issued by the two Isle of Wight Railway companies, and by the programmes of the steamboat companies and coach proprietors, which are generally posted at the entrance to the Pier and elsewhere in the town. A considerable saving in the cost of travelling can sometimes be effected by consulting the announcements of cheap excursions and special facilities, but, generally speaking, fares on the Island railways are now at parliamentary rates. In many cases circular tours







P'iotos by]

[Levy and Broderick.

RYDE.

ALL SAINTS' CHURCH-UNION STREET-HAZELWOOD.



are arranged, part of the journey being accomplished by rail, and part by steamer or coach; also by boat and coach only.

By Rail.

I. Ryde to Brading, Sandown, Shanklin, Wroxall and Ventnor.—Main line, Isle of Wight Railway.

II. To St. Helen's and Bembridge.—Change at Brading for

branch line.

III. To **Newport** and **Cowes.**—Two routes, *viâ* Ashey and Whippingham, and *viâ* Sandown (change). Fares by both routes are the same. The former is more direct.

The majority of the trains from Ryde continue from Newport to Yarmouth, Freshwater, and the western end of the island. Ventnor can also be reached from Newport viâ Merstone and St. Lawrence. Whitwell, on the same line, is the station for Niton, Chale, and Blackgang.

By Steamer.

The excursions by steamer are numerous and cheap, and embrace trips of from half an hour to a whole day's duration. From other Island towns, such as Sandown, Ventnor, etc., through tickets, including rail and steamer, are issued. It is worth while to watch the announcements of these, as they frequently represent a considerable saving on the ordinary fares. As alterations are frequent, the following particulars must be regarded as approximate only, and should be verified by current announcements.

I. Round the Island.—This is, as it deserves to be, one of the most popular trips. Except by the dangerous "back of the Island" (Blackgang to the Needles) the vessels keep well in shore, and excellent views are obtained of Osborne, Cowes, Totland and Alum Bays, the Needles, Freshwater Bay, Ventnor, Bonchurch, Shanklin, Sandown, the Culver Cliff, Bembridge, etc. The trip occupies from six to seven hours, and is sometimes taken in the westward, sometimes in the eastward direction, according to tide. Return fare, 3s., including pier tolls. The catering on board is good and moderate in price. The Railway Companies' boats usually make the trip on Mondays, Wednesdays, and Saturdays, the Southampton Company's boats on Mondays and Thursdays.

II. To Yarmouth, Totland Bay and Alum Bay .- A delight-

ful trip, coasting along nearly all the northern half of the Island, and allowing several hours on land. Boats belonging to either the Southampton Steam Packet Company or the Railway Companies run almost daily during the season.

Return fare, 1s. 6d. (from Cowes 1s.).

III. To Bournemouth and Swanage.—This is another popular trip, affording a "good blow at sea," in addition to the passage through the Solent. The Southampton Company's vessels usually run daily in summer, and the Railway Companies' boats on Fridays. Fares to Bournemouth, 3s. 6d.; to Swanage 4s., exclusive of pier dues. The Guides to Bournemouth and Swanage in this series contain plans of the towns, and will be found useful.

IV. To Portsmouth and Southsea.—Cheap return tickets are issued by any boat after 12 noon. Visitors are conducted round the *Dockyard* daily between 10 and 11 and between 1 and 3. No admission on Saturdays after 11. A great attraction is the music on Clarence Pier by first-class military

bands.

V. There are about six steamers daily in summer to Stokes

Bay, for Gosport, etc.

VI. To **Cowes** only.—About six boats daily, in connection with trains from Ventnor, etc. Cheap return tickets are issued on certain days in summer for 1s. and 1s. 3d., including pier tolls.

From Cowes there are frequent boats to Southampton (p. 143) and Osborne can be easily reached by launch or ferry.

VII. There are also occasional whole-day trips from Ryde and other Island resorts to Brighton, Weymouth, Cherbourg, etc.

By Coach.

The coaches generally leave the Esplanade from 10.30 to 11, on the arrival of steamers from Southampton and Cowes, and from Portsmouth and Southsea.

I. To Brading, Morton (for Roman Villa), Sandown, Lake, Shanklin, Bonchurch, and Ventnor.—Stop at Ventnor two hours, returning about 3.30, viâ Appuldurcombe Park and Wroxall. Usual fare, 5s.

II. To Shanklin only. Route as above, returning from

Shanklin about 4. Fare, 3s.

III. To Binstead, Quarr Abbey, Wootton, Whippingham Church, Osborne, Newport, and Carisbrooke Castle.—Stop

two hours, returning about 3.30 viâ Shide, Blackwater, Arreton, and over the Downs to Ryde. Fare, 4s.

IV. To Whippingham and Osborne, on Tuesday and Friday afternoons, leaving the Esplanade at 2, and giving time to visit both Osborne House and Whippingham Church. Fare, 2s. 6d.

Parties of any size will often find it more economical and enjoyable to hire a brake or wagonette, but they will do well to follow in the main the routes of the coaches and chars-à-bancs, as these include nearly everything of interest in this portion of the Island.

Persons taking a private conveyance to Newport and Carisbrooke should follow the route over Ashey, Mersley and Arreton Downs. This is one of the loveliest drives in the Island, the road passing right over the top of the Downs, while to right and left nearly the whole Island is spread out like a panorama below. The road is good, but it is a stiff climb to the top of each Down in succession, with a long run downhill between. Visitors should stipulate to be taken this way, and return to Ryde viâ Wootton.

Road Routes from Ryde.

We outline what may be described as the more obvious routes from Ryde, but of course a motorist or an active cyclist can, if so disposed, reach any part of the Island in a few hours.

I. To 'Seaview, St. Helen's, Bembridge and Sandown, back by Brading.—Total distance, seventeen miles. Proceed along Esplanade to Boating Lake, turn rightward and uphill to St. John's Church. Turn leftward and in a third of a mile leftward again, regaining the coast, and reaching Seaview by the level road through the Seafield Estate. Or from St. John's Church keep to main road to Nettlestone, where turn leftward for Seaview (three-quarters of a mile), taking care of the steep fall to village; or rightward to St. Helen's village, which is half a mile beyond its church. At St. Helen's make for railway station and take road over harbour embankment (toll twopence, including cycle). Follow railway, skirting south shore of harbour, to Bembridge station, then a short ascent leads to Bembridge Church, overlooking the harbour. Bear rightward for Bembridge Cross. Then rightward again past Bembridge Farm, until the top of Longlands Shute is

mounted, with Bembridge Fort conspicuous on the left. Descend by winding road skirting the down to Yaverland. Here rightward for Yarbridge and Brading if it is desired to skip Sandown, but otherwise leftward past Yaverland Church and Manor House to village. Then by undulating road, passing fort, to road skirting sea-wall, Follow this for rather more than a mile to Sandown.

Return by road running almost parallel with railway to Yarbridge and Brading. Hence due north through White-

field Wood to St. John's.

II. To Brading, Sandown, Shanklin, Bonchurch and Ventnor, back via Wroxall and Newchurch.-Total distance about twenty-five miles. This is one of the main coach routes. Proceed as in first route to St. John's Church. Southward to Brading (three miles) by good and fairly downhill road. Steep drop to town. At Wheatsheaf Inn turn left, then first to right and follow railway to Sandown. Turn right along High Street or the Esplanade, and ascend to Barracks on south side of town. Here there is a steepish descent with a sharp bend at bottom. Excellent road through Lake to Shanklin. Follow direction-plates to railway station, then left to High Street. At Daish's Hotel there is a steep descent, and then a long ascent, passing Shanklin Old Church, to top of Shanklin Down. The descent into Bonchurch requires great care, as it is not only steep, but there are some treacherous zigzags at bottom. Turn rightward for the Pond and Holy Trinity Church and thence to town. For those who do not wish to go through Bonchurch there is a rather better descent into Ventnor by keeping to the upper road, above the Bonchurch Hotel. This descends gradually to Spring Hill and the High Street, but cyclists should be extremely careful on all these roads.

Return.—Gain the road to Wroxall either by the notorious Zigzag Road (see plan of Ventnor), or by the road winding past the Isle of Wight Railway station. Cyclists must walk the ascents. At the Cemetery turn rightward. The road winds between Wroxall Down and Rew and Week Downs to Wroxall. [Continue, with Appuldurcombe Park on left and railway on right, to Whiteley Bank, where road to Godshill and Newport branches off to left. A little beyond Newchurch station bear right, then leftward up the steep ascent, and rightward again until near the summit of Ashey Down (fine view). Here bear leftward (steep descent) past chalk-pit, with

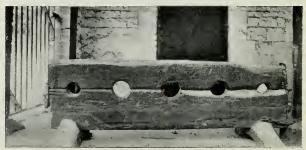
SPENCER ROAD, RYDE.

[London.

Photochrom Co., Ltd.,]







Levy, Sons & Co.,] [118, Holborn.
BINSTEAD CHURCH—FISHBOURNE—STOCKS AT BRADING.

Waterworks to right. Straight road to Ryde through Swanmore.

III. To Newport viâ Wootton Bridge, back viâ Haven Street.—Total distance, fifteen miles. Start from All Saints' Parish Church. Proceed along Queen's Road, then turn rightward, gradually descending to Binstead. Hence by a somewhat up-and-down road to Wootton Bridge. About half a mile beyond the bridge the old road to Newport diverges to left. It is better to keep straight on, by the so-called new road, to where road to Cowes turns off rightward. Then leftward by road overlooking the Medina to Newport.

Return.—Take right-hand turning at bridge over the Medina. Where road forks bear to left, and in about a mile to right for Lynn Common. Then down an easy slope to Haven Street, passing under the railway bridge. Thence

through Haylands to Swanmore and Ryde.

IV. To Cowes via Whippingham, returning via Parkhurst.—Distance about twenty miles. Proceed as in Route III. to fork a mile and a half beyond Wootton Bridge. Here follow direction-post to Whippingham village (not station). Then bear northward, skirting the grounds of Osborne to East Cowes. Floating Bridge crosses to Cowes every ten

minutes (fare 1d., including cycle).

Return.—Instead of returning to East Cowes, go up either Castle Hill (which runs up from the Parade, behind the R.Y.S. Clubhouse), or, better still, Egypt Hill, farther westward on the sea-front; at the top the wall of Northwood Park faces you. Turn to right and keep the Park wall on left until you arrive at a pretty pair of cottages, one on left and the other facing you at a cross-roads. Go as straight across as the buildings will permit, in a southerly direction, reaching in half-mile the Horse Shoe Inn, where main road from Cowes joins on left. The route outlined is easier than the more direct main road from Floating Bridge. Keep due south through Northwood and past Parkhurst Prison and Barracks to Newport. Follow High Street to bridge over Medina, then proceed to Ryde, either vià Wootton Bridge or Haven Street.

THE NEIGHBOURHOOD OF RYDE.

Distances.

Bembridge . Binstead		Spring Vale St. Helen's	. 2\frac{3}{2} miles, east 2 miles, east 4 miles, south-east.
	4 miles, south.		. r mile, east.
	4 miles, south-west.	Wootton .	. 4 miles, west.
Ouger Abbey	2 miles west		

I .- RYDE TO SEAVIEW.

THE places of interest near Ryde may best be seen by a series of three walks, in each case in the direction of a cardinal point of the compass. The walk eastward along the Esplanade towards Seaview is perhaps the favourite one, as the first and last portions give a splendid view of the always interesting anchorage of Spithead. A little beyond the Boating Lake the road turns inland, but pedestrians have been accustomed to continue by the concreted sea-wall, past the picturesque Appley Tower, to Puckpool. At the time of writing, however, the sea has played havoc with the wall between Appley Tower and Spring Vale, and pending its repair, the liability for which is in dispute, notices warn the pedestrian that the use of the path is attended with risk. At low tide there is no difficulty, as the sands are available. If it is necessary, turn inland to the main road leading eastward from St. John's Church. After skirting the Appley Estate turn leftward again to the coast, which is reached at the strongly fortified Puckpool Battery. A short distance beyond is the unobtrusive hamlet of Spring Vale, little more than a terrace of houses, with a pretty woodland district behind. The sands at low water stretch out a great distance, and it is possible to get quite close to the nearest of the circular forts in the Solent. A private road through the Seafield Estate (free to pedestrians and cyclists: motors, 6d.) now leads to Seaview, a favourite and growing resort which is described on pp. 55-7.

II.—RYDE TO BINSTEAD, QUARR ABBEY AND WOOTTON.

We will now take the walk westward. It may be well to say at the outset that this is better worth doing than many imagine. The sloppy shore seen on this side from the Pier, and the apparent absence of any direct thoroughfare, give rise to wrong impressions, though the Western Esplanade has much improved this aspect of Ryde.

From the Esplanade walk along Pier Street, past the entrance to the Royal Victoria Yacht Clubhouse, and follow the bend of St. Thomas's Street to its junction with Spencer Road on the right. At first there is little of interest beyond the large, park-surrounded houses that attest Ryde's aristocratic past. We shortly pass Westfield, a fine seat belonging to the Clifford family, with a remarkably well-executed figure of a stag couchant above the gateway. The grounds extend to the water's edge, and are beautifully laid out, so that under the circumstances no one is likely to dispute the truth of the motto, Oui si sana ("Here is health"). We are now in that part of Spencer Road to which is given, in common with some thousands of other pretty parts of England, the title of the Lovers' Walk. Lofty elms line the well-kept gravel road and interlace above. Seats are placed here and there. When the lodge of Ryde House is reached, a broad path, running between trim hedgerows, is observed on the right. This should be followed till the stream that marks the parish boundary is crossed, when the steep ascent brings one near to Binstead Church, within a stone's-throw of the shore. The present edifice was erected in 1842, on the site of a Norman building believed to have been the work of the monks of Quarr Abbey. The church is generally visited for the grotesque figure known as the "Idol," supposed to resemble the Saxon Thor, which is placed over the entrance to the churchyard. Other ancient stones emblematic of Sin, Eternity, etc., may be seen in various parts of the building. The octagonal font has representations of Eve's Temptation, the Expulsion from Paradise, the Doom of Labour, Death, Christ's Raptism, Crucifixion and Ascension, and the Last Judgment. The reading-desk is supported by a well-executed figure (in oak) of Moses, with his arms upheld by Aaron and Hur.

Binstead is a small village of quite respectable antiquity, finding mention as "Benestite" in Domesday Book. It

is to all intents and purposes a suburb of Ryde, and is built on the sides of the main road from that town to Newport.

Leaving the church, we bear to the right, through a shady oak copse, to a broad road, in which stands—

Quarr Abbey.

The few remains of the original Abbey have been robbed of their picturesqueness by the modern red-brick buildings erected to accommodate the present owners, a body of Benedictine monks who, upon their expulsion from France in 1901, settled first at Appuldurcombe House, near Wroxall. and then here.

The Abbey was founded in 1132 by Baldwin de Redvers, Earl of Devon and Lord of the Island. Here he and his wife and son, and a number of other distinguished personages, including the Lady Cicely, second daughter of Edward IV and godmother of Henry VIII, were buried. The Abbey was tenanted by the Cistercian or White Friars, and was the second house of the kind established in England. By careful management and successive endowments, the property shortly became the most valuable in the Island, and the Abbot was a person of so much consequence that he was appointed Warden or Lord of the Island. In 1340 special licence was obtained to fortify the place against the attacks of sea-rovers, and the remains of the stone wall, with seagate and portcullis, then erected, may still be traced. At the Dissolution of the Monasteries the property passed into the possession of a prosaic merchant of Southampton, by name George Mills, who promptly razed most of the buildings to the ground for the sake of the materials, and turned the land to agricultural uses.

On the seaward side of the grounds of Quarr House is Fishbourne, a pleasant village built round a pretty green,

near the entrance to-

Wootton Creek.

The creek extends inland for a considerable distance, and at high-tide is a favourite resort of yachtsmen. When approached from certain points the water cannot be seen, and the stranger watches with astonishment a white sail apparently making its way through trees and hedgerows.

Turning southward through a copse, a short walk by the

creek conducts to-

Wootton Bridge,

a village about midway between Ryde and Newport, at the spot where the creek, tidal up to this point, is crossed by a causeway three hundred yards long. There is a small quay, from which at one time regular communication was maintained with Portsmouth. The Newport coaches generally stop at the Sloop Inn. Wootton station is nearly half a mile to the south-west. A lane on the north side of the highroad leads in about half a mile to Wootton proper. The Church is worth inspection, having a fine Norman doorway with chevron mouldings, an Early English arch, and an interesting old pulpit. It is chiefly noteworthy, however, for its connection with the Lisle family, one of whose members, Sir John Lisle, took part, it will be remembered, in the condemnation of Charles I. His widow was the Dame Alice Lisle who was hanged by the infamous Judge Jeffreys for having given food and shelter to two of the Sedgemoor fugitives. The church was founded by a de Lisle in the reign of Henry III, though the present edifice dates only from the time of Edward III. It contains several monuments to members of the family.

About a mile north of the church is another of those inlets for which this part of the Island is remarkable, known as King's Quay, from an incorrect tradition that King John retired here to sulk after signing Magna Charta, leading, according to Roger of Wendover, "a solitarie lyfe among reivers (pirates) and fishermen."

The return to Ryde may be made by the high-road over Wootton Creek, or by turning southward for Wootton railway station. On the way to the station a beautiful castellated mansion, known as Fernhill, built in the last century by Lord Bolton, a former Governor of the Island, is passed. The traveller will remark that the railway hence to Ryde seems to run almost continuously through woodland, and the pretty glimpses obtainable from the carriage windows are a sufficient refutation of the statement sometimes seriously advanced that the interior of the Island is not worth seeing,

III.-ASHEY AND ARRETON DOWNS.

We are strongly of opinion that visitors to the Isle of Wight do not sufficiently appreciate the wonderful scenery of the Downs. The heights are not great, but the views to be obtained therefrom, to say nothing of the delicious and invigorating air, repay the labour of ascent a hundredfold.

There runs from Brading a range of Downs which under various names extends almost continuously to the valley of the Medina, south of Newport. These may be explored with almost equal advantage from Ryde, Brading, or Newport, but as Ryde is the most frequented tourist centre, we will assume that the start is made from there.

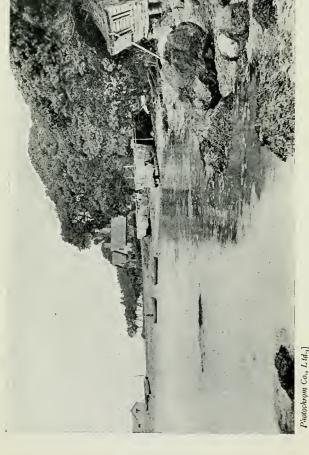
It is a somewhat wearisome and only moderately interesting walk of rather over three miles, through Swanmore and along the Ashey Road, to where the steep ascent commences. This walk can be avoided by taking train to Ashey, on the Ryde and Newport direct line, and then making one's way towards the conspicuous seamark on the summit of the Down (429 feet), a triangular pillar of stone, erected in 1735. The view from this point is considered by many the finest in the Island. It was described once for all by Leigh Richmond, to whom we owe Little Jane and The Dairyman's Daughter, and whose eloquent pen first made widely known the beauties of the Island. Steeplechases take place on Ashey Down in the spring.

The tourist will not willingly descend, nor is it necessary, for he can continue to walk at a considerable altitude either eastward to Brading (see p. 67), or westward over Mersley and Arreton Downs to Arreton, near to which is a station on the Sandown and Newport line, by means of which Ryde can be

regained via Sandown.

IV .- HAVEN STREET.

There is one further walk, or rather series of walks, which ought to be included in our itineraries. At the southern end of Swanmore Road turn rightward, along Upton Road, through Haylands, a pleasant suburb of Ryde, to Aldermoor Windmill. At the cross-roads bear rightward for Haven Street (four miles from Ryde), a small hamlet with a railway station on the Newport line. The place undoubtedly was a haven at one time, Wootton Creek being then wider and extending farther inland. The return can be made by way of Firestone Copse and Binstead.



Isle of Wight.

SEAVIEW.

SECTION II.

SEAVIEW, BEMBRIDGE AND BRADING.

THE eastern and western corners of the Wight, differing widely in many respects, have at least this in common, that, lying somewhat off the main track, they present a choice of restful resorts of no great size to holiday-makers who prefer the charms of rural scenery and comparative solitude to the gaieties of pier and promenade. Not that these places lack distractions by any means, but those they offer are incidental to rather than the main purpose of a holiday within their borders. Seaview and Bembridge are on the coast; St. Helen's and Nettlestone are near the coast but hardly on it; Brading, on the main road between Ryde and Sandown, is definitely inland, but is rarely without a quota of staying visitors, being indeed a far better centre, both for sea and country, than many imagine.

SEAVIEW.

Access.—The most convenient approach to Seaview is by direct steamer from Portsmouth Harbour or Southsea. There are about eight boats each way daily. The boats, however, only run in summer. For times, etc., apply Bembridge and Seaview Stamship Co., Town Quay, Portsmouth. Pares, 9d. single, 1s. 2d. return, including Southsea Pier Tolls.

If the direct steamer is not available, the crossing is made to Ryde and the journey completed by a pleasant drive of 2½ miles viå the Esplanade, St. John's, Puckpool Battery and the Seafield Estate. There is also a regular motor service between Ryde and Seaview (fare 6d.).

Bathing.—Delightful. The sands cannot be beaten anywhere. Machines are unknown and unwanted. Tents can be hired at 8s. 6d. per week (apply at Post Office).

at Post Office).

Beating.—Good and exceptionally safe. Canoeing is popular here, and young people can safely venture for a considerable distance. Shallow foreshore, rocky in places. Sailing vessels, with experienced boatmen, can be hired. There is a strong local Yacht Club, with a convenient club-house on the

Drives.—The coach and motor excursions from Seaview are very popular. The start is usually made from the Seaview Hotel. The following are specimen

All-Day Drives.

To Cowes and Osborne, via Quarr Abbey, Wootton Bridge and Whipping-

ham Church. At Osborne a stay of one hour is made.

To Carisbrooke and Newport, passing through Westridge, Haven Street and Newport to Carisbrooke, where a stay of two hours is made, returning over Arreton and Ashey Downs.

To Ventnor, Godshill, Arreton, etc.

Afternoon Drives.

To Sandown and Shanklin via St. Helen's, Brading and the Roman Villa. At Shanklin a stay of one hour is made.

To Brading Church and the Roman Villa, Quarr Abbey and Fishbourne, Bembridge, Yaverland, and Brading.

To St. Helen's, Brading and Sandown, Ashey Downs, Brading Downs, Bembridge, and Whitecliff Bay.

Short Drives (about 1½ to 2 hours).

To St. Helen's, Whitefield Woods and Westridge.

Brading, passing Nunwell Park, etc.

Bembridge and back.

Entertainments.—Cinematograph displays, concerts, etc., are given in the Pavilion in Fairy Road, not far from St. Peter's Church.

Fishing.—Good. Whiting and bass. Some good prawning can be had round

Horestone Point.

Golf .- The links at St. Helen's and Bembridge are within about half an hour's

walk. Conveyances can always be hired.

Hotels and Tariffs.—See Introduction.

Places of Worship.—St. Peter's (Parish) Church, Sunday services 11 and 6.30.

Wesleyan and Free Wesleyan, 10.45 and 6.

St. Helen's Church (p. 58) is reached by a pleasant walk of about a mile and a helf from the frost.

and a half from the front.

Population.—About 800, augmented in the season to over 3,000.

Post Office.—High Street. Open weekdays 8 to 8; Sundays, 8,30 to 10 a.m.

Steamers.—Several steamers daily during summer to Southsea and Portsmouth and round the coast to Bembridge. It is easy, too, to take advantage of the many excellent steamer trips from Ryde.

Tennis .- There are several courts on the Seafield Estate.

Pretty Seaview, long regarded merely as an outpost of Ryde, has of late asserted a well-justified independence, and to-day holds an enviable position among those minor seaside resorts which appeal so much more strongly to discriminating holiday-makers than do the larger towns.

It is appropriately named, being situated on a prominent headland at the north-eastern extremity of the Island, commanding a spacious outlook over Spithead and the open sea. The constant procession of warships, liners and craft of all kinds is a source of never-failing interest. The fine firm sands of the two bays, the bordering woodland, reaching down to the very water, and the leafy lanes in the vicinity lend the place a rare charm. Both on and near the front are many tasteful villas, but accommodation is in such demand during the season that the would-be visitor has generally to make arrangements months in advance.

The speciality of Seaview, and the principal attraction to the families who regularly, year after year, resort to it, is the sea-bathing. Very pleasing the many bathing tents look from the water, with their crowd of merry children on the sand in front, and their dark green setting of foliage behind and eastward.

The Suspension Pier (toll 2d.), dating from 1880, has some

claim to be considered unique in that it is undeniably handsome. The pier-head is about a thousand feet from shore, and is sufficiently roomy for three vessels to lie alongside at the same time. Four standards support the pier by means of wire ropes, instead of the ordinary chains, and several ingenious devices lessen the oscillation usually attendant upon such structures. Steamers call regularly on their way between Portsmouth and Bembridge, and excursionists come frequently from Southampton, Bournemouth, etc

Seaview really consists of two distinct parts, Seagrove Bay, where are the Pier and most of the bathing tents, and Priory Bay, farther south. The row of attractive Elizabethan villas at the latter is practically cut off from the rest of the town at high water, and when the sands are not available it is necessary to take a somewhat roundabout but pleasant footpath, or to pass through a private road and pay a modest toll of a penny. Sometimes ferry boats ply between the Pier and Priory Bay. A warning note is necessary with regard to the clayey foreshore round the wooded Horestone Point, people caught by the incoming tide having been extricated with difficulty only after they have sunk more than knee-deep in the mud.

In the High Street and near it are many good shops. St. Peter's Church dates from 1859, and was, until recently, a chapel-of-ease to the mother church of St. Helen's. An

enlargement scheme is in progress.

At the west end of the village is the **Seafield Estate**, where of late years a good deal of building has taken place. The private road of the estate, along the sea-front, provides the quickest route to Ryde.

WALKS FROM SEAVIEW.

To Ryde (2\frac{3}{4} miles). By the Duver road, in front of the Seafield Estate, to Spring Vale (little more than a terrace of houses). At the Puckpool Battery the road turns inland. Except at high tide it is possible to continue by the sands, but the walk along the sea-wall skirting the Appley Estate is not at the time of writing considered safe, owing to breaches caused by the sea. After passing the picturesque Appley Tower Ryde is entered close to the Esplanade Gardens and Boating Lake.

Those who turn inland by the road at Puckpool Battery

will enter Ryde near St. John's Church.

To St. Helen's or Bembridge. This is a very pleasant footpath ramble. From the Lifeboat House at Priory

Bay turn up a rather rough lane leading past a row of pretty villas and gardens to a house called North Seat. Here a gate will be seen on right giving access to a footpath. After crossing one or two meadows Priory Farm will be seen on the left. The path comes out under a large elm.

For St. Helen's turn to right along the lane, and in a few

yards the footpath will be seen on left.

For Bembridge pass through the farmyard and continue by a leafy lane which shortly conducts to what is known as the Military Road, a railed-in drive. Turn rightward in this to an iron gate on the left. Thence the footpath is plain. On the left are the ugly military works and buildings at Nodes Point; in front, across the harbour, is a charming view of Bembridge. The footpath emerges in a lane close to the white-washed tower of old St. Helen's Church (for St. Helen's village turn inland). For Bembridge continue round the shore, with the golf links on the right. On reaching the rough landing-stage, signal for a ferry boat if one is not waiting (charge 3d.). From Bembridge the return can be made by walking along the railway embankment (toll 1d.), or taking train to St. Helen's.

Almost as pretty as the footpath is the drive or stroll from Seaview to St. Helen's by way of the devious Seaview Lane, with its fine old trees on either side. In half a mile the hamlet of Nettlestone is reached, another favourite haunt of visitors who appreciate rural surroundings within easy reach of the

There are many other pleasant footpath walks in the vicinity.

St. Helen's.

Access.—By rail vid Brading. By steamer from Portsmouth Harbour to Bembridge. By road from Ryde vid St. John's and Nettlestone. By foot-

path from Seaview (see above).

Golf Links (see p. 59).

Post Office.—On the lower side of the Green. Open 8 to 8, Sundays, 8.30 to 10.

Places of Worship, with hours of Sunday services:—

St. Helen's Church, 11 and 6.30 | United Methodist and Wesleyan, 11

(summer only).

This "scattery" little place stands on rising ground some distance north of the station. The population of the St. Helen's urban district is nearly 5,000, but the village itself is small. Being within easy reach of the golf links and Bembridge Harbour, and at the same time close to Ryde, the houses are in considerable demand as summer quarters. principal feature of the place is the delightful Village Green. The Church, a short distance north of the village, almost half way to Nettlestone, dates from 1719. In the chancel are many mem-







Levy, Sons & Co.,]

[118, Holborn, E.C.

SEAVIEW,
PRIORY BAY—THE PIER—SEAGROVE BAY,
15







Photos by] [Brown, Welch and Levy.

OLD CHURCH TOWER, ST. HELEN'S—SWANS IN ST. HELEN'S HARBOUR—PIER AND SAILING CLUB HOUSE, BEMBRIDGE.

orials of former owners of the Priory. The square, whitefronted Tower of the old Parish Church stands, deserted and forlorn, on the edge of the shore near the entrance to the harbour and is now used as a sea-mark. The body of the church was washed away long since; but apparently the sea was merciful in its operations, for the building was reported even in Elizabeth's time as being in such a ruinous condition "that one might look in at one end and out at the other," while there had been "never a curate and but little service for many years past, so that the parishioners had been fain to bury their corpses themselves." A notice requests that the sanctity of the churchyard may be respected. A stranger unacquainted with the history of the place would certainly never suspect that this sequestered little triangle of green had ever served as a burial-ground. It is said that here, as elsewhere round the coast, seamen used to carry away the stones in order to "holy stone" the decks of their vessels.

Of the Priory which formerly existed at St. Helen's no trace exists, though the name is retained by a neighbouring mansion. In the reign of James I, the Priory was bought by a gentleman with the appropriate name of Emanuel Badd, who, according to Sir John Oglander, was a poor man's son, but "by God's blessing and ye losse of five wyfes he grew very ritch." The italics are ours; the suggestion the good knight's own.

The sandy gorse-covered promontory hard by forms the Golf Course (nine holes) of the Royal Isle of Wight Golf. Club. The links are deservedly popular with players, one great advantage being that owing to the mildness of the climate they can be used practically all the year round. The length of the holes has recently been increased, so that the former crossing is avoided. Visitors, 2s. 6d. a day, 10s. a week.

The course is thus described in the Golfers' Year Book :-

[&]quot;The course is situated upon a spur of land between Bembridge Harbour and the Solent, and possesses, to quote Mr. Horace Hutchinson, 'turf of the true golfing quality.' The holes are short but sufficient for the delectation of all but the most slashing of the young school of golfers, while there is a hazard-sand, sea, whins or road-to punish every erratic stroke either from the tee or from the ground. Moreover, the usual monotony of a nine-hole course is entirely dispelled by the variety of the holes, each of which possesses a distinct individuality. The putting greens, partly level,

partly undulating, are exceptionally true, fast and well cared for. The only drawback to the course is its smallness but when there are not too many players the golf at Bembridge is hard to beat.'

Communication is afforded with Bembridge by ferry (fare threepence), and by means of a roadway running across the embankment alongside the railway (toll one penny). If in the neighbourhood of the links, the ferry is to be preferred, as it is a long walk round by the embankment.

The Ladies' Course (18 holes), on the south side of the harbour embankment, is also very popular. The holes are short, with natural bunkers. There is a comfortable clubhouse. Gentlemen may play on this course if accompanied by a lady. The green fees are is. a day, 6s. per week.

BEMBRIDGE.

Access .- By Steamer from Portsmouth Harbour or Southsea (see under Seaview). At high water passengers are landed at the little pontoon near the station, but it is sometimes necessary to disembark on the shore near the bathingplace at Under Tyne.

By Rail.—Change at Brading for branch line to St. Helen's and Bem-

bridge.

Bank .- Capital and Counties.

Bathing—good. The sea recedes rather far, but at low tide a splendid stretch of sand is exposed. Tents and bathing cabins near foot of Ducie Avenue. Boating—excellent. Good boats can be hired for sailing and fishing, though in the season the supply is not excessive. When the tide is in, there is also safe boating in the harbour itself.

Climate.—See p. 27. Clubs.—Bembridge Sailing Club, Garland (social), Conservative and Unionist and various athletic clubs. Cycling.—Good runs to St. Helen's, Seaview and Ryde; to Brading and Ryde;

to Bembridge Down and Sandown, etc.

Golf.—Course of nine holes on St. Helen's side (p. 59). Visitors 2s. 6d. day,
10s. per week. Ferry across. Ladies' course (18 holes) close to railway station, 2s. per day, 7s. 6d. per week.

Hotels and Tariffs.—See Introduction.

Places of Worship, with hours of service on Sundays:—

Holy Trinity Church.—11 and 6.30. | Wesleyan.—10.30 and 6.

Population—1,334.
Post Office.—Open 8 to 8, Sundays 8.30 to 10 a.m.

Sailing is the favourite diversion, the harbour and bay affording facilities hardly equalled elsewhere in the Island.

Steamers.-To Seaview, Southsea, Portsmouth, etc.

If the passenger from Ryde to Sandown happens when near Brading to glance eastward, he sees a wide stretch of flat and marshy land, intersected by a river, extending between hills to the distant sea. The prospect is not unpleasing, but neither is it specially attractive, and he probably turns with relief to the view of Brading and its church on the other side. If, however, he will take the trouble to get

out at Brading and cross the platform to where the train awaits passengers for St. Helen's and Bembridge, we can promise him a surprise. Strangely overlooked is this eastern corner of the Island, except by its select frequenters, and much of its charm is doubtless due to this very fact. It has not only a railway service, but steamers in connection, running several times daily in summer to and from Seaview, Southsea and Portsmouth. Yet there is always elbow room at Bembridge, and absolute solitude within a few hundred yards. It may be the spaciousness of the marshland, or the sense of guardianship conferred by the lofty Down with its protecting forts, but the Bembridge district somehow conveys the impression that it is a place apart, cut off from the rest of the Island and from the world, and subject to special treatment at the hand of Providence. The golfer, the yachtsman, a few heads of families, know it and love it—the average tourist passes unheedingly by.

Let us say frankly, lest we be accused of raising false hopes, that Bembridge will not suit every taste. "Minstrels" may pay occasional visits, but we have never seen them; it has no band that we ever heard of; and its residents and frequenters, fashionable as most of them are, seem to have come to a tacit understanding that in the matter of dress "anything will do." The scenery is not sublime; the smaller shops are still rather primitive; and we are not even sure that the older cottages conform to the very latest requirements of civilization. But if you care for a place where the only noise is the laughter of children, where the only daylight occupations are yachting, golfing, bathing and fishing, and the evening occupations as nearly as possible nil; where the only excitement of the day is the arrival of a railway train, or the departure of a diminutive steamer, then Bembridge is not likely to disappoint.

The history of this tract of land is of more than ordinary

The history of this tract of land is of more than ordinary interest. It is a kind of Holland in little—the outcome of a long-continued and determined struggle between man and the sea. The maps of a decade or two ago show water where is now dry land, or the nearest attainable approach to it. Brading Harbour then extended a mile and a half inland, the mouth of the Yar being, however, the only navigable portion. For centuries attempts were made to reclaim this oozy waste, and in the reign of James I, Sir Hugh Myddelton, of New River fame, partially succeeded. The sea soon got

back its own, however, and succeeded in keeping it, in spite of several further schemes, until 1878, when another company (financed, alas, by the notorious "Liberator" Society) managed, after considerable difficulty, to carry an embankment, more than a mile in length, and generally said to be the only level mile in the Island, right across the harbour. The sea being thus shut out, a great part of the land (some six hundred and fifty acres in extent) is now used for farming and gardening purposes. It is frequented by many varieties of marsh-loving birds.

From Brading the line follows the sinuous Yar to St. Helen's (p. 58), then crosses the Harbour, and after skirting its south bank for about a mile brings the traveller to Bem-

bridge.

Attractive modern villas have sprung up in all directions, especially towards the Foreland, but more eloquent of the changes brought upon a place by increased facilities of access is the large hotel, the Royal Spithead, which owes much of its prosperity to the adjacent golf links. The Fountain in front of the hotel commemorates the Rev. J. N. Palmer, M.A. (d. 1908), long Rector of Yaverland, and a member of the Royal Yacht Squadron. A small jetty affords accommodation, except at very low water, to the steamers which ply during the summer months to Seaview and the mainland. Bembridge is a place dear to yachtsmen and a number of trim vessels and "red-wings" may always be seen skimming the bay or lying in harbour. Indeed, during the season the casual visitor may find some difficulty in hiring a sailing boat, as many of the best are let for the term. The Bembridge Sailing Club, founded in 1886, the membership of which is about five hundred, has a handsome Clubhouse near the station. The Club is one of the most important of its kind in the South of England. There are "Redwing" and Dinghy Clubs in connection.

The firm sands offer, except at high tide, an ideal playground for the children. Out at sea is St. Helen's Fort, with a triple-flashing white light, visible twelve miles, and beyond it can be seen the Warner Lightship, with its red hull and mast-head ball. The light is visible eight miles.

Bembridge may be described as having two sea-fronts, and some of the more favourably situated houses command sea views in three directions. Following the rough beach by the Naval Signal Station we have on the left a long sandy

promontory, with seats, etc., giving an excellent view of the harbour on one hand and of the sea on the other. Here the ferry boats start for the golf links and St. Helen's. Turning rightward by the hotel we soon come to a narrow strip of sand and shingle, backed by a belt of foliage. This is the bathing quarter and is known as Under Tyne. Very picturesque the multi-coloured tents look against the dark green trees, There is also a long row of bathing cabins, with a platform above. A few seats are scattered about the woodland. Near the bathing tents a shady lane, lined with acacias and beeches, and known as Ducie Avenue, runs inland for about a quarter of a mile. This is one of the beauty spots of Bembridge, often photographed and painted. Looking back, one seems to stand in a leafy telescope, the sea at the bottom passably resembling the object-lens. The many aristocratic residences in this quarter are surrounded by extensive grounds, in which are cedars and firs of magnificent growth. Near the Post Office is the tasteful Church House, erected in 1910. On the brow of the hill, at the cross-roads, stands the King's Oak, planted on August 9, 1902, in commemoration of the Coronation of King Edward VII. It is already a sturdy youngster.

The Church will be seen on rising ground overlooking the railway station. From the King's Road, leading up to it, a good view is to be had across the harbour to St. Helen's, with its pretty villas peeping out among the trees. Hereabouts are some of the oldest cottages, remainders of the original village, and an *Inn* which claims to date from 1787. The Linchens footpath leads down to the Harbour and commands a fine view. The **Church**, built in 1845, presents little of interest to the tourist. The tower contains a clock, and is surmounted by a well-proportioned spire.

There is a handsome lych-gate.

It may be well to add that the water supply, derived from deep wells, is excellent, and there is a thorough system of drainage. The death-rate is extraordinarily low, only about 6 per 1,000.

Of the many interesting walks, one of the best is that

from-

Bembridge to Seaview.—Cross the Harbour by the ferry. Then stroll along the shore by the golf links to the whitewashed tower of old St. Helen's Church. Turn inland up

the lane, and in a yard or two a footpath will be seen on the right, skirting a hedge. It commands a delightful view of Bembridge across the water. After crossing several meadows a railed-in drive (military road) is reached. Turn to right and at top to left. Follow the lane to a farmyard (Priory Farm). Here turn left into another leafy lane, and a footpath will be seen at once on the right, the stile being placed under a large elm. Thence the way past the Priory grounds is plain to Seaview (p. 54).

Another good walk is to White Cliff Bay, a secluded spot under the shadow of the white cliff known as the Culver. Where the road from the station joins Ducie Avenue a lane turns southward and leads past East Cliff Lodge and Tyne Hall to the hamlet of Lane End, a little beyond which is the Foreland, the eastern extremity of the Isle of Wight, as the Foreland familiar to Margate visitors is of Kent. Here are a coastguard station and a tiny fishing hamlet, with the Crab and Lobster Inn. The Bembridge Ledge, a low reef of rocks jutting far out to sea, makes this part of the coast very dangerous. Continuing along the path at the top of the cliff we reach, at a distance of rather more than a mile from the Foreland—

White Cliff Bay,

of great interest to geologists on account of the clearly perceivable junction of the chalk with the Tertiary strata. In fact, were it not for the overgrowth of vegetation which obscures many of the beds, the bay would be as famous for its coloured cliffs as Alum Bay, the strata being very similar, and forming part of a band running from one end of the Island to the other. The shore is broken, and fossils, though not so numerous as is sometimes stated, may be found by those who know where to look for them, more particularly in the limestone and marls. The ascent from the bay to the cliff above is made by a narrow, winding track alongside a hedgerow, and is a pretty stiff climb. White Cliff Bay is a favourite spot for picnics.

Those with time to spare should certainly breast-

Bembridge Down

(343 feet) for the sake of the view, hardly equalled in the Island, unless it be at Freshwater. The twin towns of Sandown and Shanklin, and the spacious bay on which they

BEMBRIDGE, FROM ST. HELEN'S.

F. Frith & Co., Ltd.,]







Levy, Sons & Co.,]

[118, Holborn.

BEMBRIDGE.

DUCIE AVENUE—THE HARBOUR—ON THE SHORE.

stand, terminated at the other extremity by bluff Dunnose, are seen to special advantage. Looking in a northerly direction, a great part of the Solent and of the Hampshire coast is clearly seen. Almost at one's feet is Bembridge, with numbers of red and white-sailed yachts skimming the bay; while farther west the lofty spire of Ryde Parish Church is seen above the foliage. Conspicuous near the summit of the Down is the Yarborough Obelisk, a memorial of the first earl of that name, to whose initiative the Royal Yacht Squadron owes its existence. Originally the monument stood on the very brow of the Down, but it was moved a little lower to make room for the fort.

The inscription, beginning on the west side, runs:-

"To the memory of Charles Anderson Pelham, Earl of Yarborough, Baron Yarborough of Yarborough in the County of Lincoln, Baron Worsley of Appuldurcombe in the Isle of Wight, etc., whose benevolence, kindness of heart, and many virtues endeared him to all who knew him, this monument was erected as a testimony of affection and respect by public subscription. As the owner of large estates he was one of those most conspicuous for the qualities which peculiarly adorn that station, and as the first Commodore of the Royal Yacht Squadron he was eminent in fostering and encouraging by his example and liberality all that was calculated to improve the service of naval architecture, and to advance the maritime interests of his country. He died on board his yacht, the Kestrel, in the port of Vigo, in Spain, September 1846, aged 65."

On fine days an enterprising individual is usually at hand who supplies for a moderate consideration lemonade and other light refreshment to visitors exhausted by the long ascent from Sandown or Bembridge. When the view in both directions has been duly appreciated, a little harmless amusement may be derived by getting members of the party to discover on the monument the date of its erection. Keen eyesight is necessary. Knowing ones will look to the second course of stones from the top on the Sandown side, but there will still be room for difference of opinion as to whether the date is 1848 or 1849.

Close to the monument is a row of coastguard cottages, but more interest will attach to an insignificant building behind, which serves as a Wireless Telegraphy Station. This station, small as it is, is one of the most important in the kingdom, on account of the many passing vessels, warships and otherwise, and the nearness of the great naval arsenal. The military authorities have in recent years further shown

their sense of the strategic importance of this eastern headland of the Wight by erecting at the very extremity of the Culver Cliff a fort armed with the most powerful modern guns.

The Culver Cliff,

above which we stand, is the most notable feature in any view of Sandown Bay. Seen at a distance, say from Sandown or the high ground beyond Shanklin, it is strikingly beautiful. especially when the sunlight catches it. Many more or less fanciful derivations have been given of the name, that of "The word is, Mr. Jenkinson being one of the likeliest. without doubt, derived from the Anglo-Saxon word cota, a cave or cove, hence the cota, corrupted into Culver Cliffs the cliffs by the cove. We find the same word amongst the mountains of the English Lake District, in Cofa Pike, Calva Pike, etc." Other authorities contend that the word is derived from the Anglo-Saxon cultre, a dove. The cliff used to be a favourite haunt of pigeons. It was also at one time famous for a breed of hawks, of so valuable a strain that in 1564 Oueen Elizabeth issued a warrant directing Richard Worsley, the then Captain of the Wight, to make diligent search after "some that had been stolen, and for the person faultie of this stealth and presumptuous attempt." There is a small cavern, about forty feet from the top, called the Hermit's Hole, the path to which is narrow and dangerous and somewhat difficult to find. The face of the cliff is curiously striated, bands of flint intersecting the chalk. There is a fine description of the view from near this point in Leigh Richmond's The Negro Servant.

The return to Bembridge can be made by descending any of the paths on the northern side of the Down to the somewhat devious main road between Yaverland and Bembridge. At the fork a little beyond Bembridge Farm bear to the left, and presently rightward through Steyne Wood to Bembridge Cross. At cross-roads turn to left, and then the first on the right leads past the wall of Bembridge Lodge to the village. This is a round of something like six miles, but will almost certainly seem longer.

The Centurion's Copse, often alluded to in descriptions of Bembridge, is reached by a lane running westward from the return road referred to above, about half a mile west of Bembridge Farm. At the west side of the copse stood St. Urian's Chapel, apparently a small oratory, of which only a few stones

can now be traced. The place is unimportant in itself, but the name has given rise to a curious discussion, some people arguing that because Roman remains have been found in the neighbourhood the saint's name is an obvious corruption of the word Centurion. But, as the Rev. E. Boucher-James, in his interesting Letters relating to the Isle of Wight, has conclusively shown, there was a St. Urian, a Breton prelate of the eighth century, and as foreign monastic establishments were then, as they are now, common in the Island, it is more than probable that his fame had been carried across the seas and that the chapel was named after him.

BRADING.

Places of Worship, with hours of service on Sundays :-Congregational-II and 6. Parish Church-II and 6.30.

Post Office, in main street, south of Church.

Entertainments, etc., are joccasionally given in the willage hall. The distractions of Sandown and Shanklin are within easy reach by rail.

Station.—A short distance east of village. Junction of St. Helen's and Bembridge line.

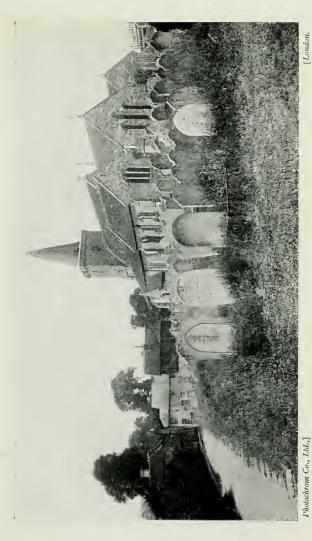
Brading may be visited with equal ease from Ryde, Sandown or Bembridge. It is also on the direct coach route between the two first places. Chiefly interesting to the visitor on account of the contrast it presents to the vigorous sea-coast towns around it, "Ye Kynge's Towne of Brading" boasts a very respectable antiquity, and was described centuries ago by Sir J. Oglander as "the awntientest towne in oure Island." The name means "broad meadow." The creeks, such as Brading Haven and the mouths of the Medina and Newtown rivers, were favourite sites for town building in ages when people were afraid to build close to the sea lest piratical Frenchmen should be tempted to make calls. These semi-inland towns were inaccessible to large fleets except at high water, while their inhabitants could make dexterous use of favouring tides for their own fishing and commerce. Brading can point with pride to a charter of Edward VI, which refers explicitly to long-existing earlier charters. It enjoyed for many years the doubtful privilege of returning two members to Parliament, though no evidence exists as to the truth of the tradition that the burgesses, finding the payment of fourpence per diem to each of their representatives too great a burden, petitioned for the disfranchisement of the borough. It is now, alas, shorn of both parliamentary and municipal honours, and a prosaic

parish council cares for its pump and whatever other property

it possesses.

Brading's principal street straggles up a steep hill to the church. The doorways are mostly flush with the pavement, and afford every convenience for friendly gossip. If the motors and coaches would only keep away, Brading would go to sleep comfortably. In an open space where the road from the station joins is fixed the Bull Ring, a massive ring of iron, reminiscent of the days when bull-baiting was a favourite national pastime. Here the poor animal was fastened, while the dogs, encouraged by the populace, "went for him." According to the Oglander MS., "it was the custom from time immemorial for the Governor of the Isle of Wight to give five guineas to buy a bull to be baited and given to the poor. The mayor and corporation attended at the bull-ring in their regalia, with mace-bearers and constables; and after proclamation, a dog, called the Mayor's dog, ornamented with ribbons, was in their presence set at the bull."

The Church, much restored, is the oldest, and, in the opinion of many, the most interesting in the Island. From the exterior one would never judge it to be so old as it is. St. Wilfrid, the Romanizing Archbishop who figures so prominently in the ecclesiastical history of the seventh century, is believed to have founded a church on the site during his missionary days. The present building is of Transitional-Norman architecture, the tower and chancel Early English. The solid pillars of the nave were restored in 1865. monuments are of more than ordinary interest. There is an effigy in plate armour of Sir John Cherowin (d. 1441), Constable of Porchester Castle, with an elaborate canopy above. At the chancel termination of the south aisle is the Oglander Chapel, with a number of tombs of that famous Island family, whose seat and park, Nunwell, stands at the foot of Brading Down. Roger de Orglandes, the founder, came over with the Conqueror, and his family is found at Nunwell as early as the time of Henry I. For eight hundred years the property was held in direct descent, the last baronet, Sir Henry, dying in 1874, and his widow in 1894. The Sir John Oglander of the time of the Civil War enjoyed, somewhat to his own disadvantage, the confidence of Charles I, and it was apparently from a mistaken notion that Oglander would be able to protect him that the unhappy monarch



Isle of Wight.



J. Milman Brown,] LITTLE JANE'S COTTAGE, BRADING.

[Shanklin.

chose the Isle of Wight as a retreat when he fled from Hampton Court. A rather poor effigy, at the east end of the chapel, commemorates this famous member of the family.

In 1898 a memorial brass tablet was placed in the church

in memory of the Rev. Leigh Richmond.

Many people when at Brading visit the cottage and grave of the "Little Jane" referred to on the tablet. The grave will easily be found by the path near the east end of the church. The quaint thatched cottage stands in a lane to the right of the high-road. But the inquiring tourist will probably ask, Who on earth was "Little Jane"? Frankly, we doubt whether one person in three who reads her wellpreserved epitaph has the remotest notion. No book that we have seen more than hints at the awful truth that Jane was really a most ordinary little girl, who had the good fortune to say her catechism to the satisfaction of a talented evangelical clergyman. The author of the one-time widelyread Annals of the Poor was a literary artist of no mean order, whose work can be read with a pleasure which is altogether wanting in most productions of the kind. While curate in charge at Brading and Yaverland, Richmond formed a class for scriptural instruction, and little Jane, showing more proficiency than other girls in the gentle art of committing to memory the verses from tombstones, quickly commended herself. She appears to have been of a most sweet and lovable disposition, but shared the common fate of good people in being misunderstood and sneered at by her parents and companions. She was suddenly called away, at the age of fifteen, and Richmond's tender and pathetic narrative of her conversion and early death conferred upon her a posthumous fame at which probably no one would be more surprised than herself.

Close by is the tomb of Mrs. Ann Berry, with the familiar

lines, "Forgive, blest shade, the tributary tear."

Next to the churchyard is a restored building, still called by courtesy the Town Hall, though the name seems odd to those accustomed to the gorgeous piles so designated elsewhere. In the enclosed space, or market-place, beneath, are preserved the old stocks and whipping-post. Note also the delightful old cottages opposite. There is a readingroom and library above.

The Public Hall, near the foot of the hill, is used for concerts, entertainments, etc., and was erected at a cost of £1,700.

Brading has of late years catered increasingly for summer visitors. Many modern terraces and villas have sprung up, and for those who love the Downs, no better centre could be found. After climbing Brading Down, one can walk over Ashey, Mersley, Arreton, and St. George's Downs to Blackwater, rarely at a less elevation than three hundred feet, and often considerably over four hundred. On both sides of the range are railway lines, either of which can be utilized to vary the return journey.

The Roman Villa.

(Admission, 1s., children half price. Not open on Sundays.)

This is at Morton Farm, close to Yarbridge, on the road between Brading and Sandown. The coaches from Ryde frequently stop to allow visitors who wish to visit this miniature Pompeii to do so.

The remains were discovered in 1880, and everything points to the conclusion that the house was by no means a solitary one, but the centre of a considerable settlement, readily accessible from what was then Brading Haven. The owner must have been a person of importance, and, judging by the coins, the Villa continued in occupation until well into the fifth century.

It is not necessary to give an elaborate description of the Villa. The ordinary sightseer will prefer the free use of his eyes, while the learned will probably procure the little *Guide* to the Villa by Messrs. J. E. and F. G. Hilton Price, who superintended the excavations. The well-preserved mosaic pavements are perhaps the most interesting feature. The Museum contains numerous antiquities in bronze, iron, bone, etc., also pottery, glass and tiles.



J. Milman Brown,]

[Shanklin.

OGLANDER CHAPEL, BRADING CHURCH.



J. Milman Brown,]

[Shanklin.

SANDOWN BAY, FROM THE CLIFF PATH TO SHANKLIN,

22

SECTION III.

SANDOWN AND SHANKLIN.

A LONG the South Coast Sandown Bay has few equals, probably no superiors. Like some thousand other bays, it has suffered from being compared with the Bay of Naples, to which it has only the remotest resemblance. It may truly be said, however, that from Culver to Dunnose there is hardly a spot that is not beautiful. Viewed from the north or from the south, from the inland Downs or from the sea, the appropriate adjective is always "beautiful." haps the best point of view is the pierhead, or an openboat in the middle of the bay, enabling the whole curve of six miles to be seen. To the extreme right is the fort-crowned Bembridge Down, with its glistening chalk-cliff; then, by way of contrast, the much lower Red Cliff, sloping gradually to the flat shore of Sandown. At the southern termination of the Sandown esplanade the cliffs rise again, and a solid wall of greensand is presented as far as Shanklin. A spire or two just visible above the cliff, the pier, and a row of houses. facing the sea, are all the indications that town gives of its presence. Then come the foliage-lined Chine; another steep wall of greensand cliffs; Luccombe Bay and Chine and bluff Dunnose, and, if one ventures sufficiently far out, a glimpse may be had round the headland of Ventnor and its pier.

The twin towns of Sandown and Shanklin share this bay between them. It is not for us to adjudicate the claims which each makes for pre-eminence. There is every indication that their rivalry will one day cease by the simple process of amalgamation. Lake, nearly midway between them, already affords a link, and it will soon be difficult for the stranger to say where Sandown ceases and Shanklin begins. For those with young children we should say that Sandown is decidedly the better centre, as there are no cliffs to descend in order to reach the sands; but for natural beauty the palm must

SANDOWN.

Banks.—Capital and Counties; Wilts and Dorset.
Bathing.—Excellent. Better cannot be had. "Mixed bathing" is general. Bathing tickets 6d. each, 3s. 6d. dozen. Bathing is allowed from the pierhead until r p.m. (Sundays, to a.m.).

Boating.—Excellent. Boating in the bay is a very popular diversion. Craft of all kinds can be hired at reasonable rates.

Climate.—See p. 26.

Glubs.—Conservative, Station Avenue; Liberal, York Road; Social, Ferncliff. Also tennis and other clubs.

Coaching.—The coaches generally start at the top of High Street, calling at the principal hotels. The following are the usual routes, the fare in each

In Philospan notes:

I. To Ventnor, Elackgang Chine and Godshill.

II. To Brading, Wootton, Osborne Estate, Wnippingham Church and Cowes. On Tuesdays and Fridays this route is slightly altered to allow passengers time to visit Osborne House.

III. To Ryde, Newport and Carisbrooke.

Cricket, tennis, croquet, etc., at the ground in Grove Road, near Broadway. Early Closing Day, Wednesday.

Entertainments, concerts, etc., in Pier Pavilion. Cinema pictures at the Kursaal and the Town Hall.

Golf Links on Lake and Blackpan Common (18 holes), close to station, 2s. 6d. day, 10s. per week, 30s. month. The Club has by far the largest membership in the Island.

Hotels and Tariffs .- See Introduction.

Libraries. - There are several excellent circulating libraries. Free Library and Reading Room, corner of High Street and Victoria Road.

Places of Worship, with hours of Service on Sundays :-

Christ Church—II, 3 and 6.30. St. John's Church—II and 6.30. St. Patrick's (Roman Catholic), Beachfield Road-Mass (summer), 8, 10;

(winter) Holy Communion, 8, Mass, 10; Evening Service, 6.30.

Baptist, Congregational, Primitive Methodist, United Methodist and Wesleyan-all at II and 6.30.

Population.—5,551.
Post Office, in St. John's Road, just off High Street, open 8 to 8, Sundays, 8.30

Railway Station.—Half a mile from sea. Junction of Isle of Wight and Isle of Wight Central Railways. There is a good refreshment-room on down platform. Hotel 'buses and carriages meet all trains.

Steamer Trips.—Vessels call regularly in summer on their way round the Island, and Shanklin, Ventnor, and other places can thus be easily visited by water. There are also trips to Southsea, and to Bournemouth, Brighton, etc.

Sandown, though a place of quite recent growth, is frequently mentioned in old records under the name of Sandham. Its modern repute as a health resort dates from the visit of the then Crown Prince and Princess of Germany (the late Empress Frederick) in 1874.

The hotel accommodation of the town is excellent; boarding-houses are plentiful, and there is no difficulty, except during the height of the season, in securing private apartments.

It is a walk of nearly half a mile from the Railway Station to the sea-front by way of Station Avenue. Here are several places of worship, the St. John's Institute (with billiard room open to visitors at a small charge) and the Conservative





Club. The Esplanade is reached close to the pier. Sandown has reason to be proud of its promenade, more than a mile long. The sea at low tide recedes so far that one would not suppose a strong sea-wall necessary to resist its encroachments, but the cliffs in the neighbourhood tell a different story and the local authorities have built accordingly. During the season pavement and sands are alike thronged with light-hearted holiday-makers. The Pier juts out for nearly a thousand feet, having been lengthened and improved in 1895, at a cost of £13,000. From the seaward end an excellent view of the town and bay is obtained. The double landing-stage is available for steamers at all states of the tide. The Pavilion, in which band performances and vocal and instrumental entertainments are given, will seat four hundred persons. In fine weather the band plays from a balcony on the landward side of the pavilion. Bathing is allowed from the pierhead from 6 to 1 p.m., Sundays 8 to 10 a.m. Full bathing costume must be worn after 10. There is a good swimming club, open to visitors.

Indeed, at Sandown it is rather hard to get away from this subject of bathing. It is the pride and glory of the place.

As a local poet charmingly puts it:-

"Though other towns may boast, Attractions deemed as fair, For bathing none on Vectis coast With Sandown can compare.

"There, all may have the joy,
In water pure to lave;
There, nought is suffered to alloy
The clear, refreshing wave."

The metre is suggestive of Dr. Watts' hymns, but the accuracy of the statements is beyond dispute. The slope of the shore is so gradual that there is absolutely no danger, and there are no rocks or shingle to trouble the tender-footed. The bathing machines, too, are neater in appearance and better cared for than is the case at most resorts. The boating at Sandown is also excellent, and even such frail craft as canoes can be navigated in perfect safety. When the tide is out, the sands are generally crowded with children, paddling and castle-building, or [listening delightedly to the pierrots and other entertainers. Sandown is, in fact, par excellence, the children's playground.

Other objects of note along the Esplanade are the Band-

stand (performances daily during the season) and the Kursaal. where cinematograph entertainments are given. In the sheltered Arcade adjoining the hall are a number of attractive shops, and the covered promenade above provides a delightful view of sea and sands.

By ascending the cliff path at the southern end of the Esplanade, we reach a small gate giving access from the back to the grounds of-

Ferncliff.

Entrance from Beachfield Road (see plan of town) or the cliff path.

Admission, 1d. Weekly tickets, available on all occasions and including admission to Club, 2s. Annual tickets, 5s.

Teas and light refreshments are served on the lawn or in the conservatories.

Croquet, bowls, etc., can be played on the lawn.

The ultimate fate of this delightful spot is hardly settled yet, but should the town be fortunate enough to secure permanent possession it will have cause for congratulation. Ferncliff is almost as valuable an asset to Sandown as is the Chine to Shanklin. It has been described as "a paradise of ferns and shady nooks." The gardens are in summer a mass of bloom, and with their well-kept lawns and tree-shaded walks provide a welcome change from the glare of sea and sand. The house contains a number of pictures and engravings, and a billiard room for the use of the Social Club, but the gardens are the chief attraction. Though by no means extensive, they are laid out with admirable taste, and it is possible to wander for quite a long while without exhausting their beauties. Best of all, perhaps, are the "look-outs," a series of seat-provided nooks, rising one above the other on the edge of the cliff, and all commanding entrancing views of the far-stretching bay and its fringe of yellow sands. Given a fine afternoon, tea amid these lovely surroundings is very enjoyable. Croquet and bowls are provided, and those who sigh "Oh, for a book and a cosy nook" have themselves to blame if their aspirations are not gratified. Entertainments and illuminated fêtes are held here almost every evening during the summer.

Leaving the grounds by the front entrance in Beachfield Road, we reach at the corner of Broadway, Christ Church, the parish church, dating from 1845. The fine west doorway commemorates Sir Henry Oglander (1876), the last of that famous Island race (see p. 68). The lych-gate is copied from that of St. Martin's, Canterbury, the oldest Christian edifice

[Reigate,

SANDOWN, FROM THE PIER,

23







Photos by]

[Levy and Welch.

in England. In the churchyard are seven graves of men of the Eurydice. The inscription runs: "Sacred to the memory of seven brave men of her Majesty's Navy, who lie buried here, after having first found a watery grave on Sunday, March 24, 1878, when H.M.S. Eurydice foundered in a terrific squall off Sandown Bay." The ill-fated vessel, while returning from a training cruise in the West Indies, with a crew of three hundred men and boys, was, when about two and a half miles from the shore, struck by a violent squall and suddenly capsized and foundered. Only three survivors were picked up, and of these one died.

St. John's Church, at the other end of Sandown, was

opened in 1881.

High Street, in which are the principal shops, runs almost parallel with the Esplanade, and some of the houses and hotels have entrances from both. The drinking fountain and electric lamp opposite the Sandown Hotel commemorate Oueen Victoria's Jubilee.

At the junction of High Street and Victoria Road, at the northern end of the town, is the Free Public Library, for which the townspeople are in the main indebted to Mr. Andrew Carnegie and Mr. A. Keller, the former having given £2,000 and the latter the site. The building was opened by Lord Alverstone, Lord Chief Justice, in 1905.

The Town Hall, in Grafton Street, contains, in addition to the District Council offices, a large hall in which cinema

and other entertainments are given.

In Grove Road, close to the railway station, is the Isle of Wight County Secondary School, a large building of Swanage stone, with accommodation for 240 pupils of both sexes. The fees are moderate, and a thoroughly sound secondary education is given.

From near the station a footpath crosses the line and leads directly to the Sandown and Shanklin Golf Links (18 holes) on Blackpan Common. Even the non-golfing visitor will find a stroll in this direction a welcome change from the sea-front, the Common and its surroundings presenting some delightful rural features. The links are thus described in the Golfers' Year Book:—

"The course is on a light sandy soil, its natural turf of a fine and close-growing quality. The hazards, chiefly natural, include sand bunkers, roads, ditches, heather, etc., and the ground is undulating. A hill, locally known as 'Majuba,' rises in the centre of the links to a height of 120 feet, and on it are four greens from which extensive views of the surrounding country for miles can be obtained. The total length of the course is 3 miles, 564 yards. The clubhouse, recently enlarged, contains separate accommodation for ladies, and a kitchen for the supply of hot luncheons."

Next to Carisbrooke, Sandham (Sandown) Castle was long the most important stronghold in the Island, and played an important part in the repulsion of several French invasions in the fifteenth and sixteenth centuries. The later history of Sandham centres mainly round the not very attractive personality of that notorious demagogue, John Wilkes. His "villakin," in which he passed a considerable portion of his later days, is marked on old maps as Sandham Cottage, and stood on what was called "Royal Heath." The only other dwellings were fishermen's huts, though then, as now, there was a fort close by.

EXCURSIONS FROM SANDOWN.

Distances.												
	Miles.									Miles.		
Arreton .					51	Newport						9
Bembridge					5	Ryde .		•				
Brading .					2	Shanklin						
Carisbrooke					10	Shorwell		٠	٠			113
Freshwater 1	Bay				20	Ventnor						6
Godshill .					51	Yaverland				•	٠	17

The favourite walks from Sandown are those by the clifftop or the sands to Shanklin on the one hand and up Bembridge Down on the other. There are also a number of pretty inland strolls, such as those to Lake and Blackpan Commons, Alverstone, Newchurch, etc., which it is safe to say only one visitor in a hundred ever discovers. The range of Downs commencing with Brading Down is, moreover, within easy distance; and the Shanklin Downs, leading to Wroxall and Ventnor, are little more than two miles in the other direction. The railway facilities are so good that any part of the Island can be reached in an hour or so. Indeed, so far as railway travelling is concerned, Sandown makes perhaps an even better centre than Ryde. It is the junction of the two Island railways, and the headquarters of the line from Ryde to Ventnor. By means of the "Central" it is placed in direct communication with Newport, Cowes, Freshwater, etc., while it is also within touch of the east coast resorts.

THE ESPLANADE, SANDOWN.



F. Frith & Co., Ltd.,]
CLIFF WALK, SANDOWN.

[Reigate.

I .- TO SHANKLIN.

This is a delightful and invigorating tramp. From the southern end of the Esplanade, beyond the Arcade, ascend the easy cliff path. In a few yards, after passing some garden plots, the path turns inland to skirt the battery. Beyond this rather dismal fortification is a terrace of modern houses (Cliff Road), ending at a white gate. Pass through the gate and follow the cliff path all the way to the outskirts of Shanklin. The cliff is treacherous in places, and falls of earth are not infrequent; it is unwise, therefore, to go too near the edge. The view right along is superb. The bay lies at one's feet, and when, as frequently happens, the hedge or railings obscure the view, the sea can still be heard murmuring a hundred feet below. At a distance of about a mile the Home of Rest at Lake is reached. This fine block, opened in 1893. is connected with the Hants Girls' Friendly Society. to it are the Sandown and Shanklin Electric Light Works. Nearing Shanklin, the path is of a decidedly "switch-back" order. Any of the roads running inland will lead towards the station, but for the town itself continue by the East Cliff Promenade or drop down by the slope to the northern end of the Esplanade. Close to the Pier there is a lift affording easy communication between the two levels. The Chine is at the south end of the beach and can be entered either from above or below.

Should the tide be out, it is a pleasant variation to return to Sandown by the sands. Seen from below, the long line of greensand cliffs is very imposing. In two places there are slopes by which the top can be gained if desired, but that nearer Shanklin (Little Stairs Point) should be used with caution, as the cliff has foundered in places.

Those who drive or cycle from Sandown to Shanklin must perforce go by the high-road, which is known as Lake Hill and begins by the Barracks at the junction of Broadway and Beachfield Road. After a sharp twist under the railway, it

turns due south to-

Lake.

This rising village has been described as "Lake-on-Sea," but that is exactly what it is not. With the exception of the Convalescent Home, it is scarcely seen from the sea, and an unobservant stranger might walk along the cliff-top a dozen times without suspecting the existence of the place, though a footpath leads to it across the railway. Its only features are a small Church and a reading-room. It is included for local government purposes with Sandown.

Continuing through Lake, the main road is followed until High Street, Shanklin, is reached. The Chine is entered from a turning on the left (Crab Hotel at corner) at the further end

of the town.

II.—TO BEMBRIDGE DOWN AND THE YARBOROUGH MONUMENT.

This is by far the best stroll from Sandown, but should not be attempted by bad walkers. The distance to the Monument and back is about five miles, including some fairly stiff climbing. Follow the Esplanade to its northern end. and just beyond Sandown Fort, where the road to Yaverland bends inland, take to the cliff-path. At first the height is imperceptible, but the cliffs gradually rise, and as one reaches successive stiles the views backward over the bay are increasingly fine. About half-way up to the Monument, above the Red Cliff, is the forlorn spectacle of a battery battered. No foe has wrought this ruin. Cracked walls, gaping casemates, vawning magazines, are the results of the remorseless action of the ocean, which has here, within living memory, eaten away enough of the friable cliff to form a fair-sized park. A far more formidable fortification frowns upon us farther inland, and may be reached by the footpath, but we keep straight on, steadily mounting to the last and stiffest part of the climb, and then, bending slightly inland, across a road, to the Yarborough Obelisk. The monument and the view to be gained from its foot are more fully described on p. 65. The return to Sandown can be made either by the same path, or by descending to Yaverland (see below).

The walk to the Culver Cliff by the sands at low water should also be taken, but the tide must be carefully watched. The ascent from the sands is made by what is known as the Limpet Path, between the Red and the Culver Cliffs.

III.-TO BEMBRIDGE BY ROAD.

A short distance beyond Sandown Fort, at the northern end of the Esplanade, turn inland by the uphill road, succeeded by a delightful tree-shaded lane, to Yaverland. Having

viewed the Church and the Manor-House, continue to the cross-roads just beyond, and turn to right (left for Yarbridge and Brading). The winding road skirts the foot of **Bembridge Down** (343 feet), the Fort and the Yarborough Obelisk being seen above on the right. At the next fork turn down to left, and follow the devious road past several farmhouses till it leads up through Steyne Wood to *Bembridge Cross*, where turn to left for **Bembridge**.

IV .- TO THE ROMAN VILLA, BRADING AND YAVERLAND.

Few directions are necessary. Leave the Esplanade at north end by Avenue Road, at the corner of which is the Free Library. In about half a mile, immediately after passing under the railway, turn rightward, and over the little river Yar. Continue by straight road, with railway on right, to Morton Farm. Here a notice board on left directs to the Roman Villa (p. 70), which is reached by a footpath from this side road. Having seen the Villa, return to the main road at Yarbridge and either continue north by the long street to Brading, or turn rightward at direction post to Yaverland and so back to Sandown.

Yarbridge.

This little village, on the main Sandown to Brading road, more than a mile from the sea, is sometimes confused, with its near neighbour, Yaverland. The origin of the name is obvious. There was at one time neither bridge nor causeway over the Yar, and the good people of Yaverland, having sometimes to attend Brading parish church, were frequently deterred by floods and swamps. In Froude's History an account is given of a sanguinary fight near Yarbridge in 1545, when a band of French invaders were driven back by the stout-hearted islanders. Some fair angling is to be had in the river, which is well stocked with trout. Permission must be applied for at the Anglers' Inn.

A steep ascent from the bridge leads in half a mile to-

Yaverland,

on the southern slope of Bembridge Down. A cluster of cottages, a small Church, and a Jacobean Manor-House make up the village. The Russells, progenitors of the noble house of Bedford, once loomed large in the locality.

The tiny Church (Sunday services, in summer, II and 6.30; winter, II and 4) was restored and added to in 1888, but much of it dates from the twelfth century. The south porch is modern, but the doorway itself is Norman. The Norman chancel-arch (said to have been brought from St. Urian's Chapel) is perhaps the most interesting feature. In summer numbers of people walk here from Sandown to worship.

Yaverland was always a kind of dependency of Brading. as witness a curious extract from the Oglander MS.:—

"The Parishioners buryed at Bradinge and received ye communion there. At Christmas and Easter ye P'son of Yaverland wase injoined to come with his whole p'risch, and to administer ye cupp; he wase to read ye first lesson, to fynde 2 loade of straw yerely to laye in ye seates, 6 lb. of candels, and tos. yerely in moneyes, and to acknowledge Bradinge for theyre mother church."

The imposing Manor House, with its gabled front, adjoins the Church and makes that building look smaller than it really is. This fine specimen of Jacobean domestic architecture forms part of farm premises, and can only be viewed by permission of the tenant.

By keeping along the road, and presently bearing rightward, Bembridge Down can be ascended from this side. Or a pleasant walk or drive can be enjoyed along the road which skirts the foot of the Down to Steyne Wood and Bembridge

(see p. 79).

To regain Sandown from Yaverland, descend the shady lane past the Church until the coast is reached near the lower fort

Needless to add, the walk may be commenced the other way from Sandown by following the coast and bending inland at the fort for Yaverland.

V .- TO BLACKPAN COMMON AND ALVERSTONE.

This is only one of many pleasant walks that may be taken inland. At the entrance to Sandown station will be seen a direction-post indicating the way to the Golf Links. Pass under the railway and follow the plain footpath to the Water Works. Here a path will be seen running northward, parallel with the railway. The Golf Links (p. 75) and Pavilion lie to the left. In summer the heather and innumerable wild flowers will delight the rambler. The footpath presently bends leftward through a wood, and one can either



Levy, Sons & Co.,] [118, Holborn, E.C. YAVERLAND MANOR-HOUSE.



F. N. Broderick,]

[Ryde.

YAVERLAND CHURCH.



F. Frith & Co., Ltd.,]

[Reigate,



Levy, Sons & Co.,]

[118, Holborn, E.C.

THE DAIRYMAN'S COTTAGE, ARRETON.

skirt the western side of the Golf Links and return home via Lake, or cross the brook and make for the little village of Alverstone. If a longer walk is intended the road should be followed through Borthwood, past the Queen's Bower, to Newchurch station, from which train can be taken back to Sandown.

VI.—SANDOWN TO NEWPORT BY RAIL.

By means of this short line all the places of interest inland from Sandown can be reached. The first portion of the route follows the course of the Yar, skirting the southern slope of the range of Downs which runs from Brading to the valley of the Medina. Some of the views obtained in passing are very pretty. From each station on the line there is a more or less direct road to the summit of the Downs.

Alverstone,

the first station reached, is a pretty spot famous for its wild flowers. Lord Alverstone, Lord Chief Justice, takes his title from the place. As Sir Richard Webster he for many years represented the Isle of Wight in Parliament. A wooded knoll about half a mile south of the station is known as Queen's Bower, from a tradition that Isabella de Fortibus, Lady of the Wight, had a hunting-lodge here in what was then the extensive forest of Borthwood, now little more than a copse. Alverstone Lynch, a short distance east of the station, is noted for nightingales.

Newchurch.

This parish, now so small, once stretched right across the Island, and included within its boundaries both Ryde and Ventnor. The Church, the 8ooth anniversary of the foundation of which was celebrated in 1887, is very plain. A quaint epitaph on Richard Forward, "Vestry clerk 54 years, parish school-master 53 years, and church clerk 24 years," runs as follows—

"In yonder sacred pile his voice was wont to sound, And now his body rests beneath the hallowed ground. He taught the peasant boy to read and use the pen, His earthly toils are o'er—he's cry'd his last Amen."

The village, with its thatched cottages and luxuriant flowergardens, has an attractive appearance. The top of Mersley Down (413 feet) can be gained by the road running north

Isle of Wight (f)

from the station, which road descends the other side of the Down to Haven Street and Ryde.

Horringford, the next station, is about a mile from-

Arreton,

where lived the "Dairyman's Daughter" of Leigh Richmond's Annals. Again we are tempted to ask, as at Brading (p. 69), how many of the hundreds who come by cycle, coach, and rail, have the faintest idea of the life story of this excellent young woman? She was in service at Knighton, on the slope of Ashey Down, in what Englefield described as "by far the most considerable and beautiful of the ancient mansions of the island." It was pulled down in 1820. Elizabeth Wallbridge so appreciated Richmond's kindness in conducting the funeral of her sister, though she was not of his parish, that she commenced a correspondence, from which a warm mutual regard ensued. She died, after a lingering illness, in 1801, aged 31. Her grave is to be found in the churchyard to the north-east of the church. Her sister's grave adjoins.

The cottage in which dwelt the comparatively unimportant father of the "Dairyman's Daughter," lies to the south of the railway, opposite a chapel on the right of the road at Hale Common. Those who wish to see it should therefore turn left at the station before going up Arreton Street, with its

straggling cottages, to Arreton Church.

Though restored in 1886, the work was so carefully done that the Church is still full of interest to the archæologist. It was one of the six Island churches given by Wm. Fitz-Osborn to the monks of Lyra Abbey, in Normandy, and is mentioned in Domesday as belonging to them.

An ancient brass represents a man in plate armour, his feet

upon a lion, with this inscription:

"Here is y-buried under the grave
| Harry Hawles: his soule God save
| Long tyme steward of the yle of Wight
| Have m'cy on hym, god full of myght."

The Manor-House close by is another of those fine old Jacobean mansions for which the Island is remarkable. The porch bears date 1639, but the building is older.

Arreton Down (444 feet) should certainly be ascended if time permits. Given fine weather, a delightful and by no means fatiguing day's trip from Sandown is to train to Hor-

ringford station, climb the Down, and follow the road east-ward over Mersley, Ashley and Brading Downs to Brading, thence home by train. The views all along are delightful, for this lofty road commands both the north and the south of the island.

The next stopping-place is-

Merstone,

where a junction is made with the direct line from Newport to Ventnor, viá Godshill, described on pp.122-3. Merstone also boasts a fine Manor House, situated on the road to Blackwater, which runs parallel with the railway (right-hand).

Blackwater and Shide are picturesque and rustic villages in the valley of the *Medina*. The lofty Downs on either hand make this part of the run very interesting. Tourists visiting Arreton Church and Down from the western side of the Island will find Blackwater as convenient a station as Horringford. It is also the nearest station to **Gatcombe**, which lies a mile and a half to the south-west, and about two miles south of Carisbrooke Castle. The Church, almost hidden in the woods surrounding Gatcombe House, was founded in the thirteenth century, and, though for the most part rebuilt, has a well-proportioned fifteenth-century tower. In a recess in the chancel is a wooden effigy of a knight in armour.

Shide is famous the world over on account of the seismological observatory of Professor John Milne. It has frequently happened that violent earthquakes in remote parts of the earth have been recorded here long before telegraphic news of the catastrophe has come to hand.

Close to Shide station are the Newport Golf Links (9 holes) on Pan Down.

Leaving Shide we soon come in sight of Newport (see p. 159), with its red-slated roofs and unsightly coal wharves, and those who know where to look get a passing glimpse westward of Carisbrooke and its castle.

Road Routes from Sandown.

Several of the runs most likely to be taken from Sandown have already been described in the Ryde section and under Bembridge, so that it is only necessary to specify them. The mileages under this heading refer to outward journey only.

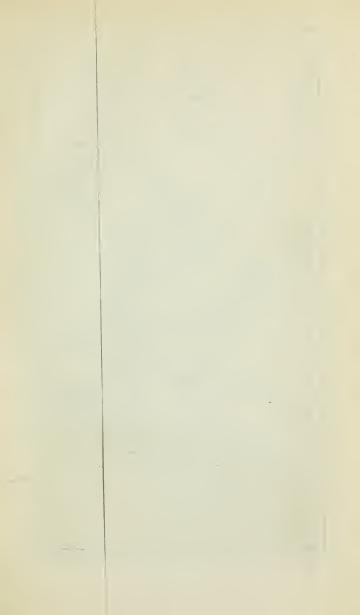
I. To Brading and Ryde (61 miles). Described reverse way on p. 48.

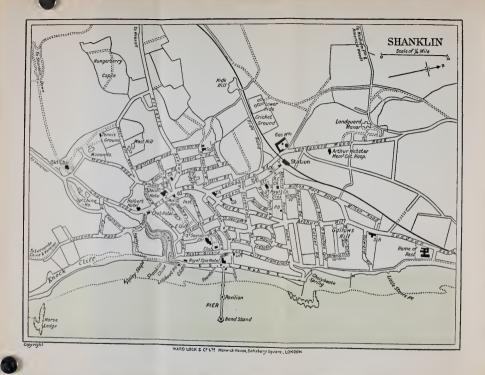
II. To Bembridge, St. Helen's and Ryde (II miles). See

III. To Shanklin and Ventnor (61 miles). See p. 47. IV. To Arreton and Newport (92 miles). Proceed along High Street, past the Barracks, and under railway to Lake. At Stag Inn turn to right and follow main Newport road at first due west, then north-west until the railway is crossed at Horringford. Up hill to cross-roads a little past Arreton Church, then turn to left as if returning to railway, and in half mile to right, making towards Blackwater station, which you leave on the left. Follow course of railway and river Medina northward to Shide. Leftward over level crossing for one-third of a mile to cross-roads, turn sharp to right and proceed due north to Newport

V. To Godshill (5 miles). To Lake as in IV. At Stag Inn turn to right along the Newport road as far as Apse Heath. At cross-roads turn to left for Whiteley Bank, and at next cross-roads bear to right, through Sandford, to Godshill, (For continuation to Chale Green, Shorwell, and Freshwater,

see p. 96.)





SHANKLIN.

Rand Performances in summer on Keats Green and the Pier.

Banks.—Capital and Counties and National Provincial.

Bathing.—Excellent. Mixed bathing is general. The usual charge for machines is 8d., tickets per dozen 6s., double 10s. Hot and cold water baths can also be had at two establishments on the front.

Boating.—Excellent.
Bowls.—There are several well-kept greens near the Cricket Ground.

Climate.—See p. 26. The town enjoys a remarkable sunshine record, one of the highest in the kingdom. It has also an extraordinarily low death rate. Clubs .- The Shanklin, Conservative, Liberal and various sports clubs.

Coaching .- The principal routes are :-

To Blackgang, Carisbrooke and Newport, 5s.

To Cowes, Osborne and Whippingham, 5s.

To Freshwater Bay, vid Godshill, Chale, Shorwell, Brixton and Brook, returning vid Calbourne, Carisbrooke and Arreton, 7s. 6d.

Cricket Ground, near Railway Station.

Early Closing Day, Wednesday.

Entertainments.—Frequent concerts, etc., in Pier Pavilion and in a large temporary hall near the northern end of the Esplanade. There is a Cinema Hall in Regent Street.

Golf.—Links on Lake and Blackpan Commons (18 holes), see p. 75. Hotels and Tariffs.—See Introduction. Places of Worship, with hours of service on Sundays:—

Old Church-II and 6.30. St. Saviour's-on-the-Cliff-11 and 6.30. Paul's, near Station-II and 6.30.

United Methodist, Congregational and Wesleyan-all at II and 6.30. Roman Catholic (Church of the Sacred Heart)-8.30, 10.30, and 6.30.

Population .- 4,751.

Postal.—There are three Post Offices, one in High Street, near Daish's Hotel, one on the Esplanade, and another in Hope Road.

Railway Station.—N.W. of town. It is about a third of a mile from the shops

in High Street. Hotel omnibuses and carriages meet principal trains.

Reading Room at Institute.

Steamers to Ventnor, Ryde, Southsea, etc.

Tennis in West Hill Road, at foot of Shanklin Down. (Turn up Grange Road

Tennis in West Hill Road, at foot of Shanklin Down. (Turn up Grange Road

Tennis in West Hill Road, at foot of Shanklin Down.) from High Street.) There are also courts attached to the Shanklin Club on Cliff Promenade.

Of Shanklin it is impossible to speak without affection. Complaint is occasionally made that in summer the town is overrun, that trippers come more often than is desirable, that its beauties are shorn, its glories departed. The statement is a calumny. "Leafy Shanklin" may have been, indeed has been, overrated, but go where you will, you will find few prettier towns, none more happily situated. A town of villas-not the stereotyped patterns familiar to dwellers in suburban London, but tasteful erections that the eye dwells upon with pleasure, rarely exceeding two storeys in height, but spacious, airy, and surrounded by gardens where there is room for something more than a geranium-bed and an apology for a lawn. All the principal streets, moreover, are tree-lined. It is not too much to say with the late Clement Scott, "There is no cool green corner in the Island like Shanklin. Its wonderful variety, its woods and streams and brooks and picturesque houses, give it the prize unquestionably for beauty."

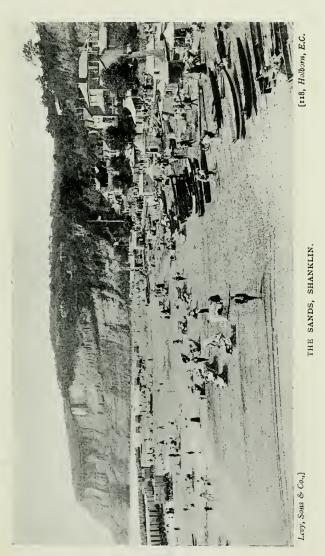
An instructive essay might be written on "The disadvantages of coming to a place by railway." How often it happens that either the last two or three miles of rail, or the approach to a town from the station, are calculated to give the worst possible impression. Brighton, Scarborough, and London itself are conspicuous examples. Coming from the station, Shanklin looks a very ordinary place; not worse, perhaps, but certainly not better than hundreds of other towns. But when, after reaching the High Street, the visitor turns leftward by one of the devious and intricate roads that lead to the cliffs, his first impression is at once dispelled. The beautiful bay, with here and there a white-sailed yacht or passing steamer, bursts upon the view all at once, and rarely fails, when first seen, to evoke an exclamation of delight.

The greater part of the town is built upon the cliff at an elevation of from a hundred to a hundred and fifty feet above the sea. The cliff is a sheer perpendicular wall. At the north and south extremities of the town there are slopes, as easy as can be made, leading down to the Esplanade; but from the pretty Keats Green (a "thing of beauty and a joy for ever," as a quotation from Endymion rightly reminds us) a zigzag flight of steps must be descended, or use made of the hydraulic Lift (one penny). The Green is perhaps the most attractive feature of Shanklin, not even excepting the Chine. It is well provided with seats and commands entrancing views of the Bay. In the season illuminated promenade concerts are held here. At the northern entrance is the

Shanklin Club.

The Esplanade

is an undercliff promenade and roadway, almost level with the sea, and more than half a mile long. As at Sandown, the sands are all that could be wished, and slope so gradually that



Isle of Wight.



SHANKLIN CHINE.

bathing is perfectly safe, while the rarely ruffled bay is ideal for boating.

The Clock Tower near the pier commemorates Queen

Victoria's Diamond Jubilee.

This lower part of the town contains a number of apartment houses and one of the principal hotels, the Royal Spa, which boasts a chalybeate spring of its own," discovered, analysed, and prescribed," according to Worsley's History, by Dr. Fraser, physician to Charles II, with much success. The adjoining Baths, constructed on Continental principles, with all modern appliances, were opened in 1900. Facing the Pier is a small pump-room, where the water may be tasted for a 1d. per glass. A special commissioner of the Lancet wrote of Shanklin in this respect, "The advantages of a health resort being easily accessible at which a course of treatment by baths may be pursued, and where the action of the sea-air is invigorating, are undeniable. As is well known, Shanklin is situated on a bracing coast, and, in addition to this very important source of benefit to persons who are recruiting health, it now presents a system of medicinal baths of which the equipments and appointments are not less satisfactory than are those of foreign watering-places." At the north end of the Esplanade, just under the cliff, is a free Chalybeate Spring, the utensils connected with which bear somewhat too convincing testimony to the mineral contents of the water.

The Pier

(Toll, twopence)

extends a sufficient distance to ensure an ample depth of water at the lowest tides, so that steamers can land and embark passengers at all hours. Most of the steamer excursions enumerated on pp. 45-6 under Ryde can be taken with equal convenience from Shanklin or Sandown. About half-way along the pier is a Pavilion, where concerts and other performances are given daily during the season. At the far end is a bandstand.

The Chine

(Admission threepence, children half-price)

is Shanklin's most famous attraction. It can be entered either from the beach at the south end of the Esplanade, or from the middle of the town by Chine Hollow, a downward turning which leaves High Street at the Crab Hotel. The visitor is

usually advised to enter from the beach and ascend, but personally we prefer to go down. The word Chine is derived from the Anglo-Saxon cine, a chink or fissure. 1 Close to the Old Church (see p. 89) a land-spring takes its rise, and after winding through the beautiful grounds of Upper Chine House, crosses the road, and falls over a flagstone at the head of the Chine proper. In wet weather a pretty cascade is formed, though generally the stream is insignificant. The continual action 'of the water on the soft stone has in the course of years excavated a winding glen, which has become covered with underwood, tapering trees, and beautiful ferns, the latter 'naturally attaining great perfection in so suitable a spot. The Chine is about three hundred feet wide at its mouth, but gradually contracts to a few yards only. In parts the bare rock is exposed, with here and there a tiny plant or frond, in other places the foliage forms an unbroken canopy of glistening green. The path winds this way and that above the tiny stream, in one place crossing it by a pretty rustic bridge, beloved by artists. Near the bottom, a path on the right leads to an open spot, where are seats commanding an extensive view of the sea. The Chine is most appreciated on a hot summer day, when the cool shade and greenery afford a welcome relief from the glare and heat outside.

Adjoining the rustic toll-house at the higher end of the

Chine is a small chalybeate spring.

Turning leftward from the upper entrance to the Chine, we can walk through Chine Hollow, with its high banks and overhanging trees, to the commencement of Luccombe Road, which presently gives place to a footpath leading to Luccombe Chine and the far-famed Landslip (see p. 91).

The first turning on the left from Chine Hollow leads to Appley Green, a small enclosed part of the cliff, quite detached from the rest, where it is possible to sit in perfect quiet, enjoying meanwhile a delightful sea prospect. A long zigzag flight of steps leads down to the sands and the Esplanade, the latter recently extended in this direction. The lofty greensand cliffs are very impressive when viewed from this point.

By turning to the right on leaving the Chine we come to the

Spenser uses the verb "to chine" in the Faerie Queen— "Where, biting deepe, so deadly it imprest That quite it chyned his backe behind the sell."

Crab Hotel, which boasts, with some reason, of being the prettiest in the Island. At the corner is an unobtrusive Fountain, with a small shield emblazoned with the English and American flags, and bearing the following lines, written by Longfellow when visiting Shanklin in 1868:

"O traveller, stay thy weary feet;
Drink of this fountain, pure and sweet;
It flows for rich and poor the same.
Then go thy way, remembering still
The wayside well beneath the hill,
The cup of water in His name."

On the other side of the road is *Hollier's Hotel*, where Longfellow stayed. We are now in what is by far the most picturesque part of Shanklin—

The Old Village.

The thatched roofs and quaint white fronts of the Shanklin of days gone by have been wonderfully well preserved, and have a delightful atmosphere of rusticity. Continue up the hill for a few hundred yards, skirting the lovely grounds of *Upper Chine House* (by the courtesy of the owner the drive is frequently open on Sundays), to—

The Old Church,

dedicated to St. Blasius. The building is at once a disappointment and a delight. Old as it is (there are remains of fourteenth-century work), the much-restored edifice presents scarcely a feature of interest and, but for its partial mantle of green, might almost be described as ugly; but so beautiful is its situation that the mind would probably resent an architectural masterpiece. Behind rise the green slopes of Shanklin Down. A little to the left a copse of giant ash-trees, bordering the high-road, bends to the breeze, the rustling of the leaves, if the wind be at all high, drowning all other sound. In the churchyard itself are other trees, heavy with age, and from some points of view almost concealing the dull, redslated church. On the western side there is a spot where the trees are parted, and through the opening we get a glimpse of the bay with its chalk cliffs—an almost perfect picture, set in a framework of foliage. Within the church is an old oak chest inscribed Dominus Thomas Silksted, Prior, An. Dom. 1512. The handsome Lych-Gate is a memorial of Francis White Popham, a former lord of the manor. It was a quaint fancy to surmount the gate with a striking clock. Musing among the memorials of the dead, you are recalled with startling suddenness to life and the flight of time by a resonant bell proclaiming the hours. Close by is the Manor House; and near the road a pond, in which ducks and swans are generally floating, adds another touch of beauty to the scene.

A pleasant footpath leads from the churchyard to the delightfully situated **Tennis Ground**, bounded by West Hill Road.

Returning to the town, we ascend High Street, noticing on the left *Daish's Hotel*, and on the right the **Masonic Hall**. A little beyond, a broad opening shows the **Institute**, a Grecian building with a somewhat dingy exterior. It contains a large hall and a reading-room (admission one penny).

High Street is the business quarter of Shanklin, and contains some fine shops. A notable feature of the town is the large number of old curiosity shops. Many visitors spend a considerable time in ransacking these establishments for old

books, prints, furniture and other curios.

St. Saviour's-on-the-Cliff is a handsome stone church, with a prominent tower and a peal of eight bells.

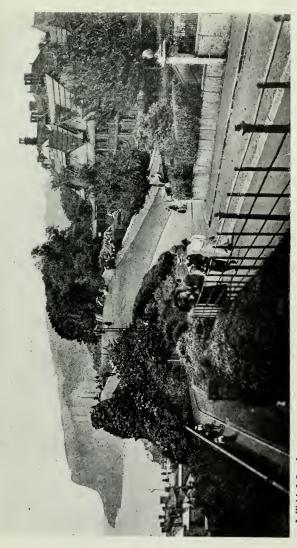
St. Paul's Church, close to the station, was enlarged, "as a commemoration of Queen Victoria's glorious reign of sixty years."

The Church of the Sacred Heart, a beautiful Gothic building erected in 1907, serves the Roman Catholic community.

There are several Nonconformist places of worship, the Congregational Church at the northern end of High Street being the most imposing. Its tower and spire rise to a height of seventy-five feet. The clock is maintained at the public expense.

The Arthur Webster Memorial Cottage Hospital, on the inland side of the railway, close to the station, was presented to the town in 1905 by Lord Alverstone, Lord Chief Justice, as a memorial of his son.

It only remains to add that the water-supply of the town is excellent, and has recently been further improved by utilizing the springs of the neighbouring villages of Wroxall and Chillerton.





EXCURSIONS FROM SHANKLIN.

Distances.

					M	Miles.						Miles.		
Arreton						5	Newport	(via	Go	dshi	ill)		9	
Brading						4	Ryde .	` .					81	
Cowes .						12	Sandown						2	
						3 1/2	Ventnor						4	
Newchurch	(vi	ΔI	ake	:)		6	Wroxall						31	

Shanklin and Ventnor are perhaps the best centres in the Island for the pedestrian. We can give a few useful hints and directions, but to do full justice to the beauties of this south-eastern corner of the Wight would require a separate volume. The local authorities have in recent years shown a welcome recognition of the value of direction-plates. Some good cycling runs are to be had (see p 96), but the best "bits" are only to be seen on foot.

I.-TO SANDOWN

Leave the town by the asphalted cliff path above the northern end of the Esplanade, and continue past Little Stairs Point and the Convalescent Home at Lake to the outskirts of Sandown. The path winds round the battery and then descends by an easy slope to the Sandown Esplanade.

The walk is described the reverse way on pp. 77-8.

II.-THROUGH THE LANDSLIP TO VENTNOR.

Leave the town by High Street. At Crab Hotel turn down the tree-shaded Chine Hollow to direction-post. Of the three turnings, take the middle one, Luccombe Road (steep, fine houses on either side, and, as one gets higher, an excellent backward view of the town and bay). The road comes to an abrupt termination, and a gate on right admits to the footpath. Shanklin is now lost to view, and crossing Luccombe Common by a rough and stony path, a hundred yards from the cliff, we presently reach a gate opening on to a road. Just under the path a stream falls; this has been the prime agent in the formation of—

Luccombe Chine.

To see the Chine, turn seaward to where a stile gives on to a somewhat steep path leading to the bottom. The Chine is greatly inferior to that of Shanklin, but is honourably distinguished among chines by having no charge for admission. The tea-tent erected here in summer does a thriving business.

Returning to our former path we pass through the gate and wind round a charmingly wooded dell, shortly reaching the commencement of-

The Landslip.

We are some two hundred feet above the sea, but to the right appears another rough cliff of equal or even greater height, with huge masses like ruined bastions leaning at various angles against the still unbroken range of which they at one time formed part. The tangled brake on either side of the path is strewn with fragments of rock precipitated from the higher cliff, but Nature, "busy with her hand of healing," has clad the ruins in a garment of loveliness.

By the kindness of the owner, visitors are free to wander at will among the gnarled oaks and tangled hazel thickets, but they will of course respect the notices as to non-disturbance of game. It is easy enough to lose one's way, and if the walk is taken at dusk it is certainly advisable to keep to

the path.

We presently emerge near the coast, and after skirting the picturesque house and grounds of East Dene, where Swinburne passed a great part of his youth and within a few yards of which he is buried, we reach Bonchurch (see p. 104). The left-hand path as one turns from the coast drops down to the tiny settlement of Monk's Bay, a secluded outpost of Ventnor.

There is time in a morning's walk to see the Old Church and the Pond, and to make one's way to Ventnor station (direction-plates show the way), returning by rail to Shanklin. But if lunch be taken at Ventnor, the return can be made by Route III (of course the reverse way), a simple means of getting on to Boniface Down being by the path running up from Ventnor station (south side).

III.—OVER THE DOWNS TO VENTNOR.

This is a glorious ramble, superior, in the opinion of many, even to that through the Landslip.

Leave Shanklin by way of High Street and continue through the Old Village to the Church. Follow road leftward, then forward again, road gradually rising, till the first storage reservoir of the waterworks is reached, some four hundred yards from the Church. Here an ascending path will be noticed on the left, which should be taken, as it leads again into the coach-road to Ventnor, and saves a long round. Good view of Shanklin from this point. In a few yards the road turns sharply to right by some houses, and in another few yards, by a cyclists' warning-board, will be observed a rough bridle-path, on right. The ascent is somewhat stiff. but the track is lined with a profusion of wild flowers, and by climbing the steep banks excellent views can be had, Presently a gate is reached, giving on to an upland common, and a plainly-defined path will be seen on the left. We are now at the summit of Luccombe Down (760 feet). The view baffles description, especially if the day be clear. At one's feet stretches a deeply cut valley, through which the scarcely noticed railway winds its way. On the opposite slope stands Appuldurcombe House, with its fine park, and the conspicuous Worsley Obelisk (p. 94). Looking in a northwesterly direction, range after range presents itself, and, if fortune favours, there should be a peep of the Solent and of the white cliffs beyond Freshwater Bay on which stands the Tennyson Cross. To the west, St. Catherine's Down stands boldly out, being easily recognized by its lofty pillar (p. 114). At evening the mists hang about the valleys, and the sunset effects are truly beautiful. The air at this elevation is delightfully crisp and clear. No one has yet sung the praises of the Isle of Wight heather-in fact, we verily believe that one-half the visitors to the Island towns have not the remotest idea that it is possible in places to walk several miles along heather-clad slopes rivalling in beauty, though of course not in elevation or extent, the heights of North Wales and the Highlands.

The path is not difficult to follow, but should it be lost the sea is sufficient guide. Keep almost due south till you find yourself, to your surprise, on the crest of Boniface Down (787 feet), the highest point in the Island, with the chimneypots and terraces of Bonchurch and Ventnor below. The descent of the precipitous Down is no child's play, and a fall on the slippery turf might have awkward consequences. One path descends to the St. Boniface Road, opposite Holy Trinity Church. An easier descent can be made by keeping to the crest until directly over Ventnor station, when a path will be seen with a flight of steps at the bottom.

The return to Shanklin can be made either by railway; through Bonchurch and the Landslip (p. 92); or by the high-road, which the coaches perforce follow, but this is not advised for pedestrians.

IV.—SHANKLIN DOWN, ST. MARTIN'S DOWN, COOK'S CASTLE, WROXALL AND GODSHILL.

It will, of course, be understood that the routes we give, and particularly the footpaths, are by no means the only ones available. The enterprising pedestrian will find all manner of variations possible, but we think it better, for the sake of clearness, to keep to the generally recognized tracks. The walk about to be described, for instance, can be commenced exactly as No. III, turning to the right instead of to the left on gaining the top of Luccombe Down, and keeping straight on over Shanklin and St. Martin's Downs to the path for Cook's Castle.

Reach Shanklin Old Church. Follow path through church-yard to opposite corner, where stone steps and a stile give to a footpath slanting sharply to right. The ascent is at first easy, but when the copse is reached a respectable bit of mountaineering has to be done. The rearward view is very beautiful, and in a gap between the hills a stretch of Spithead is seen. The path skirts the edge of the copse, but the trees are rooted far below at the bottom of the steep escarpment. Shanklin Down is 779 feet high. Continue for some distance till a footpath from the ridge of St. Martin's Down (left) crosses, and you bear to right, entering a wood by a stile at the south-east corner. Here is Cook's Castle, an artificial ruin erected, it is said, to improve the view from Appuldurcombe House. Several footpaths lead down to—

Wroxall.

This growing village, clustered round a station of the Isle of Wight Railway, is a good centre for Down scenery, and the sea at either Shanklin or Ventnor is easily reached by a short drive or a climb over the hills. A fair number of houses take summer visitors and there is a small hotel. Apart from the glorious walks in the vicinity—one can wander almost at will on the hills—the only feature of interest is the neighbouring mansion of Appuldurcombe, the seat for centuries of the Worsley family, whose names are as familiar in Island

annals as those of the Oglanders of Nunwell. The Worsleys had also their historian, Sir Richard, and several members of the family held the honourable position of Governor of the Island. The house was for many years used as a boys' school, and was for a short period after 1901 tenanted by the monks of the Benedictine order who have now settled at Quarr Abbey, near Ryde.

The manor was bestowed by Lady Isabella de Fortibus upon a Benedictine Abbey in Normandy, who established a small priory. This was suppressed by Henry V, and in the reign of his successor the estate passed to the Fry family, and from them (1517) by marriage to the Worsleys. The splendid classical mansion was commenced in 1710, but not completed until many years later.

The **Obelisk** on the neighbouring Down was erected in 1774 by Sir Richard Worsley, in memory of his ancestor Sir Robert. It is of Cornish granite, and was originally seventy

feet high.

Train can be taken back to Shanklin. If it is desired to continue the walk, enter the park, and keep to the right-hand road until *Freemantle Lodge*, with its Ionic gateway, at the other end of the park, is reached. A pretty lane then leads in a mile or so to **Godshill**.

The return to Shanklin can be made by the high-road, through rustic Sandford to Whiteley Bank (cross-roads). Keep straight on, the railway coming quite close on right hand. Where road turns off on right over railway, take this and continue along Victoria Avenue to the High Street near the Post Office.

V .- TO AMERICA WOODS.

A good short walk west of Shanklin is that to the pretty America Woods. Leave the town by the footpath starting between the railway station and the gasworks. The path takes a somewhat devious course across several meadows to Ninham Farm, close to which a number of paths give access to the Woods, which are especially beautiful in spring when carpeted with wild flowers, and in autumn when the leaves are changing colour. The pathway can be followed in a westerly direction for another half-mile to Apse Heath.

Road Routes from Shanklin.

The distances are for single journey only.

I. To Sandown, Brading and Ryde. Eight and a half miles (see reverse, p. 48).

II. To Sandown, Bembridge, St. Helen's and Ryde .-

Thirteen and a quarter miles (see p. 47).

III. To Ventnor.—Very hilly and stony. Four miles. IV. To Arreton and Newport.—Proceed to Lake, and follow

directions in IV on p. 84.

V. To Godshill and Newport (nine miles).—At Post Office turn along Victoria Avenue. Straight on through Whiteley Bank to Godshill. Pass through village, and take first on right under railway to Rookley. Then due northward to Blackwater, and follow course of railway to Shide. Leftward over level crossing for a third of a mile to cross-roads,

then turn sharp to right for Newport.

VI. To Godshill, Chale, Kingston, Shorwell and Freshwater (twenty miles). This is one of the coach routes from Shanklin. -To Godshill as in V. Continue through village, with church on left (disregard turning to right). Opposite station turn left, then take first on right, which runs under railway and so to cross-roads at Leechmere Pond. Keep straight on to Chale Green. Here turn sharply to right, and by Star Inn bear to right as far as cross-roads. Then left to Kingston, and straight to Shorwell. At church turn sharply to left and keep westward to Brixton (Brighstone). Straight on through Mottistone to Brook. Opposite Brook House take righthand turning, passing church, up very steep hill. At Shalcombe Farm turn to left, and keep due west, the Solent coming more and more fully into view on right. At Afton Farm, by golf links, turn right for Freshwater village and Yarmouth, but for Freshwater Bay bear left.

Return. To vary the return journey bear *left* at Shalcombe Farm and proceed *viâ* Calbourne, Carisbrooke and Newport. Thence to Shanklin reverse way of Route V.





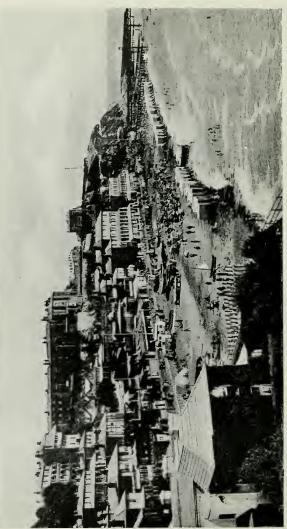


Photos by]

[Nicholls, Brown and Levy.

SHANKLIN.
FROM THE CLIFF—KEATS' GREEN—THE OLD CHURCH.

Isle of Wight.



SECTION IV.

VENTNOR AND THE UNDERCLIFF.

TENTNOR, facing due south, contrives better than any other town in England to get its full "place in the sun." The houses rise in terraces, one above the other, and all alike have open balconies, wide windows, and the indispensable south aspect. Look at the plan of Ventnor: the few streets which run up-hill from the sea are as higgledy-piggledy as well can be; but observe the regularity of the parallels maintained with such difficulty by the terraces which follow the direction of the shore. The town, in fact, is built on the principle of a theatre, so that the occupant of every seat, no matter how far back or removed, shall have a full view of the stage, which in this case is the sea. Only those who explore the upper levels will realize the full force of this comparison. In various parts are long flights of steps, one or two ascents of which will painfully convince the visitor that occupancy of "the gallery" has its disadvantages. Steps and "zig-zags" are indeed as characteristic a feature of Ventnor as are canals of Venice.

Looking at the configuration of the ground, it really seems an impertinence to have built a town at all. Here is a hill, something like eight hundred feet in height, often mist-capped like a real mountain, running sheer down to the sea in a gradient of about one in four, the foot of the hill being separated from the shore only by a narrow ledge of perhaps twenty feet.

Nor is this full exposure to the sunny south, with its accompanying protection from the boisterous blasts of north, east, and west, an attribute of the town alone. From Luccombe on the one hand to Blackgang on the other, a distance of between eight and nine miles, the same conditions prevail—high cliffs behind; a ledge or perch, in places of considerable width, upon which the adventurous may build; then cliffs again, and the deep sea. But always, and this is the

point, the full sheltered, southern aspect. Ventnor has no need to call herself, as do other resorts, the Queen, King or Empress of Watering-Places. Her title is specific, appropriate

and unchallengeable-" The English Madeira."

The reputation of the Undercliff as a snug, secluded region where one may laugh at the vagaries of the English winter. has to some extent militated against it as regards the summer. A conception is abroad that because Ventnor is warm when other places are cold, it is necessarily more than hot when other places are hot enough. As a matter of scientific fact, which may be verified by any one who takes the trouble to go through the meteorological reports, the average summer temperature is from seven to ten degrees less than that of London and the Midland counties. Several causes contribute to this, among them the lofty situation of the town, the prevalence during summer of cool south-west breezes from the Atlantic, to which the town lies fully open, and the shade afforded towards the beginning and the end of the day by the hills to east and west. The following figures, based on an average of ten years, may be of interest:

Mean temperature, 51.72 degrees—Winter, 41.80 degrees; spring, 49.82 degrees; summer, 61.31 degrees; autumn, 53.95 degrees. Mean temperature of coldest month (Feb.),

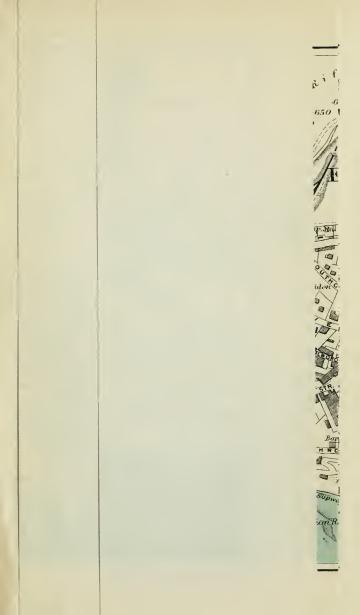
41.12 degrees; hottest (Aug.), 62.47 degrees.

During the hottest months of summer, when it is possible even in England to have an overdose of sun, Ventnor is again favoured, for as the sun both rises and sets behind the hills, the district gets some two hours less sunshine per day than the majority of other places with a similar south aspect. The same reason reversed gives every minute of the sun's rays in winter, as the sun rises in the south-east and sets in the south-west.

Mr. Edward Miall has, perhaps, put the facts as well as

anyone:

"Ventnor," he says, "being a well-known winter retreat for invalids suffering from pulmonary affections, is popularly set down as intolerably hot throughout the summer months. For ourselves we suffered none whatever, no oppression, no feverishness, no melting down of bodily substance and strength, no longing to sit, as Sydney Smith expressed it, in our naked bones." The balminess of the air was exquisitely luxurious by night as well as by day, and every breath which the lungs inspired diffused a sense of positive enjoy-





ment through the nervous system. The current opinion about the climate of Ventnor we take to be moonshine. It may not possess all the bracing qualities of the eastern and north-eastern coasts; but, as to its reputed oppressiveness, we believe it is to be found rather in the imagination of those who have never tried it than in the experience of those who have.

Of Ventnor as a winter health-resort it is not necessary that we should speak, this book being written primarily for holiday-makers. The town's reputation in this respect is world-wide. As Dr. Bertram Thornton has pointed out, temperature is not the only criterion of a winter resort. "The prevailing winds, the daily range of temperature, the rainfall, the relative humidity, the subsoil, vegetation, absence of cloud, and, last but not least, the aspect of the locality, and the degree of protection afforded by hills, are all important considerations." In all these respects Ventnor has advantages possessed by few other winter resorts, and it is not surprising, therefore, that after a short period of temporary eclipse it is again enjoying a full measure of prosperity. In common with other parts of the Island, Ventnor has a large contingent of visitors from Germany, the great liners from Hamburg and Bremen, which call at Southampton, bringing Ventnor within the limits of a comfortable 50 hours' journey.

VENTNOR.

Banks.—Capital and Counties, Church Street; National Provincial, High Street. Bathing.—The shore is mainly of fine shingle, but there are large and increasing stretches of sand, particularly towards the west side of the bay. Machines are in general use, the room available for tents being somewhat limited.

Boating.—The sea is much more exposed than at Sandown and Shanklin, and some knowledge of local currents and reefs is advisable for those who venture far. Sailing boats, 2s. 6d. an hour. Rowing, without man, 1s.; with man, 1s. 6d. per hour. Motor launches make frequent trips to Shanklin

with man, is, 6d, per hour. Motor launches make frequent trips to Shaukhin and out to sea, at moderate fares.

Bowls in the Park and elsewhere.

Carriages—3s. 6d. first hour, 2s. 6d. second hour. Station to Esplanade, 2s.

Climate.—See pp. 97—9 and p. 26.

Climbs.—County and Castle, Belgrave Road; sailing, cricket, football, bowling, rowing, and others, all open to visitors.

Coaching.—Coachesland chars-à-banes are much in evidence at Ventnor. Routes and fares year, samewhat according to the proprietor patronized, but the sung,—Coachesjand chars-a-bancs are much in evidence at ventnor. Routes and fares vary somewhat, according to the proprietor patronized, but the following are usual:—

Freshwater Bay, Alum Bay, and the Needles.—Fares: Freshwater, 7s. 6d. return; Alum Bay, 8s. 6d. return.

Blackgang, Carisbrooke and Newport.—Fare: 5s.
Osborne, East and West Cowes, vid Arreton, returning vid Parkhurst and

Newport.—Fare: 5s.

Shanklin, Sandown, Brading and Ryde.—Fare: 5s.

Blackgang, every morning and afternoon.—Fare: single, 1s. 6d.; return, 2s. Shanklin and back, twice daily : single, 13. 6d.; return, 2s.

Cricket.—The ground of the Ventuor Cricket Club is on the Blackgang, Road, beyond the Park and adjoining the Hospital.

Cycling.—Good runs are to be had (see p. 123) and the roads running parallel with the coast are fairly level in places, but in many parts of Ventuor a cycle is almost as out of place as a gondola.

Early Closing Day.—Wednesday.

Fishing.—The headquarters of the Ventuor and District Angling Association are at the Freemason's Hotel, High Street.

Golf.—Nine-hole course on Rew Down, near Isle of Wight Railway Station. Visitors, 1s. half day, 2s. day, 7s. week, 12s. 6d. fortnight, 2os. month. See pp. 103-4.

Hotels and Tariffs.—See Introduction.

Hutting.—The Isle of Wight Foxhounds and Harriers frequently meet within

Hunting .- The Isle of Wight Foxhounds and Harriers frequently meet within easy distance of Ventnor.

Masonic. - Yarboro gh Lodge, No. 551, Masonic Hall, Belgrave Road. Third Tuesday.

Places of Worship, with hours of Sunday services :-St. Catherine's—8, 11 and 6.30. Holy Trinity—8, 11 and 6.30.

St. Alban's, Zigzag Road-8, 10.30, 11, 3.45; and 6.30. St. Boniface, Bonchurch-8., 11 and

St. Luke's Chapel (Royal National Hospital)-rr and 3. Open to public.

St. Lawrence New Church-8, II and 6.30.

Baptist, Congregational, Primitivs Methodist, United Methodist, Wesleyan,—all at 11 and 6.30.
Roman Catholic (St. Wilfred's)

Bonchurch-8.30, 11 and 6.30.

Population .- 5,787.

Post Office in Church Street, near St. Catherine's Church. Open 8 to 8; Sundays, 8.30 to 10 a.m. and 5 to 6 p.m.

Railway Stations.—The station of the Isle of Wight line (Ryde direct) is above the town, on the flank of Boniface Down. Hotel and private omnibuses meet the principal trains, and will convey luggage to and from all parts of the town.

The Town Station of the Central Railway Co. (for Newport, Cowes, etc.)

adjoins Steephill Castle (see p. 115).

Reading Room (free after 6 p.m.) at Literary Institution, High Street. Free Library open to residents only. The local booksellers maintain excellent subscription libraries.

Steamers.—In the summer there are regular services to Shauklin, Sandown, Ryde, etc., to Southsea direct, and to Bournemouth and other popular South Coast resorts.

Tennis .- Public courts in Park, 8d. per hour each player.

The stranger who reaches Ventnor by the Isle of Wight Railway (Ryde direct) will naturally first ask how he is to get to the sea. The simplest way is to go steadily down-where you can go steadily-till you come to it. So long as the course of the road is downwards, no matter how it twists and turns, you cannot go far astray. The shortest route for the Pier is vid Grove Road, High Street and Pier Street. Arrivals at the Town Station (Central line-Newport and Cowes direct) at the west end of the Town, descend to Park Avenue and then by the steep and winding Bath Road to the Esplanade.

The Esplanade.

The length of level roadway that does duty for a marine promenade is all too short, though the recent eastward ex-







Photos by]

[Levy and Welch. VENTNOR.

ESPLANADE—FROM THE EAST CLIFF—MODEL YACHT POND. Isle of Wight. 35







[Levy and Welch.

BONCHURCH POND—THE DUCKS' HOUSE—PATH THROUGH

THE LANDSLIP.

tension has effected a great improvement. But, all things considered, the circumstance that Ventnor has an Esplanade at all is remarkable. The beach, half fine shingle, half sand, with an admixture of rock towards the extremities, is generally packed with boats and bathing machines and happy groups of children.

The Pier (Toll, twopence.)

differs little from the conventional type, but is interesting as being, in a small way, an engineering triumph, two previous structures having succumbed to storms. Ample accommodation is provided for steamers, and the Pier is much used as a promenade. It is outlined at night by electric lamps and presents an effective picture from the heights and terraces of the town. Some rugged rocks are exposed when the tide is low. The view of the town from the pier, with the green bulk of St. Boniface for background, is impressive. In the Pavilion, erected in 1907, concert parties give excellent entertainments nightly during the season. In the winter months the maple floor is used for roller-skating.

East of the Pier are the pretty-

Esplanade Gardens,

formed some years ago from a piece of waste land known as the Triangle. Beneath the pathway and cliff, the level space adjoining the Esplanade is laid out as a garden, with seats, shelters, lavatories, etc., forming a delightful and sheltered lounge within sight and hearing of the sea. A tiny brook tumbles in a series of pretty cascades down the face of the cliff, and after being cunningly entrapped to form a little lake for the sailing of toy yachts finds its way to the sea. The slope is densely clothed with shrubs and flowers, and at night the waterfall is illuminated by fairy lamps. In 1913 the sea wall and roadway were extended still further eastward at a cost over £3,000. The cliff above also forms a favourite promenade, though it is necessary to turn inland before reaching the gasworks.

In the centre of the Esplanade is the well-known Metropole Hotel, with its glass-fronted lounge in full view of the sea.

At the other (western) end of the Esplanade, an easy slope gives access to the lower levels of—

Ventnor Park.

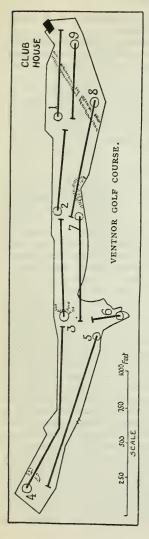
The whole of the south, or seaward, slope, including the cliff, was acquired a few years ago by the authorities, providing

a delightful promenade, breezy in summer, catching every ray of the sun in winter, and commanding some charming views of the town and the sea. Many public parks are so flat as to require the utmost skill of the landscape gardener to make them in any degree interesting apart from their floral contents and spaciousness. Whatever fault may be found with Ventnor Park no one can say that it is flat. In the northern part, near the entrances from the town, a tiny stream forms a series of miniature cascades, and there are some gorgeous flower beds which at nearly all seasons bear witness to the geniality of the climate, Here, too, are well-kept tennis courts (8d. per hour) and a bowling green. Near the stream is a small aviary, which affords great delight to children. There are refreshment and cloak-rooms in the Pavilion. The cliff is wisely left to a large extent as Nature made it, though there are many well-kept paths, and seats and shelters are liberally provided. Owing to the ridge which forms, so to speak, the backbone of the Park, it is always possible to find a cosy spot where there is shelter from the wind, no matter from what quarter it may blow. The Park is deservedly popular with visitors, and is one of the most attractive features of the town.

No one is likely to perambulate the difficult streets of Ventnor for the sake of doing so, but it may be well to give a

general outline of the town.

The main thoroughfare (see plan of town) is a continuation of the high-road from Ryde, Sandown and Shanklin to Blackgang, and so to Freshwater. Descending the steep southern shoulder of Boniface Down, it passes Bonchurch Church and schools, and then, turning west, forms the main street of Bonchurch, having the much-photographed Pond on its northern side. On its way through Ventnor this thoroughfare bears a succession of names, and is anything but level or straight. Its eastern extremity is known as Trinity Road, a name derived from Holy Trinity Church; passing that edifice it becomes High Street, a title which it bears for the greater part of its length; at the junction of Pier Street it takes the name of Church Street, because St. Catherine's Church is its chief feature; and, farther west, from a point marked by a huge mass of rock which appears as if it must fall on and crush the houses opposite, it is called Belgrave Road. At the Marine Hotel, Belgrave Road has, as Tom Hood would put it, " no other side of the road," and the



street is here so far above the level of the ocean that the seascape is one of the best and most extensive of the many to be had in all parts of the town. The Royal Hotel, with its attractive flower-beds, marks the end of Belgrave Road; and its continuation, leading to the Park, the Town Railway Station (for Newport, etc.), at Steephill, and eventually to Blackgang, is called Park Avenue.

Opposite the Royal Hotel, Bath Road leads deviously down to the sea: while on the western side of the hotel the trying Zigzag Road climbs the hill and leads leftward to the Newport Road, near the Cemetery, and rightward to the Isle of Wight Railway Station. The Newport Road is two or three hundred feet above the sea-level, and runs east and west, its eastern end being known as St. Boniface Road, which lofty thoroughfare presently joins the main coach-road to Shanklin near the point where Ventnor becomes merged in its neighbour, Bonchurch. In several cases. where the thoroughfares have perforce to bend and double, long flights of steps are available to the pedestrian, effecting a considerable saving of distance, though hardly of breath. The Hundred and Ten Steps. which cut across the elbow of Gill's Cliff, Road, near the small St. Albans' Church, are a good

example and can be confidently recommended as a train-

ing ground to aspiring mountaineers.

The Isle of Wight Railway Station (Ryde direct) is connected with the High Street by Grove Road, in which are the Clarendon Hotel and the first-class Cass's Hotel and the Crab and Lobster.

For the Golf Links turn to right on leaving the Isle of Wight Railway Station to top of Zigzag Road, and to left at the Lowther Post Office. The course, of nine holes, is laid out on Rew Down, 500 feet above sea-level, and commands lovely views both seaward and inland. The chief hazards are furze and gravel-pits.

BONCHURCH.

The east end is Ventnor's "West End" and fashionable quarter. One can hardly accept without reservation John Sterling's description of Bonchurch as "the best possible earthly fairy-land, combining all the varied and fanciful beauty of enchantment with the highest degree of domestic comfortable reality," still less Dr. Arnold's declaration that it is "the most beautiful thing on the sea coast on this side Genoa"; while Miss Elizabeth Sewell's statement, "sometimes it has seemed to me that heaven itself can scarcely be more beautiful," rather lowers one's anticipations of the future. But, exaggeration apart, the erstwhile village is certainly one of the fairest spots the average traveller is likely to see in the course of a lifetime. The upper part, which clusters round the Bonchurch Hotel, high up on the slope of Boniface Down, is perhaps the best, and offers views hardly to be beaten even in this island of delightful prospects. The houses are almost lost to sight amid trees and underwood. and have a cosy, sequestered look that amply justifies the usual house-agents' description of them as "desirable family residences." Ventnor, it should be understood, is a mere child by the side of Bonchurch, which, though now completely modernized, is one of the oldest places in the Island. It is said to have been the scene of the early labours of St. Boniface, and the little cove among the rocks below the Old Church, close to the entrance to the Landslip, still bears the name of Monks' Bay, from a tradition that it was the landing-place of the monks from the Abbey of Lyra, in Normandy, who at one time owned a great part of the Island.

The literary associations of Bonchurch would make an in-

teresting chapter had we the space. Tennyson, before settling at Freshwater, often came, and an amusing story is told that on one occasion his "wide-awake" was seized by enthusiastic lady admirers and cut up into mementoes. The Rev. Wm. Adams, author of that powerful allegory, The Shadow of the Cross, resided here, and his grave, appropriately shadowed by an iron cross, will be found in the now disused God's acre of the Old Church. The Rev. James White, the "fat contributor" of Punch, also lived here, and was visited by Thackeray, Dickens, Richard Doyle, John Leech, and other celebrities of the period. Miss Elizabeth Sewell, whose tales for children used to be so well known, was another writer whose work is inseparably associated with the Undercliff; while readers of Carlyle's monograph on John Sterling will remember the pathetic letters dated from "Hillside, Bonchurch," when Sterling realized that the end was fast approaching

"I tread the common road, into the great darkness, without any thought of fear, and with very much of hope. Certainty indeed I have none. . . . Heaven bless you! If I can lend a hand when THERE, that will not be wanting."

A plain slab with the name and date, "18 Sept., 1844, aged 38," marks Sterling's resting-place in the old churchyard. Of even greater interest is the fact that in the graveyard of the present St. Boniface Church lie the remains of that prince of modern poets, Algernon Charles Swinburne, who was buried here, within a stone's throw of the former family seat, East Dene, on April 15, 1909 (p. 106). He died at Putney on April 10.

Macaulay resided for a time at Madeira Hall, on the road

from Ventnor to Bonchurch.

Of celebrities in other walks of life, mention must be made of that old sea-dog, Admiral Hobson, who was born of poor parents at Bonchurch, and apprenticed to a Niton tailor, from whom he took the earliest opportunity of running away to sea. His adventurous spirit and readiness of resource soon led to promotion, and he was finally knighted by Queen Anne for the exploit of breaking the Vigo boom.

One of the most attractive and famous features of Bon-

church is-

The Pond,

on the main road to Shanklin. It is worthy of a more romantic name, being a really beautiful little sheet of shallow water, overhung by a steep acclivity, on which grow graceful willows, elms, firs, fuchsias, and many other shrubs and trees. Swans and several varieties of ducks lead a somewhat pampered existence on the surface of the water and are housed in a pleasing little miniature châlet near the steps.

By turning to the left at the corner where the School looks down upon the road, we ascend a few yards to the new, or—

St. Boniface Church,

built in 1847-8, in Norman style, from designs by B. Ferry. The churchyard is so beautiful that Shelley's words have been well applied to it: "It might make one in love with death to think one would be buried in so sweet a place." Here, in a little enclosure close to the path leading round by the south door, is the grave of the poet Swinburne. It is of the same pattern precisely as those of other members of the family who lie here side by side. The simple inscription reads: "Algernon Charles Swinburne, born April 5th, 1837, died April 10th, 1909."

It is interesting to recall that the poet's father, Admiral Swinburne, was chiefly instrumental in securing this beautiful

"God's acre" for the parish.

Farther up the hill is the Bonchurch Hotel, the view from the terrace of which is generally considered one of the finest in the Island. Above the hotel runs the higher coachroad from Shanklin, which descends into Ventnor near Holy Trinity Church. The views all along this road are superb. descent can be made to the lower road by the 101 Steps, cut through a fissure in the cliffs.

Returning to the lower road, we turn right (seawards)

at the School, and almost immediately reach-

The Old Church,

a diminutive Norman building so overshadowed by elms and covered by creepers and roses as to form an irresistible temptation to the artist and the photographer. It is no longer used for worship. Though now so near the sea, old maps show the church as half a mile away. The churchyard

contains, as we have already mentioned, the graves of John Sterling and the Rev. W. Adams. The sexton is generally in attendance during the summer months, but the building is not shown on Sundays.

Continuing past the Church, we reach in a few yards a path on the left leading to the Landslip (p. 92), and another on

the right descending to Monks' Bay (p. 104).

EXCURSIONS FROM VENTNOR.

Distances.									
	Miles.				1	Miles.			
Arreton.				71	Godshill				5
Bembridge				$11\frac{1}{2}$	Newport				103
Blackgang				51	Ryde .	•		•	12
Brading.			•	81	Sandown	•	•		6
Brixton.				121	Shanklin	•	•	•	4.
Carisbrooke		•	•	113	Shorwell	• *	•	٠	IO
Cowes .		•		17	Steephill Co	ve	•	•	Ι,
Freshwater B	ay	•		20	Yarmouth	•	•	٠	215

WALKS.

I .- TO STEEPHILL COVE.

This delightful little spot, about a mile west of Ventnor, is usually the objective of the first short stroll, and is, in fact, the only walk that involves no climbing, a fact of some importance to invalids. From the west end of the Esplanade ascend the easy slope to the cliff path'through the Park. In one part the path has foundered and a wooden staging has been erected. Shortly a path on the left descends directly to the beach, at Steephill Cove, or the main path can be continued to the upper part of the tiny settlement. Here are some half dozen flower-decked villas and cottages, as close to the sea as heart can desire, and beyond the rocky foreshore is a lovely stretch of sand that will make an irresistible appeal to the bather. Flowers grow almost down to the water's edge, and, as an additional attraction, tea can be obtained at one of the cottages. For a restful lounge during an " off" morning or afternoon, Steephill Cove would be hard to beat.

Those for whom the distance is too paltry should turn inland to the main road and after passing the Hospital turn leftward back to the cliff again and continue as far as they please in the direction of St. Catherine's (see Walk VI). The cliff path west of Steephill Cove is dangerous, owing to landslips, and pedestrians are warned not to use it.

To all except the short-winded the next inducement to pedestrian exercise will probably be—

II .- ST. BONIFACE DOWN.

A funicular railway to the summit (787 feet) has been projected for some years, but has still to materialize. Meanwhile the pedestrian has a choice of several paths, perhaps the most used being that which starts from near the town side of the Isle of Wight Railway Station (see plan). The path on the other (north) side of the station leads over the Down to Wroxall.

Another way is to gain the top of the Zigzag Road, and take the track opposite the Cemetery gates, which presently joins the path to Wroxall alluded to above. Yet another track starts from St. Boniface Road, close to the School. The view, needless to say, is extensive and delightful. St. Catherine's Down, farther west (p. 113), nearly equals St. Boniface in height, being 781 feet. From the summit a clearly defined pathway leads eastward to Shanklin Down (reverse the directions on pp. 92-3). Those who climb the south face from the St. Boniface Road will come, when about three-fourths of the way up, to the Wishing Well, interesting to the geologist from its unusual elevation, and to the lover of old superstitions from the reverence formerly paid to it on account of a popular belief that if one achieved the difficult feat of climbing to the spring without looking backward. any three wishes formed while drinking its waters would be gratified.

III .- THE LANDSLIP, LUCCOMBE AND SHANKLIN.

Follow the course of High Street under its various names eastward, past Holy Trinity Church and Bonchurch Pond, till the School is reached, when turn down to right between the lodge of East Dene and the Old Church, and then to left, when the footpath is plainly seen. This beautiful walk is described on p. 92 of the Shanklin section.

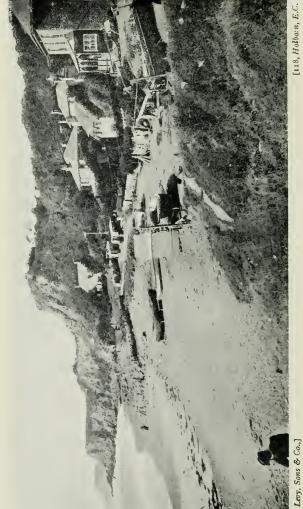
IV .- OVER THE DOWNS TO GODSHILL.

Leave the town by Zigzag Road, and, having mounted Rew Down, near the Golf Links, keep along the ridge until Appuldurcombe Park is seen below. The views during this walk—which is capable of numerous variations—are

[Shanklin.

J. Milman Brown,]

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superb. On the left are Whitwell and Niton, and beyond is the extending bulk of St. Catherine's Down, with its lofty Column. To the right are St. Boniface, Wroxall, and St. Martin's Downs. Presently we overlook Godshill with its well-placed church and, in the distance, can discern Carisbrooke Castle and the towers of Osborne. A descent can be made through Appuldurcombe Park to Godshill, or eastward to Wroxall.

The return can be varied by taking the by-road which leaves the park by the Span Lodge, and after passing Rew Farm joins the main road from Wroxall, entering Ventnor near our starting-point at the Cemetery.

V.—WROXALL TO GODSHILL, RETURNING BY RAILWAY.

A pleasant circular trip involving little walking can be made by taking train to Wroxall, walking through Appuldurcombe Park to Godshill, and returning from Godshill by railway to Ventnor (Town Station).

In fact, the uplands and valleys immediately behind Ventnor offer almost endless possibilities in the way of excursions, and variations from those suggested can easily be made by means of the map and a pocket compass.

VI.—TO ST. CATHERINE'S LIGHTHOUSE BY THE LOWER. CLIFF.

Leave the Esplanade at the west end and follow the cliff path through the Park. For Steephill Cove (p. 107) a descent is shortly made to the left, but those who are taking this longer walk will turn inland near the Cricket Ground, immediately east of the National Hospital for Consumption. Turn to left along main road, and, having passed the Hospital, take a farm track on left leading back to the cliff (this short divergence to the main road is necessitated by the dangerous state of the cliff path just beyond Steephill Cove). Having regained the cliff, continue westward past Mounts' Bay, above which is a battery of about a dozen "guns" in imminent danger of capture by the sea. Next comes Woody Bay, just below the station at St. Lawrence. Here is a row of cottages formerly used by the coastguards. Tea and light refreshments can be obtained. The prominent knoll overhanging the sea a little to the west is known as the Sugarloaf. The meadows hereabouts [are in spring literally carpeted]

with wild flowers. Next a much-battered section of the coast is reached, and at Binnel Bay it will probably be advisable to turn inland to the main coach road. Beyond Binnel Bay is Puckaster Cove, where Charles II came ashore in 1675, as recorded in the registers of Niton Church. A short leftward détour from the coach road near the pretty Sandrock Hotel will bring us to—

St. Catherine's Lighthouse.

Admission.—Visitors are permitted to inspect the lighthouse daily (except Sundays) from 1 p.m. to an hour before sunset.

The Lighthouse is placed, 136 feet above the sea, on St. Catherine's Point, the most southerly cape of the Island.

A few years ago the apparatus was entirely changed, and the light (electric) now has an intensity of no less than 15,000,000 candle power, being visible in clear weather even from the French coast. A flash of a fifth of a second's duration is given every five seconds. In addition, a fixed red light (22 feet below the main light) shows always along the back of the Island to the Needles. The revolving part moves in a trough of mercury, about 816 pounds being required to float it. A fine steel cable, about a quarter of an inch in diameter, is used for suspending the weights. The carbons have to be renewed every three hours. The engine-room, close to the lighthouse, contains three engines and boilers. Two are attached to the dynamos which generate the electric current (both being kept ready for use, to prevent any accident whereby the light might be even for a moment extinguished); and the third is employed to compress the air for the syren or fog-horn by which vessels are warned of their danger when mist obscures the light, as somewhat frequently happens. The syren gives two blasts, high and low, in quick succession, every minute. Within the lighthouse an ingenious instrument records each blast, so that in case of wreck there may be no dispute as to the warning having been given.

On the Point also stands a Lloyds' Signal Station and a wireless telegraphy station, used principally for com-

municating with vessels at sea.

If it is desired to continue the walk to Blackgang Chine, either the coach road or the cliff path above, leading on to St. Catherine's Hill, may be taken. Good walkers should certainly take the cliff path. The views are grand.

VII .- TO BLACKGANG BY THE INNER (HIGHER) CLIFF.

This is a beautiful walk, perhaps the best in the Island to those who are not nervous of heights. The distance can be shortened by taking train from the town station to St. Lawrence and there ascending the cliff.

At the top of the Zigzag Road, at the Lowther Post Office, a road turns left (westward), with the Golf Links above on the right. Follow this road for some distance, with fine views of town and sea, till it bends inland in the direction of Whitwell. A footpath will now be seen on the left, which skirts the edge of the higher, or inland cliff, far above the railway and the coach-road. Entrancing peeps are obtained as we proceed of the richly wooded Undercliff, with its bold crags and sheer acclivities. A descent can be made if necessary at St. Lawrence, but it is better to keep straight on, over High Hat (474 feet). Another opportunity for descent is provided by the Cripples' Path, a by no means alluring flight of steps cut in the crag.

A footpath presently goes off on the right and descends the steep Down to the village of Niton (p. 112), a mile from the coast. From the Church here a lane runs westward and presently merges into a rough cart-track which climbs St. Catherine's Hill and leads directly to Gore Cliff, overlooking Blackgang Chine and Chale.

If we continue by the cliff for a short distance further, the path doubles right and then left, and descends steeply between high stone walls to the coach-road, near a pillarbox. Turn to right for Lower Niton, the Sandrock Hotel, and St. Catherine's Lighthouse. The main road to Niton proper and Newport runs off northward, but just beyond the Sandrock Hotel the cliff can be again ascended, and the walk continued over Gore Cliff (537 feet), past the Chale Golf Links, with the old Lighthouse (p. 113) conspicuous on the right. A descent can be made either at Blackgang or Chale.

The return journey could be varied by taking the sea-cliff path (Route VI), for the latter part of the walk, but strangers should not attempt this if there are indications of fog or if daylight is likely to fail.

VIII .- TO NITON AND ST. CATHERINE'S DOWN.

A good deviation from Route VII would be to take the path to Niton therein referred to, which leaves the inland cliff

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about half a mile before the Newport road is struck. The village can, of course, also be reached by the Ventnor-Blackgang road, turning right just before the Sandrock Hotel is reached.

Niton.

Hotels and Tariffs.—See Introduction.

Post Office in village. Open 8 to 8, Sundays 8.30 to 10 a.m. and 5 to 6 p.m.

Two deliveries and two despatches daily.

Station.—Whistwell on Newport-Ventnor direct line, about a mile and a half distant. Conveyances meet all trains.

This pleasant spot, amid the finest Down scenery in the Island and within easy reach of the sea, is in rapidly-growing favour with visitors who prefer when holiday-making to avoid the larger towns. It consists of two distinct partsthe village proper and a more recent settlement on the seashore, frequently called Undercliff Niton, the most attractive feature of which is the charmingly situated Sandrock Hotel. with its ivy-clad verandah. The hotel makes an excellent centre for walks in this attractive region, while those in need of rest and quiet could hardly find more suitable quarters. The place is enthusiastically described in William Black's Madcap Violet. There are several comfortable hotels and apartments can be obtained in St. Catherine's Terrace, St. Catherine's Road and the village proper.

Whitwell station is sufficiently near to make excursions eastward and northward quite easy, while westward stretches the whole length of the sequestered and little-known "back of the Island." The chief charm of Niton, however, is its convenience as a centre for Downland rambles. The parish is an extensive one, and includes some of the most dangerous parts of the coast. The source of the Eastern Yar is in the

parish a little to the north of the village.

The chief object of interest is the Church, with its embattled sixteenth-century tower and squat spire. It contains a medallion of Mr. Arnold of Mirables, by Flaxman, and the registers, which date from 1560, show the following entry:-

"July the 1st, Anno Domini 1675. Charles II, king of Great Britain, France, and Ireland, etc., came safely ashore at Puckaster, after he had endured a great and dangerous storm at sea."

In 1902 a monument was erected on the grave of Edward Edwards, the pioneer of the public library movement. The inscription reads :-

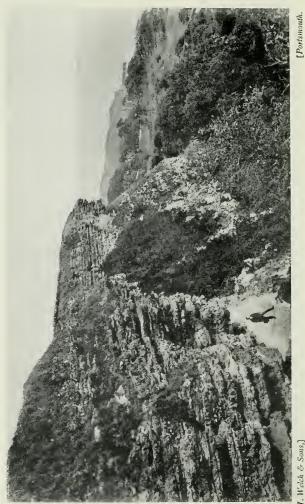






Photos by] [Photochrom and Kent.

ST. LAWRENCE OLD CHURCH—NITON CHURCH—ST. CATHERINE'S LIGHTHOUSE.



CRIPPLES' PATH, THE UNDERCLIFF.

J. Welch & Sons,]

"In memory of Edward Edwards, born in London, December 14, 1812, died at Niton, February 7, 1886. Man of letters and founder (with William Ewart and Joseph Brotherton) of municipal public libraries."

Appropriately enough, there is a small Reading Room in the village, which visitors may use (open 2 to 10 p.m.).

A lane close to the Church leads up to the summit of-

St. Catherine's Down

(781 feet), the second highest point in the Island, being but six feet less lofty than St. Boniface, at the other end of the Undercliff. The springs of the Medina rise on the northern slopes of the Down. Prominent on the southern slope are the ruins of two round buildings. One is that of an ancient Pharos, concerning which Mr. Percy Stone, in his Architectural Antiquities of the Isle of Wight, gives some interesting particulars. A hermitage appears to have been founded here early in the fourteenth century:

"Three years after the foundation of this isolated chapel a circumstance occurred . . . explaining very clearly the vaison d'être of the still existing lighthouse. One stormy night in the winter of A.D. 1314, a vessel—one of a fleet chartered by sundry merchants of the King's Duchy of Aquitaine to convey a large consignment of white wine to England-drove ashore on Atherfield Ledge. The sailors escaped . . . and sold the cargo to the Island folk-174 casks of wine, each worth five marks. The merchants took proceedings against the receivers of the stolen cargo, for it clearly did not belong to the sailors, who were, however, apparently not deemed worth prosecuting, even if they could have been traced. One Island landowner, Walter de Godeton, was found guilty of receiving 53 casks, and had to pay 2271 marks. But another party besides the merchants had to be reckoned with, namely, the Church, for the wine, it appeared, belonged to the religious community of Livers, in Picardy, who had lodged a complaint against De Godeton in the Roman Court. This resulted in the culprit having to build, on the Down above the scene of the disaster, a lighthouse to warn ships, and to found an oratory for a priest to say masses for the souls of those lost at sea, and to trim the light. De Godeton, before 1328, did as he was required, and the existing ruin, repaired at the end of the eighteenth century, is the relic of his work."

At the Reformation, the trifling revenues were sequestered; the poor monk ceased his mass, and his lamps no longer shone across the sea, where rocks and shoals threatened destruction to the night-faring skiff. For nearly three centuries the spot was unmarked by any friendly light; and we can readily believe that the number of wrecks during that period was appalling. For the beautiful coast, so pleasant to travel along in fine weather, is cruel and treacherous, pitilessly exacting year by year its tale of seamen's lives. At certain seasons a dense and impenetrable mist arises, obscuring both lights and landmarks; while, often without a breath of wind, and all unconscious of danger, the hapless navigator is borne on the rapid inshore current towards the jagged and cruel rocks. These considerations moved the Trinity Board, in 1785, to rekindle the old light, and to commence the erection of a new pharos, the shell of which stands side by side with the older one. The building was never completed, however, experience showing that the fogs and mists rendered it almost useless. The present St. Catherine's Lighthouse (p. 110) was therefore erected on St. Catherine's Point.

About a mile northward along the Down stands the Alexandrian Pillar, or Hoy's Monument, a column seventy-two feet high, surmounted by a ball. The column is a prominent feature in the view from every point and a well-known landmark. The inscription reads:

"In commemoration of the visit of his Imperial Majesty Alexander I, Emperor of all the Russias, to Great Britain, in the year 1814, and in remembrance of many years' happy residence in his dominions, this pillar was erected by Michael Hoy."

With a curious lack of appropriateness, the monument bears on its south face a tablet to the memory of British soldiers who fell in the Crimea, fighting against the "Emperor of all the Russias."

COACH DRIVES.

I.-VENTNOR TO BLACKGANG CHINE.

From Ventnor to Blackgang is a delightful tramp by either Route VI or VII, or simply following the shady main road, which, thanks to tar treatment, is only dusty in exceptionally dry weather, notwithstanding the heavy coach and motor traffic.

But the correct mode of getting to Blackgang is by coach or char-à-banc, and competition having reduced the return fare to a matter of two shillings only, this drive may be con-

sidered one of the finest and cheapest in the kingdom. Parties are made up at the principal livery stables every morning and afternoon.

We leave the town by the Royal Hotel and are quickly skirting the northern side of Ventnor Park. On the right is Steephill Castle, a picturesque castellated mansion with extensive and well-wooded grounds. The Town Station of the Central Railway occupies the site of the former stables. The house was built in 1831-3 by John Hambrough. It will be remembered that the unfortunate victim of the Ardlamont fatality, which led to the cause célèbre of some years back, was a son of a former owner. The late Empress of Austria spent some months here in 1874, and it was for several years the residence of that gifted writer John Oliver Hobbes (Mrs. Craigie).

The extensive range of buildings shortly passed on the opposite side of the road, beyond the **Cricket Ground**, is—

The National Hospital for Consumption.

Open to visitors on week-days between 11 and 4.

There are eleven blocks, the church, services in which are open to the public, forming the central block. The houses all face due south, overlooking extensive pleasure-grounds, and everything possible is done to alleviate the lot of sufferers. Accommodation is provided for 155 in-patients. The Hospital is, as its name implies, a national institution, patients being received from all parts of the kingdom, more than half the number coming from London and its suburbs.

About a mile from the Hospital we reach-

St. Lawrence,

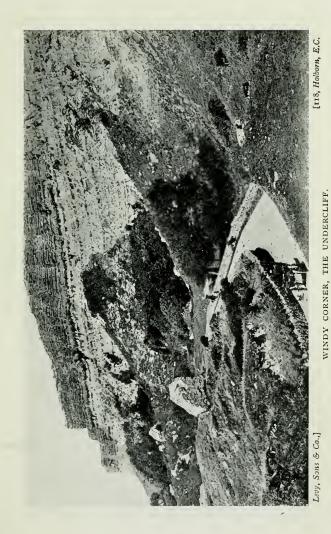
an important outskirt of Ventnor, with a station on the line to Newport. The station is perched above the coach-road, and just below it is the tiny **Old Church** of St. Lawrence, which contests with several others the distinction of being the smallest in England, though it was lengthened ten feet by the first Earl of Yarborough, who was also responsible for the porch and bell tower. A former rector is said to have been killed by striking his head against the lintel of the north door, now blocked up. Key can be obtained at fourth cottage opposite. Visitors are requested to give not less than 6d. to church funds. Close by, on the cliff slope, and reached by a

footpath from the main road, are the pretty Pelham Woods, a favourite haunt in spring of lovers of wild flowers.

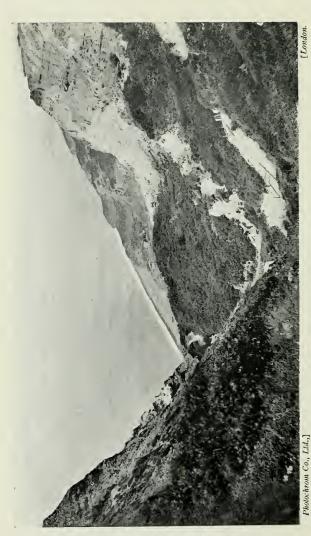
Continuing along the main road, we pass on the left the New Church of St. Lawrence, which is open daily for rest and meditation (Sunday services II and 6.30). Then, drawing closer to the inland, or higher, cliff, we are able to enjoy to the full the spectacle of magnificent chaos it presents.

The Undercliff.

"To account in any degree for this singular appearance," wrote Sir Henry Englefield, "it will be necessary to recur to that period, remote beyond all reach of history, when, by some convulsions, this island was exposed to the sea in one vast range of perpendicular cliffs, such as would now appear if the whole Undercliff were removed from the wall of rock above it. The clay and sand strata, attacked at their foot by the waves of the sea, in their front by wind, rain, and frost, and above all, softened and washed away by the numerous springs which issue from under the rock, very soon became incapable of bearing the vast weight incumbent on them. The rock (divided by numerous periodical fissures) began to part at the fissure nearest to its front, gradually subsided and slipped in an inclined position (or perhaps sometimes, though not often, fell over) until its progress was stopped by the slope of clay on which it moved. But, though at rest for a time, the same causes which set it in motion would again press it forward to the sea. Its fall had left a great front of rock and clay bare, while its upper surface formed a basin. in which the waters of the springs collected into a pool, moistening still more effectually the loosened clay below it, which, mixed with fragments of rock detached from the great mass in its fall, and full of interstices formed by the different hardness of its own several strata, was more rapidly washed away than when in its own bed. A second subsidence now took place; while from above another mass gave way, and by its weight urged the first fallen rock still further towards the sea, whose waves, carrying rapidly away all those parts easily soluble, united with the other causes of destruction to bring down fresh ruins from the cliffs above. In this manner it is evident that the Undercliff was formed, most rapidly at first, but gradually slower as the causes of destruction tended to counteract their own effects; for after every subsidence the mass of fallen clay and rock formed itself into a more gentle slope, which, extending higher up against the face of the clay cliff, tended to keep it from mouldering, while the declivity of the slope itself rendered the material already fallen less apt to slide. The action of the sea, which



Isle of Wight.



washed away the clay from among the masses of rock at the bottom, caused those masses to come into closer contact and by degrees formed them into a high and strong bulwark, while those rocks which had rolled farther out became long reefs, extending far into the water, and breaking in a great measure the force of the billows before they reached the shore. Vegetation now had time to cover the face of the ruins, and secured the surface of the slope from the effects of rain and frost; while the springs gradually formed regular courses through the little winding valleys among the heaps of ruin. Thus was the Undercliff gradually brought to the state in which we now see it."

Although landslips have occurred at the other end of the Undercliff so recently as 1818, and there was a slip beneath the Gore Cliff in 1799, there can be little doubt that the Undercliff has presented its present appearance for hundreds of years.

A sign-post on the left presently directs to St. Catherine's Point, and the coaches often make a slight détour to enable

passengers to see the Lighthouse (p. 110).

We next reach Undercliff Niton (see p. 112) with the attractive Sandrock Hotel.

Nearing Blackgang, the curiosity of passengers is likely to be aroused by a small temple, which is to be seen in private grounds on the right. In appearance it closely resembles the Burns memorials so numerous in the "Land o' Cakes." It was erected by Mr. Letts, of diary fame, on the occasion of the tercentenary of Shakespeare's birth.

Just before reaching the end of our drive we see on the left a carriage-road which zigzags down the face of the cliff to Southlands, a house formerly occupied by Dr. Pusey. It is surrounded by prettily laid-out grounds, in which is a chalybeate spring that at one time enjoyed considerable repute.

The coach shortly draws up at the Blackgang Chine Hotel,

near the entrance to-

Blackgang Chine.

Admission to the Chine is gained by passing through a Bazaar at the top. Here a number of useful articles are displayed (including this little handbook), and visitors have the option of making a purchase or paying an entrance fee of sixpence.

Visitors whose idea of a Chine is based on that at Shanklin will here experience some surprise. A greater contrast could scarcely be imagined, the only feature common to the two

being the fact that the cleft in the rocks has been caused by a running stream. The chasm does not wind so far into the shore as do those at Shanklin and Luccombe, nor are its sides so steep; but it is of much greater depth, one of its flanks rising four hundred feet above the level of the sea. But little vegetation appears on the surface of the glen, and its sides are continually crumbling. They are composed chiefly of dark blue clay, through which layers of yellow sandstone, from twelve to fifteen feet thick, extend at intervals, naturally split into cubical blocks, giving the front of the rocky barrier the appearance of vast courses of masonry, built at certain heights to sustain the fabric of the mouldering hill. name is said to be derived from old-time smugglers, who must have found this wild inlet a very convenient base of operations. The stream (when there is one) flows through the glen like a silver thread, heightening the sombre appearance of the ironstone and black clay of which the sides are composed.

Many visitors miss one of the best features of the chine, namely the Observatory, to reach which the ascending path on the left near the entrance should be taken, as it is a stiff climb up from the foot of the chasm. At the extreme edge of the precipitous cliff a summer-house has been erected, with railed-in seats. On a clear day, the view is one of the finest in the Island. The coastline of the whole of the back of the Island can be followed, and the Needles are plainly seen, while farther westward the eve distinguishes the coast of Dorsetshire.

The coaches usually stop a sufficient time to allow the Chine to be seen and luncheon or tea obtained at the adjoining Hotel.

II.—VENTNOR TO FRESHWATER BAY.

This is a deservedly popular whole-day drive of nearly 40 miles out and home. Motorists and cyclists will find all needful directions on pp. 123-4. The first part of the route

the same as to Blackgang.

A stranger looking at the map might think that the most direct route would be to follow the road which skirts the coast the whole distance, but this is not practicable, the road being a military one only. There' is nothing, however, to prevent the pedestrian from taking this fine ten-mile tramp, unless it be the difficulty, after Chale is passed, of obtaining refreshments without turning some distance inland. The geologist will find the numerous chines and ledges in this

region a very fruitful field for research. The famous submerged forest, or **Pine Raft** (see p. 121) at Brook Point, and the Wealden formation at Compton Bay are more easily reached from Freshwater. At Chale then we turn inland.

Chale.

Golf Links, 9 holes, a very sporting course on St. Catherine's Hill, commanding fine views. Green fees: 1s. 6d. day, 5s. week.

This locality is noted for its bracing climate and has a growing quota of summer visitors. Like Niton (p. 112), on the other side of St. Catherine's Hill, it makes an excellent centre for Downland rambles, and the distance from the railway ensures comparative seclusion. The village is growing but contains little of interest except the Church, with its massive embattled Perpendicular tower. A little east of the village is Chale Abbey Farmhouse, the old Manor House, which bears many traces of antiquity, notably the buttressed barn and the arched fireplace in the principal room.

At the hamlet of **Chale Green** we join the coach-road from Godshill and bear leftward. Two names of places on the road will remind Londoners of home, namely, **Kingston**, the next village passed, and Brixton.

Shorwell

(Inns: Five Bells, Crown)

is pleasantly situated in a valley on the south side of the great central range of chalk downs., A road runs northeastward, over the ridge, to Carisbrooke. The Church is said to have been built during the reign of Edward III, in consequence of the parishioners having complained that "they had to convey their dead four miles to burial (at Carisbrooke), and, in winter, when they were obliged to pass. through the water in Idlecombe Lane, the death of one person was the occasion of many more." There are, however, remains of an earlier building, probably of the beginning of the 13th century. The east window of the north aisle dates from the 14th century. The building is mainly Perpendicular, and consists of three aisles, with a square tower surmounted by a low stone spire. There are several monuments and brasses, the most important being those of the Leighs, who built and formerly occupied the neighbouring mansion of Northcourt.

Some frescoes were discovered on removing the whitewash

from the walls. The principal one, over the north doorway, is a graphic representation of the legend of St. Christopher, the "Christ-bearer," believed to date from about 1440. The 15th century pulpit, of stone, with a wooden canopy and an hour-glass, is situated in the middle of the nave, and is entered by a flight of steps through a massive pier. The church was restored in 1897.

On the Down to the right is pointed out a small stone tower, erected in memory of the daughter of a Mr. Bull, who owned

Northcourt early in the nineteenth century.

Limerston,

through which we next pass, is interesting on account of its connection with the famous Tichborne dole.

In the reign of Henry I, Isabella, heiress of the Limerston manor, was married to Sir Roger Tichborne. When, after a life of great charity, she lay dying, she prayed her husband to set aside for the poor as much land as would enable her to institute a dole of bread to all comers to the gates of Tichborne on every successive Lady Day. Sir Roger, according to the tale, took a brand from the hearth and promised her as much land as she 'could encircle whilst the wood was burning. She caused herself to be carried from her bed to a place still pointed out, and began creeping on her hands and knees. Before the brand was consumed she had encircled a plot of twenty-three acres, still known as the Crawels.

The dole, in the shape of 1,900 small loaves, was distributed regularly until the end of the 18th century, and morsels of the bread were kept, it is said, as a sovereign remedy against ague. In consequence of the disorderly rabble who were accustomed to collect at the distribution, money has since been substituted for the loaves. The family of Tichborne will, it is believed, become extinct should any of Lady Isabella's descendants fail to maintain the charity.

In another mile we reach-

Brixton, or Brighstone,

(Inns : Five Bells, New Inn)

a charming village as unlike as possible to the great London suburb. The **Church** has a massive square tower, with an insignificant steeple, and, though of early date, has been robbed of most of its interest by the "restorer." The arcade between the north aisle and the nave is Transitional-Norman. The registers date from 1566. By far the most interesting fact to be noted in connection with the church is that three of its rectors subsequently made their mark as bishops. It is only necessary to mention the names of Ken, Samuel Wilberforce, and Moberly. In the life of Ken, Brixton is described as "a cheerful little village, on the sunny side of the Isle of Wight, sheltered from cold winds by overhanging hills, with a goodly church and a near prospect of the sea." It might have been added that the creeper-covered rectory, with its sheltering elms, is also "goodly."

Brixton makes a very fair centre for holiday-makers of quiet tastes. The coast is only a mile distant, and any number of charming rambles are to be had, such as that northward over the Down to Calbourne. Some interesting caves

and rocks can be seen in the locality.

Mottistone

possesses a fine Tudor Manor House, formerly belonging to the Cheke family, one of whose members (Sir John) was tutor to Edward VI, and the first Regius Professor of Greek at Cambridge. He is alluded to in Milton's sonnets:—

"Thy age, like ours, O soul of Sir John Cheke, Hated not learning worse than toad or asp, When thou taughtest Cambridge and King Edward Greek."

The Church, chiefly Perpendicular, calls for no remark. To antiquaries the village is of considerable interest on account of the proximity of the famous Long Stone, described by the Rev. E. Boucher James as "a huge, rough, quadrangular pillar of iron sandstone from the lower green sandstone formation, with a recumbent stone of similar dimensions at four feet distance. It is, perhaps, the earliest monument of man's construction in the Isle of Wight."

At Brook House (the seat of Colonel Seely, the well-known statesman), the road turns left and right, the left branch lead-

ing to the sea-coast village of-

Brook,

one of the most important lifeboat stations in the Island. Close to Brook Point, but largely covered with seaweed, zoophytes, etc., is the Pine Raft, a submerged forest composed of the mineralized trunks of conifers which, according

to Mantell, were "transported from a distance by the river which flowed through the country whence the Wealden deposits were derived, and became submerged in the sand and mud of the delta, burying with it the bones of reptiles, musselshells, and other extraneous bodies it had gathered in its course."

The coach-road, which we follow, turns rightward past the **Church.** This dates only from 1864, the old building having, with the exception of the tower, been burnt down in the preceding December.

For some miles we have had glimpses of the white cliffs of Freshwater Bay, and from the summit of **Brook Down** the outlook is magnificent. The road runs due west now, with heather-clad hills still hiding the southern sea, but to the right the eye ranges over nearly level ground to Yarmouth and the Solent. After skirting **Afton Down** and the golf links, we bear leftward to **Freshwater Bay** (p. 133), where the coach stops.

To reach the Needles, turn up the road (not open to vehicles) which skirts the stables of the Freshwater Bay Hotel. A little farther up, opposite the redoubt, a path will be seen on the right, leading on to the open Down. Keep close to the cliff, past the Tennyson Cross, for some three miles, till the

famous rocks are beneath (see p 137).

There are also very popular coach drives from Ventnor to Shanklin, Sandown, and Ryde; and to Cowes, $vi\hat{a}$ Wroxall and Arreton, returning $vi\hat{a}$ Newport and Godshill, but all these places are described elsewhere.

VENTNOR TO NEWPORT BY RAIL.

This branch of the Isle of Wight Central Railway, opened as far as St. Lawrence in 1897, and to Ventnor in 1900, renders accessible an interesting and formerly overlooked region, besides providing a direct route from Ventnor to Newport and Carisbrooke. It is also of service to Ventnor visitors who use the Southampton-Cowes route.

Leaving the terminus at Steephill, the line runs above the grounds of Steephill Castle, and thence parallel with the coach-road to St. Lawrence station. Here it tunnels under the Downs for 620 yards, emerging near that part which bears the euphonious but inexplicable title of "High Hat." Then it turns northward, descending by gentle gradients to—

Whitwell.

The station here serves also for Niton (p. 112), a mile and a half to the south-west (conveyances for Niton meet the trains). Whitwell is pleasantly situated, and has a **Church** of more than ordinary interest. It possesses a double chancel, and was, indeed, at one time, two separate chapels, that to the north, dedicated to St. Rhadegund, belonging to the parish of Gatcombe, the other being a chapel-of-ease to Godshill.

A run of two and a half miles through pleasant pasture land brings us to—

Godshill.

Never was place more happily named. The picturesque Church is set on a hill and seems to cast at once its shadow and its sanctity on the cottages which cluster round it. Tradition has it that the foundations were first laid at the foot of the hill, but invisible hands at night removed them to the top. Hence we have "God's Hill" and the "Devil's Acre," The Church was one of the six given by William Fitz-Osborn to the Norman abbey of Lyra, and was probably founded by him. The present building dates from the early part of the fifteenth century. The interior contains numerous memorials of the Worsley family, of Appuldurcombe, and also a replica of Rubens' famous "Daniel in the Lions' Den." The village itself, with its thatched cottages and well-kept gardens, is one of the prettiest in the Island, and a favourite "pull-up" for coaches and brakes from all the seaside towns. Teas are supplied at several of the cottages, and the neighbouring woods. abound with wild flowers. Among the many attractive walks to be made from the village are those through Appuldurcombe Park (p. 94) to Wroxall and over the Downs to Ventnor.

At Merstone Junction we join the line from Sandown (see

p. 83) and quickly reach Newport.

Road Routes from Ventnor.

I. To Ryde via Wroxall and Newchurch, back via Brading,

Sandown and Shanklin .- About 25 miles.

II. To Freshwater Bay, viâ Chale, Shorwell and Brixton (twenty miles, single journey only). Leave town by Undercliff Road and continue past St. Lawrence and Undercliff Niton to Blackgang and Chale. At church turn to right for one and a half miles to Chale Green. Hence follow Route VI under Shanklin (p. 96).

III. To Yarmouth (twenty-two miles). Same as Route II as far as Afton Farm, where turn right instead of left.

IV. To Newport via Whitwell and Godshill (eleven miles). The present road between Ventnor and Whitwell has robbed this route of its former terrors, but it still requires care, and entails some toil. The cyclist must perforce walk up the Zigzag Road and follow its convolutions to the fork, here bearing to the left up a steep ascent to junction of roads, whence Whitwell will be seen below, and the road is unmistakable. Continue almost due north to Godshill, following the course of the railway. Thence as V on p. 96.

IVA. There is another route to Godshill via Wroxall, for which proceed due north from top of Zigzag Road, and continue through Wroxall, turning left at Whiteley Bank

for Godshill.



J. Milman Brown,]

A PEEP NEAR LUCCOMBE.

[Shanklin.

[Yarmouth.

Hearson,]



SECTION V.

THE FRESHWATER PENINSULA.

BUT for the narrow stretch of shore at Freshwater Bay, the western end of the Island would be completely insulated by the River Yar, which has its source so close to the Channel that, as Thorne says, "in stormy weather the sea has been seen to break over the narrow ridge of separation and mingle its salt waves with the fresh waters of the riverhead." Hence, perhaps, the name "fresh water." The stream flows almost due north, forming for two-thirds of its course a broad estuary, which at high tide is pleasant enough, but is not attractive under other conditions. In fact, there would seem to be an opportunity for doing here on a smaller scale what has been accomplished at Brading, though it is more than doubtful whether the land so reclaimed would repay the expense.

The western peninsula of the Wight will always have a special interest to English-speaking people by reason of its long association with Alfred Tennyson.

An American writer has well said:

"If Freshwater has suffered somewhat since Tennysom went to live there, it is infinitely richer for the legacy he has left it. His memory exalts all that is permanent of its old beauty. The village has altered, but the beautiful swelling downs remain; the little sedge-embroidered Yar still makes seaweed as it did half a century of summers ago; and at Farringford, the poet's home, all remains as he left it. The personal memories which still linger in the neighbourhood must die out one by one as the people of his time pass away; but meanwhile his portrait hangs in most of the old cottages. The village folk have quaint personal recollections of the great man who lived among them wrapt in a sort of mystery, and a few of those who were privileged to be his intimate friends still reside in the neighbourhood."

The principal centres in this delightful region of bracing uplands, noble cliffs and leafy by-ways are Yarmouth, the

port of entrance; the scattered village of Freshwater, where the railway terminates; Freshwater Bay, a mile to the south, on the coast; and Totland Bay on the western coast. Though the distances from place to place are in some cases considerable, they appear from the high ground to be almost united by their numerous "feelers" and to form a single large and scattered township.

Lymington to Yarmouth and Totland Bay.

Though not so much used as the routes to Ryde and Cowes. there is a good deal to be said for this service, and it is a great convenience to visitors from the West of England, It undoubtedly also provides the best crossing for motorists The route from London is the same as for Cowes as far as Southampton, but instead of running to the Docks station at that town, the trains proceed to West End; and after skirting Southampton Water run through the beautiful New Forest to Brockenhurst. Through carriages for Lymington are attached to the principal trains from London, making a change from the Bournemouth train at Brockenhurst unnecessary, The steamer pier at Lymington adjoins the station. By the express trains the through journey from Waterloo takes only three hours, The actual sea passage, after the vessel has threaded the shoals, is very short. Should the long-projected Solent Tunnel ever be constructed this route will, of course, be much more used, After calling at Yarmouth, the steamers, during a great part of the year, if the weather permits, go on to Totland Bay, and sometimes to Alum Bay.

YARMOUTH.

Access.—By steamer from Lymington as above. From all parts of the Isle of Wight vid Newport and the Freshwater branch of the Central Railway. Bank.—Wilts and Dorset.

Bathing.—It is best to cross the Causeway to the Norton side for this. Here there is a good stretch of sand.

Carriages are generally waiting outside the station for Totland Bay, Freshwater, etc.

Clubs.—Conservative and Liberal. Early Closing Day.—Thursday. Hotels and Tariffs.—See Introduction.

Places of Worship, with hours of Sunday services:— St. James's Church—11 and 6.30. Westeyan—11 and 6. United Methodist—10.45 and 6.

United Methodist—10.45 and 6. Post Office in Quay Street.

Post office in Quay Street.

Railway.—Yarmouth is placed within easy reach of all parts of the island by a station on the line from Newport to Freshwater.

Steamers in summer to Totland Bay, Alum Bay and all parts of the Island, also

to Lymington, etc.

Distances by Road.

	M	iles.				-M	liles.
Alum Bay (by coast 5)		41	Newport				91
Freshwater Bay		31	Cowes .				112
Totland Bay		3					

There is not a great deal to see in Yarmouth, but what there is is worth seeing, for the town has a historic past, with which its antiquated, almost Continental, aspect, is quite in keeping. Formerly known as "Eremue" (in Domesday Book "Ermud") it was the headquarters of King John for several days in 1206, while his fleet was collecting at Portsmouth, and he was here again in 1214 on his way to Poitou. The town received its first charter from Baldwin de Redvers so long ago as 1135, and this was confirmed by Edward III, in 1335. Other charters were granted in 1280, 1440, 1465, and 1560.

Yarmouth was one of the "rotten boroughs" disfranchised by the Reform Act of 1832. From the year 1304 it sent two representatives to Parliament—elected sometimes by as many as nine voters, at others by two. For many years Yarmouth was the seat of the Governor or Captain of the Island. It was " near Worsley's Tower in Freshwater Isle, a little beyond Yarmouth Haven," that Charles I and his attendants waited on the dreary shore for an hour, before being placed on board the small sailing vessel which conveyed them across the Solent to the king's temporary prison in Hurst Castle. In later years his son, the "Merry Monarch," was twice in Yarmouth as the guest of the then Captain of the Wight, Sir Robert Holmes (p. 128). Yarmouth has also twice experienced the felicity of being burnt by the French, once, as described by Froissart, in 1377, and again in 1545. The Castle, a portion of which still stands on the eastern side of the harbour, was erected by Henry VIII to prevent further attentions of the kind. It is now leased by the Commissioners of Woods and Forests to the proprietors of the Pier Hotel, and is entered from the lawn by an old doorway.

The quaint little **Town Hall** bears an inscription recording that it was rebuilt in 1763. The silver mace within was presented by Charles II. Yarmouth's coat of arms consists of a three-masted vessel with furled sails. The neighbouring port of Newtown, at one time of considerable importance, has for armorial device a similar vessel, but with two masts, while Newport displays a vessel with one mast only and a sail unfurled

The Church, dedicated to St. James, with its ungainly square tower, was erected by public subscription about 1614. The registers from that date onward are preserved. In the porch is hung a list of rectors and churchwardens dating from 1621. An earlier church is mentioned in the register of John de Pontissara, Bishop of Winchester from 1282 to 1304. An inventory made by special commissioners in the reign of Edward VI recorded as under:

YERMOTHE CHURCHE.

P'cells remayninge in the custody and chardg of John Longe and William Younge, Church men, at this p'sent. First, one Challis of silver p'cell gelt, weinge xij oz.

Itm, One olde cope of Redde satten of brege.

Itm, One olde Vestment of Rosset silke.
Itm, One other olde Vestment of Thered Dormyx wt an Albe to

Itm, One of there belies was takine out of the styple by the p'ishe in ano iiij vyt. To be solde and the soldiers of Castell supposing hit sholde be conveyed out the sees a rested and so it remayneth upon their charge.

A brief, dated 1611, set out that from the period of the destruction by the French in 1377 "there remains only the ruined chancel of one of the churches, and the town being unable from its own resources to erect and fit a decent church," the charitable devotion and liberal contribution " of the King's loving subjects throughout the realm is requested towards the new building and re-edifying of the said Church of Yarmouth."

Except for the modern reredos, there is little of architectural interest in the church, but it is frequently visited on account of the fine white marble Statue of Sir Robert Holmes, in the tiny chapel to the south of the chancel.

Holmes is Yarmouth's hero, and his career may be commended to historical novelists in search of a new theme. Irish descent, he commenced life as a soldier of fortune, serving in the navy after the Restoration. His plucky capture of a Dutch vessel off the coast of Guinea supplied the gold from which the first guineas-so named in consequence-were coined. Dryden, in his Annus Mirabilis, refers to-

> "Holmes, the Achates of the General's fight, Who first bewitched our eyes with Guinea gold."

His exploits in Africa, America, and the Baltic led to his knighthood. He was Captain of the Wight from 1667 to 1692. The best tale told about him is connected with this



Levy, Sons & Co.,]

THE SOLENT YACHT CLUB.

[II8, Holoorn.



J. Milman Brown,]

[Shanklin.



J. Milman Brown,] THE TENNYSON CROSS, FRESHWATER.





A. Debenham,]

[Ryde.

very statue. Even a poor judge of such things can see at a glance that this is no ordinary piece of work. It is said that the unfinished statue was intended to represent Louis XIV. and was being conveyed by the sculptor in a French ship to Paris, in order that the artist might model the head from the living subject. Holmes captured the vessel, and conceived the brilliant idea of compelling the artist to complete the work with his (the Admiral's) likeness, instead of that of le Grand Monarque. The old fellow seems to wear a grim smile as he thinks of the joke, but as the head is undoubtedly of inferior workmanship to the body the artist may have felt that he had his revenge.

The Pier Hotel incorporates part of Holmes's mansion, and in 1807 underwent extensive alteration, a front wing facing the pier being added, and the hotel adapted generally to present-day requirements. All the old features of interest, such as the fine oak staircase and panelling, were retained. One of the rooms bears a tablet recording that it was occupied by Charles II, when on a visit to Holmes in 1671. The lawn provides a pleasant outlook across the Solent; and there is access from it to the old Castle. Notice that above the old gateway appear the arms of England and France as used before the Union with Scotland and Ireland. The improvements at the Hotel, and the pretty Solent Yacht Clubhouse on the opposite side of the pier, have made the approach to Yarmouth by water much more attractive; and yachting men thus enjoy the advantages of a good hotel and a convenient clubhouse. The harbour affords good shelter tosmall yachts, though it could be greatly improved by dredging. The three days' Regatta held during the third week in August is an important event.

The Pier, 700 feet long, dates from 1876 and is much used. East of the town is a large Common, a favourite haunt of visitors.

Yarmouth is a far better centre for excursions than may at first be thought. The railway and an omnibus service place it in touch with Freshwater and all the Western Wight; Newport and Cowes are within easy reach; and there are regular steamer services to Totland and Alum Bays, and across the Solent to Lymington. By taking boat to the latter place and rail to Brockenhurst a day can be very pleasantly spent in the heart of the New Forest, and the return made in time for dinner. By means of the excursion steamers

sea trips to all the neighbouring towns and ports in the Island

can be enjoyed.

Unassuming, but powerfully-equipped, forts crown most of the heights hereabouts, and Tommy Atkins is in consequence a familiar figure. We are not in the secrets of the War Office, but we should conjecture that this corner of the Island is one of the most carefully defended portions of our coasts, as, indeed, it needs to be, considering its proximity to Southampton, and to the great naval arsenal and dockyards at Portsmouth. Even if the enemy escaped the delicate attentions of our Navy, he would have to run the gauntlet of the long line of forts, armed with the most modern weapons, that command the Solent on both sides.

The Embankment.

(Tolls.—Pedestrians, carriages and cycles, 1d.; motor cycles, 3d.; motor cars, 6d.)

The extensive embankment, or causeway, connecting Yarmouth with the Freshwater Peninsula, dates from about 1858. It is gained by a drawbridge over the Yar. Standing on the bridge, hours can be pleasantly whiled away in watching the great liners and other craft making for and from Southampton. On April 25, 1908, a collision occurred in the Solent off Yarmouth beach between the American liner St. Paul and H.M.S. Gladiator. A severe blizzard was raging at the time and the captain of the Gladiator was only able to save his vessel by running her on to the sands. Twenty-six lives were lost. Seen from the western end of the embankment, especially at high tide, Yarmouth, with its grey stone walls and dull red roofs, has a most pleasing and picturesque appearance, reminding one of some old town of France or Flanders.

YARMOUTH TO FRESHWATER.

If a train is due we can save a not particularly interesting walk from Yarmouth to Freshwater village. Those who walk or drive first cross the river embankment to Norton, a cluster of villa residences on the western side of the Yar, with good sands and every convenience for bathers. On the cliff beyond, immediately opposite Hurst Castle, is the powerful Fort Victoria, with the companion Fort Albert a mile southward, also guarding the entrance to the Solent.

Our road bears left, and steadily ascends, providing a delightful view over the low-lying Yar Valley to the east. The coast westward is screened from view by hills, but there

are glimpses of the sea southward over Freshwater. At the first cross-roads, turn right for Colwell Bay, Alum Bay, and Totland Bay, but for Freshwater keep straight on, leaving Golden Hill Fort and its camp to westward. The village is entered near the old Church.

FRESHWATER.

Bank .- Capital and Counties.

Omnibus from Railway Station to Totland Bay or Freshwater Bay, sixpence; to Alum Bay, one shilling.

Places of Worship, with hours of Sunday services :-

Parish Church—11 and 6.30. St. Agnes, Freshwater Bay—10.30 (Aug. and part of Sept. only), 6.30 every Sunday (6 during St. Andrew's, Norton Green—II. Congregational—II and 6.30. Roman Catholic—9, 10.30 and 6. Wesleyan—II and 6. United Methodist—II and 6.

Freshwater, with its numerous outposts—School Green, Pound Green, Norton Green, and the rest—is almost entitled to rank as a town. It is important to say at once that it is situated at least a mile inland, and must not be confused with Freshwater Bay, its extension on the coast. The principal hotels are at the latter place, but comparatively inexpensive apartments are to be had in the village and the surrounding hamlets. A proposal was made, but has now apparently lapsed, to carry the railway farther westward to Totland Bay. Meantime, Freshwater enjoys the distinction of being the terminus. Those who have only a few hours to spare, and wish to see something at least of all the places of note in the locality, cannot do better than hire a carriage. To many however, even the leafy lanes of the Western Wight have not the charm of the uplands, and the pedestrian alone can enjoy the matchless view from such a point as the Tennyson Cross.

The Parish Church of Freshwater, dedicated to All Saints, is about a quarter of a mile from the railway station, the tower looking down on the little village street. From the exterior one would not judge the building to be of great antiquity, but it was one of the six given by William Fitz-Osborn to the Abbey of Lyra. In 1873 new aisles were erected and the chancel extended, thus almost enclosing the older building. The living is in the gift of St. John's College, Cambridge. The quaint tower is thirteenth-century work, the battlemented portion being probably added some two centuries later. It contains a peal of six bells and a striking clock. The Norman doorway of the north porch is conjectured by

Mr. Percy Stone to have been the chancel arch of the first building erected on the site. There is a fine monumental brass of a knight in armour, supposed to be Adam de Compton, circa 1380. A tablet commemorates *Lionel Tennyson*, who was born at Farringford, and died on his way home from India in April, 1886.

"In haunts of jungle-poisoned air,
The flame of life went flickering down."

The beautiful statue of St. John by Miss Mary Grant, near the communion table, was also erected by Lord and Lady Tennyson in memory of their son. Later, Lady Tennyson was herself laid to rest in the churchyard.

Farringford,

where Tennyson came to live in 1852, and where so much of his best work was done, stands in a leafy lane, just off the main road to Alum Bay. The house is almost hidden from the road by elms and firs. "While not possessing any architectural pretensions," says Dean Church, "the house has something singularly attractive about it. Not the least of its charms are the creeping plants which clothe it from roof-tree to foundation with a mantle of green." In front stands an enormous ilex, and it is easy to understand how in winter the poet loved—

"To trace
On paler heavens the branching grace
Of leafless elm or naked lime;
And see my cedar green, and there
My giant ilex keeping leaf,
When frosts are keen and days are brief."

His well-known invitation to Maurice to come-

"Where, far from noise and smoke of town, I watch the twilight falling brown, All round a careless-order'd garden, Close to the ridge of a noble down,"

was written just after Maurice had been expelled from his professorship, and would be in a mood to appreciate a spot where—

"You'll have no scandal while you dine, But honest talk and wholesome wine, And only hear the magpie gossip, Garrulous under a roof of pine. For groves of pine on either hand, To break the blast of winter, stand; And further on, the hoary Channel Tumbles a billow on chalk and sand."

Of many notable visitors to the poet mention may be made of Garibaldi, who came in 1864 and planted a Wellingtonia in the garden. Nearly all the literary and scientific "giants" of the last century were here at one time or another.

A small black gate gives on to a lane running through the estate, and in a few hundred yards this is crossed by a rustic bridge, known now as Tennyson's Bridge, where the poet

would often stand and meditate.

FRESHWATER BAY.

Banks .- Capital and Counties and Wilts and Dorset.

Golf Clubs .- Freshwater (18-hole course on Afton Down), 2s. 6d. day, 10s. week, 20s. month. Needles (18-hole course at Alum Bay), 2s. 6d. day, 10s. week, 20s. month.

Hotels and Tariffs.—See Introduction.
Places of Worship.—See under Freshwater.
Post Office at junction of roads leading to station, Yarmouth, Newport, Tot-

"Our young sea village" is as delightful and bracing a spot as one could wish to settle in or near. Casual visitors must not infer from the apparent newness of the scattered villas here and in the neighbourhood generally that they are all the growth of the last few years. The air is so transparently clear, so free from smoke and grime, that it seems to be a matter of difficulty to tone the houses down to a becoming degree of mellowness. In 1790 the only habitation in the place was a dilapidated cottage known as the "Cabin," frequently tenanted by George Morland, the famous painter, whose "Interior of a Stable" is among the most frequently reproduced pictures of the world.

The beautiful, though tiny, bay is unlike anything else in the Island. Evidently at one time it was non-existent, and the cliffs presented an unbroken front to the ocean. Now the former boundary is marked by huge half-sunken rocks, over which, when the wind is in the right quarter, the surf

dashes wildly. This is the spot to stand—

"Listening now to the tide in its broad-flung shipwrecking roar, Now to the scream of a madden'd beach dragged down by the sea."

The Esplanade, after much battering, has in recent years been repaired and forms an all too short promenade. Though the beach is pebbly and rocky, bathing is good, the sea here being in calm weather remarkably clear. Boating under ordinary conditions is quite safe, but for trips of any length a man who knows the coast should certainly be taken. Golf

and sea-fishing are the favourite amusements of visitors, while for pleasant rambles the leafy inland lanes and the neighbouring downs would be hard to beat.

St. Agnes' Church, on the road to the station, was built in 1908 to meet the spiritual needs of "the Bay." It is of somewhat novel design, and owes much of its pleasing appearance to the thatched roof. The site was presented by Lord

Tennyson.

Freshwater Cave, beneath the redoubt on the western side of the bay, can be explored at very low water. It is about a hundred and twenty feet in depth and thirty in height. The Arched Rock and the pyramidal Stag Rock are on the eastern side of the bay. They clearly once formed part of the cliff, and it is curious to notice how a tiny patch of grass on the top of the latter still survives. The Stag Rock is said to owe its name to the fact that a stag, pursued by hounds. leapt on to it from the adjacent cliff, then less worn. On a clear day the view from the esplanade along the "back of the Island " is charming, the chalk cliffs below Afton Down contrasting with the browns of the Wealden formation further eastward.

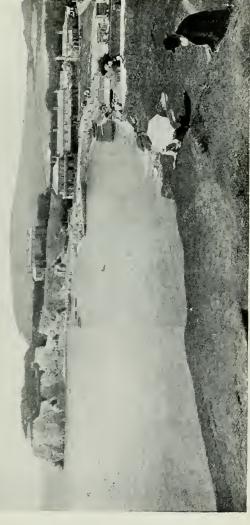
On Afton Down, east of the Bay, are the Golf Links, a fine coarse with hazards consisting of roads, chalk-pits and artificial bunkers. Ladies play over the same course, with shortened tees. There is an excellent clubhouse.

It may be well to add that in matters of sanitation, watersupply and so on, Freshwater Bay, and indeed all the villages in this corner of the Island, are beyond reproach. All the main roads are lit by gas lamps, a matter of importance nowadays to pedestrians. In recent years, too, a welcome zeal has been displayed in the provision of direction-posts. of which no part of the Island is in greater need, for except to their regular frequenters these devious lanes are often deceptive as to direction.

With regard to the climate we cannot do better than quote the opinion of Dr. Alfred Hill, formerly Medical Officer of

Health to the City of Birmingham :-

"Owing to its peculiar situation,' Freshwater Bay is not objectionably hot in summer, for, though it looks due south, it is open to the prevailing south-westerly winds, which cause it to have a mild and little-varying temperature, while it enjoys sunshine for many hours in the day, so that the climate is most agreeable for nine months of the year, and even



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Levy, Sons & Co.,]

[118 Holborn, E.C.

FRESHWATER.
FRESHWATER CHURCH—ST. AGNES CHURCH—ARCHED ROCK.

during the three months of winter the temperature is not very low, as the place is well sheltered from cold winds. Its annual rainfall is only about 24 inches, and it enjoys a remarkable exemption from thunderstorms, while snow is scarcely ever seen, and it never lies after the slight snow-showers which sometimes occur; so that even in the winter the climate is distinctly mild compared with inland places, and is therefore a desirable resort for persons desirous of avoiding the rigours of their winter seasons. The atmospheric disturbances are so few and brief that on only very few days in

the year is outdoor exercise prevented. "The fine chalk downs which gradually rise to a height of nearly 500 feet above sea-level are always dry, and their short herbage forms a fine natural carpet. They afford beautiful views for many miles around, embracing half the length of the Island (which has a surface undulating, well watered, well wooded, highly cultivated and picturesque), the Channel, the Solent, and the long coast-line of Hampshire and Dorsetshire, including the towns of Lymington, Christchurch, Bournemouth, and the entire length of the New Forest. They furnish just that amount of hill climbing which is always desirable in connection with a health resort for the strengthening of the muscles and the promotion of deeper breathing. Their gradual ascent is favourable to the degree of exercise suitable for the valetudinarian, while for the robust full scope for active and continued exertion is

"For persons in feeble health, convalescents, and consumptives, the meteorological and general physical conditions

afforded by the miles of their extent. On their summits a fresh breeze is always to be felt exerting a refreshing, bracing

are highly favourable."

and invigorating effect.

EXCURSIONS FROM FRESHWATER BAY.

	L) ista	nces.	
	Mil	es.		Miles.
Freshwater Station	. 1	I	Colwell Bay	2
Alum Bay	. 1	2 1/2	Yarmouth Ventnor (via Brixton)	31
Totland Bay	. 2	2	Ventnor (vid Brixton)	20

I .-- TO THE NEEDLES AND ALUM BAY BY BOAT.

A trip hardly to be equalled anywhere round the coast of England, except at Flamborough Head, can be had by sailing from Freshwater Bay, round the Needles, to Alum Bay, or at least as far as Sun Corner. The steamers doing the

trip round the Island often pass very close inshore; but fully to appreciate these majestic and dazzling chalk cliffs more leisure is required. Needless to say, wind and tide must be carefully watched, and it would be folly to venture out without someone possessing knowledge of local currents. Neptune's Cave, two hundred feet deep; Bar Cave, ninety feet deep: Frenchman's Hole, so called because a fugitive Frenchman once concealed himself in it and was starved to death: Lord Holmes's Parlour and Kitchen, in the former of which, tradition says, the gallant admiral entertained his guests, while he kept his wines in the other; Roe Hall. six hundred feet in height; and two singularly-shaped masses of chalk, named the Wedge Rock and Old Pepper Rock, are passed in succession. Main Beach is the name given to the lofty cliffs at the western extremity. The Grand Arch (200 feet) is one of the finest natural arches on our coasts. The cliffs are the haunt of countless sea-birds -herring-gulls, puffins, razorbills, guillemots, etc. The best time to see them is in May, when the birds are building. The natives descend the face of the cliff by means of a rope attached to an iron bar firmly driven into the ground, and thus collect the eggs. A ludicrous incident connected with Scratchell's Bay is recalled by an entry in the parish register of Lymington under date May 20, 1736: "Samuel Baldwyn, Esq., was immersed without the Needles, in Scratchell's Bay. sans cérémonie." It is said that, having heard his wife threaten to dance over his grave, he in his will ordered his corpse to be thrown over the cliffs into the sea in order to frustrate her intention.

We round the Needles (p. 138), with the Lighthouse on the furthest point, and, veering eastward, are in the comparatively smooth waters of Alum Bay. The long and fairly regular stretch of white cliffs is succeeded near the pier by the well-known series of coloured sands.

II .- TO AFTON DOWN, COMPTON BAY, ETC.

No directions are necessary. Climb the cliff on the eastern side of the bay, and proceed past the Golf Links as far as you care to go. You will not readily turn back. The views, especially over the Solent, with the New Forest as background, are superb. The road can be used by light vehicles. At Brook Point is the Pine Raft (see p. 121).

III.—TO THE TENNYSON CROSS, THE NEEDLES, AND TOTLAND BAY OR ALUM BAY.

In the opinion of many this is, in suitable weather, the finest of all the fine walks in the Island.

Take the road (not available for vehicles) which turns up past the stables of the Freshwater Bay Hotel. When the wall ends the Redoubt will be seen on left, with coastguard flagstaff near. A wicket gate on right now admits to the footpath, and after a very short climb we are on "the ridge of a noble down," formerly known as High Down, but more often referred to now as Tennyson's Down. The Cross can be seen right ahead and directions are superfluous. It is as well, however, not to go too near the cliff-edge, as in this exposed corner the wind often comes with sudden gusts that might have awkward consequences. The view embraces at least half the Island, from Cowes on the one hand to St. Catherine's on the other, and a considerable portion of the opposite coast. It is interesting to contrast the pleasure craft frequenting the narrow Solent with the great ocean-going vessels making for Southampton and London. Totland Bay, with its red roofs and large hotel, and Hurst Castle, with its long projecting beach, seem to lie at one's feet. Forts are seen on every hand. In the hollow below a glimpse is had of Farringford House, long the poet's residence.

The Tennyson Cross stands on the spot formerly occupied by the Nodes Beacon. It is of Cornish granite, and nearly thirty-eight feet high. The inscription on the east face runs:

"In Memory of ALFRED LORD TENNYSON this Cross is raised, A Beacon to Sailors, By the People of Freshwater and other Friends in England and America."

The monument was unveiled on July 8, 1897. In fair days and foul Tennyson was accustomed to make a daily pilgrimage to this spot, declaring that "the air on the Downs was worth sixpence a pint." He would sit for hours gazing out to sea, his big, black, broad-rimmed hat and his military-looking cloak wrapped about the tall, bent form, making him a picturesque figure, familiar to every one in the vicinity of his beloved home.

Descent to Totland Bay. Coach parties and others visiting Freshwater for the day are often somewhat pressed for time. The walk outlined above, and the return to Freshwater Bay can be done quite comfortably in an hour, with time to linger for the view. If time allows, a continua-

tion should certainly be made towards Alum Bay and the Needles; those who have to return to Freshwater, and yet wish to see more of this entrancing corner of the Wight, should descend the northern face of the Down by the footpath that will be seen near the Cross. It leads down to a large chalk quarry, and after winding round conducts to a gate giving on to a bye-lane leading in a quarter of a mile to the Highdown Inn, on the Alum Bay road. Here turn left for Freshwater Bay, or the village, passing the grounds of Farringford, or continue straight ahead (northward) for Totland Bay.

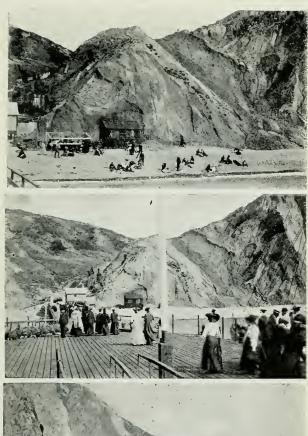
Those who continue on the high ground westward of the Cross will reach in half a mile the finely situated Golf Course of the Needles Golf Club (eighteen holes) on the Needles Down, 400 feet above the sea, with superb views of the Island, the Solent and the opposite coast-line. Thanks to the chalk subsoil and short grass, the course is never very wet in winter. The hazards consist of gorse, ruts, and artificial bunkers. The course has a length of 5,670 yards. There is a comfortable clubhouse for ladies and gentlemen.

Further progress is presently barred by the omnipresent "W.D.," which, being interpreted, means War Department. The fort on the outmost edge of the cliff, directly above the Needles, having been found insecure, has been replaced by another more powerful one farther back. We prefer the view of the Needles from near the first-named fort to any other. The name Needles is derived from a tall, slender pinnacle about 120 feet high, which fell in 1764. Two pictures dating from the middle of the eighteenth century exist in which it is shown. There are still three rocks visible. The famous Lighthouse (80 feet high) at the outermost point, has an occulting light (dark three seconds every minute) showing white, red or green according to the point of the compass from which the mariner views it. The white light is visible 14 miles, the coloured light 9 miles. weather the horn sounds once every fifteen seconds.

Turning to the right beyond the golf links we drop down to-

Alum Báy.

This spot looks different every time one sees it. In the sunlight, with the waves sparkling and the hues of the coloured cliffs intensified, Alum Bay makes one impression; seen again, when clouds lower, and the wind whistles down the





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Photochrom Co., Ltd.,]





gully, when the purple heather has turned to brown and the old pier creaks as the breakers dash upon it, Alum Bay isanother place entirely. The Coloured Cliffs are best seen from the deck of a steamer. We cannot do better than quote Englefield's description:

"The tints of the cliffs are so bright and so varied that they have not the aspect of anything natural. Deep purplish red, dusky blue, bright ochreous yellow, grey nearly approaching to white, and absolute black, succeed each other, assharply defined as the stripes in silk; and after rains, the sun, which, from about noon till his setting, in summer, illuminates them more and more, gives a brilliancy to some of these nearly as resplendent as the bright lights on real silk."

Thousands of excursionists come here by steamer from Bournemouth, Southampton and various parts of the Island in the course of the year. In the wooden house by the pier light refreshments can be obtained, together with souvenirs in the shape of paper-weights and ornaments filled with the coloured sands.

Headon Hill,

which separates Alum and Totland Bays, rises to a height of 397 feet. Its rounded form is generally heather-clad. An attractive residence of the bungalow type stands on the slope, facing the hotel, and at the summit there is theinevitable fort.

It is possible at low tide to scramble round Heatherwood. Point to Totland Bay, but this is not advised, the footpath over the brow of the hill affording a safer and far more enjoyable route. Those who drive to Totland Bay must perforce turn inland and take the road skirting the east side of the hill.

TOTLAND BAY.

Approach.—The most direct route is by the L. & S.-W. Railway from Water-loo Station vid Lymington. During most months of the year the L. & S.-W. steamers run to Totland Bay pier, weather permitting; otherwise it is necessary to land at Yarmouth and complete the journey by road. An omnibus for Totland Bay during the winter months and carriages all the year round await the arrival of steamers at Yarmouth.

Arrivals by rail from other parts of the Island should book to Freshwater

Bank.—Capital and Counties, Broadway.

Bathing.—Tickets must be obtained at the Reading Room on shore, 6d. each. or 5s. a dozen, children half-price. Beach.—Shingly at first, but sandy farther out.

Boating in the bay is very enjoyable. Sailing and rowing boats, canoes, etc., can be hired on the beach. The fishing is also good.
Golf.—The 18-hole course of the Needles Club is rather more than a mile distant.

Post Office, Broadway.

Station at Freshwater, 1½ miles distant. An omnibus runs several times daily

(fare 6d.)

Steamers, belonging to the South-Western Railway Co., run regularly to and from Yarmouth (fare 6d.), and many boats call also from other parts of the Island, and from Bournemouth, Southampton, Portsmouth, etc.

		Dista Miles.	inces.					Miles.
Alum Bay		11	Carisbrook	e (Cast	le		II
Freshwater Station		11/2	Newport					12
Freshwater Bay .	•	2	Cowes .					16
Needles		2	Ryde .					19
Yarmouth		3	Ventnor				•	20

Totland Bay is in great favour with those who love a holiday resort of the restful type, yet within easy reach of the outer world. Like Freshwater, it is also a favourite residential quarter and is only to a comparatively slight extent dependent upon the summer influx of visitors. The air is peculiarly bracing, and though partaking of the softness of that of the Undercliff has none of its relaxing qualities. This is not surprising when one considers that, as local advertisements put it, Totland Bay has "four thousand miles of ozone constantly pouring upon it" from the Atlantic. The clientèle of this modest watering-place is of a distinguished kind. Artists come on account of the beautiful atmospheric effects, the unrivalled land and seascapes, and the gorgeous sunsets; golfers are lured by the famous Needles links. The bay is well sheltered and affords exceptional advantages for yachting and boating, while the sands are remarkably white and firm. Bathing from the stony beach is very fair, and there is a good supply of machines. Visitors' own bathing tents may be placed on the shore for a small charge per week, or tents may be hired. A small Esplanade borders the bay between the bathing office and the Pier, with a continuation beneath the cliff in the direction of Walden Point. The Pier (toll 1d., promenading or embarking) is the property of the hotel company. It is a good vantage-point from which to watch the never-ending procession of warships, liners, excursion steamers and other vessels making for Southampton and Portsmouth or forging their way to the Channel. Beyond the Reading Room is the Lifeboat House.

The Broadway is the shopping quarter. The only buildings requiring mention are the Church (érected 1875), with its attractive schoolhouse; and the Reading Room attached to the

bathing establishment on the sands. The puzzling red-brick structure that stands on the point opposite Hurst Castle, and forms so prominent an object in the view from the cliffs or the steamer, is principally used in connection with the testing of torpedoes. The tube from which the torpedoes are shot can be seen at the side as the steamer passes. Farther in the direction of Yarmouth is another important red-brick depôt, used in connection with search-light training.

Hurst Castle, on the Hants shore, is a conspicuous object in all views hereabouts. It stands at the end of a long, projecting beach at the entrance to the Solent and is strongly fortified. The two lighthouses, high and low, are, as may be imagined, of the greatest importance to navigators. The old castle was a place of importance during the Civil War, and was for some days the prison of Charles I, on his removal from Newport (see p. 166).

The narrow strip of pine-screened greensward at the topof the cliff is known as the **Turf Walk**. It commands fine views of the opposite coast and especially of the long spit on which stands Hurst Castle. It is a delightful walk along, this and then by the footpath round Headon Hill to Alum Bay. In this locality were found some years ago two dome-shapedstructures, lined with glazed terra-cotta, and conjectured tohave been used as a crematorium by the Phœnicians.

Another good stroll is in the opposite direction by the footpath commencing at the Coastguard look-out near the Hotel and then bending inland round the fort for Warden Road and—

Colwell Bay.

Here good bathing is to be had, and those who like an unsophisticated and out-of-the-world spot might well give the place a trial. There is a small inn about a quarter of a mile from the sea, and apartments can be secured. A good many residences have been erected in recent years. Geologists will find much to interest them in the neighbouring cliff sections, and fossils are fairly numerous.

Another favourite walk is that from-

TOTLAND BAY TO THE TENNYSON CROSS.

From the Broadway take the Weston Road towards the Church. At the cross roads by the Highdown Inn a farm

road will be seen leading southward to the Down. At the end is a gate giving on to a path which, after winding round. the chalk quarry, reaches the top of the ridge quite close to the Tennyson Cross (see p. 137). Continue towards Alum Bay and the Needles or descend to Freshwater Bay and return by road.

ALONG THE DOWNS FROM FRESHWATER TO CARISBROOKE.

This is another grand walk, far too little known, and capable of numerous variations. The views all along are superb. It can be begun from any of the places described in this section, but we will assume that the start is made from Freshwater Bay. Afton Down (415 feet) is first ascended, and in about three miles from the Bay we reach the summit of Brook Down. The numerous barrows hereabouts will be of interest to antiquaries. A steep descent conducts to a bend of the Ventnor road, which we cross, and ascend the opposite slope to Mottistone Down (667 feet). The Long Stone (p. 121) is close by. In a mile and a half we cross another lane leading from Calbourne (left) to Brixton (right), and follow a carttrack up to Brixton Down (701 feet), which, though by no means, as is sometimes stated, the highest point in the Island next to Boniface and St. Catherine's, is, from its central position, in some respects a better view-point than either. The whole length of the Island, from the Culver Cliff to Freshwater, is commanded. The path running eastward from the summit is presently merged into an old Roman road, which will lead either to Idlecombe Lane (bear left, with Bowcombe Down on left) and so to Carisbrooke; or we can keep on the ridge of Bowcombe Down, near the Racecourse, and descend into the Calbourne and Carisbrooke road, turning right for the latter place.

Train may be taken back to Freshwater from either Caris-

brooke or Newport.

SECTION VI.

COWES AND NEWPORT.

Southampton to Cowes.

MANY travellers by this route take advantage of the option given by their tickets to break the journey at—

Southampton.

The town is well worth seeing. The chief objects of antiquarian interest in the town itself are the Bar Gate at the head of High Street, the Town Walls, and the ancient red-tiled house in St. Michael's Square known as Henry VIII's Palace. There are several fine parks, an extensive common, and a promenade round the Western Bay. The beautiful New Forest, described in our Guide to Bournemouth and the New Forest, is within easy reach by road or rail. But it is, of course, as a great shipping centre that Southampton is chiefly noteworthy. If the visitor can get permission to look over any or all of the great Docks he should by all means do so. Southampton has the almost unique advantage of a double tide. with practically four hours of high water daily, so that the largest vessels afloat can be accommodated at any hour. The visitor may quite possibly be fortunate enough to get a glimpse of one of the great White Star liners, such as the Olympic or the Teutonic, or of one of the Hamburg-Amerika leviathans.

Leaving the Royal Pier, near the Docks station, we steam down Southampton Water, noting Hythe and its long pier on the right, and on the left, nearly hidden by trees, the picturesque ruins of Netley Abbey, with the Hospital close by Leaving the estuary we pass, on the right, Calshot Castle, and on the left, the Calshot Spit lightfloat and the Calshot Lightship. Like Portsmouth Harbour, Southampton Water can be closed against hostile vessels, in time of war, by means of a boom. Without any perceptible change of course, we cross the Solent to the Pontoon at Cowes, whence the steamers make their way to Ryde. The passage from Southampton takes about an hour. The view of Cowes from the water, especially if there be a number of yachts and a warship or two in the foreground, is very beautiful.

It is a walk of only a minute or two from the Pontoon to Cowes railway station, whence trains run to Newport, and thence to Freshwater, Ryde, Sandown, etc., and by the direct route to Ventnor. Holders of through tickets have their luggage conveyed free of charge from Pontoon to Station.

COWES.

Banks .- Capital and Counties and London, County and Westminster, High Street. Climato. - See p. 26.

Clubs .- Royal Yacht Squadron, Cowes Castle, Royal London Yacht Club, Island

Sailing Club, Golf Club, Conservative, Liberal, and others.

Entertainments.—Band performances on Parade. "Varieties" at the Empire Theatre. At Cowes, as elsewhere in the Island, every available public hall is utilized for cinematograph shows.

Early Closing Day .- Wednesday.

Ferries .- The Floating Bridge runs between Cowes and East Cowes every ten minutes until 12 midnight. Fare one halfpenny. Cyclist and machine,

one penny.

Steam Launches belonging to the Southampton and Isle of Wight Steampacket Co. also run from the Pontoon to East Cowes at fairly frequent intervals. Single fare, id. Parties visiting Osborne will generally find these launches more speedy and convenient than the Floating Bridge (see p. 149). Golf Links (9 holes) in Northwood Park, a few minutes' walk from Pier or

Station (p. 147). Subscriptions: Gentlemen, £2 2s.; ladies, £1 1s.; family, £4 4s. Green fees, 2s. day, 7s. 6d. week, £1 per month, £2 per quarter.

Hotels and Tariffs .- See Introduction.

Places of Worship, with hours of Sunday services :-

St. Mary's Church-8, II and 6.30. oly Trinity Church—II and Holy 6.30. St. Faith's-II and 6.30.

Congregational, Free Primitive Methodist, Free Methodist, Weslevan and, Baptist-11.0 and 6.30. Roman Catholic-8.30, 10.30 and 6.30.

Population .- 9,635; with East Cowes 14,295. Post Office, 73, High Street. Open 7 a.m. to 8 p.m. (to 9 p.m. July, Aug. and Sept.). Sundays, 8.30 to 10 a.m. and 5 to 6 p.m. during June, July and

Railway Station .- Just off High Street. Mill Hill station (a quarter of a mile distant) serves the southern part of Cowes, and is equally convenient for

the Floating Bridge.

Steamers.—Briefly, the trips to Bournemouth, Weymouth, Brighton, round the Island, etc., given in detail under Ryde (p. 45) are all available from Cowes, but fares will in some cases differ slightly, and an allowance of about half an hour should be made for the journey between Cowes and Ryde. Among the most popular excursions is that to Beaulieu River and the New Forest (fare is. return).

To Southampton.—There are regular daily services, boats leaving about every two hours, and numerous special trips. Cheap return tickets are issued after 12 noon on certain days during summer, for 1s. 6d. and 1s. To Ryde.—About six boats daily. Cheap return tickets after 12 noon on certain days in summer, for 1s. 3d. and 1s., including pier tolls.

There are also yachting trips along the coast to Totland and Alum Bays,

or eastward to Fishbourne and Ryde.

The Regatta, held the first week in August, has made Cowes famous the world over. The town is by no means lacking

COWES REGATTA: ROYAL PERSONAGES LANDING.





W. U. Kirk & Sons,]

[Cowes.

COWES PARADE DURING THE REGATTA.

COWES 145

in attractiveness, and has a wooded background of some beauty, but its interests are chiefly "on the water." Since the opening of Osborne House to the public there is nearly always an inroad of visitors from other parts of the Island and from the mainland on Tuesdays and Fridays in summer.

The origin of the name has been much disputed, but it certainly has no more than a very distant connection with the familiar domestic quadruped. The anchorage is referred to in State Papers of 1512 as "ye Cowe—betwixt ye Isle of Wight and England," and the plural form probably arose after the fortification by Henry VIII in 1540, the head-quarters of the Royal Yacht Club incorporating portions of one of the two castles then erected. There seems to be some force in the conjecture of a correspondent of Notes and Queries that "the Cowe" may have been originally the name of a sandbank, such fanciful descriptions still surviving in "the Bullock Patch," the "Horse Sands," etc., not far off.

Cowes proper is separated from its neighbour, East Cowes, by the River Medina, which here attains a considerable width. The most attractive parts of Cowes are the open and breezy sea-front, Princes Green, and the high cliff road above it. The streets of the older part are narrow and tortuous, and the houses, except those facing the sea, are not specially attractive. There are some excellent shops, all catering especially for yachting people. Some well-known and influential establishments in the West End of London find it to their advantage to be represented here. Being the chief—one might almost say the only—port of the Island, and the seat of a considerable ship-building industry, Cowes is always more or less busy, and the trail of the seafarer is everywhere noticeable.

Landing from the steamer at the Victoria Pier, one reaches at once the most attractive part of Cowes. Arrivals at the Pontoon pass under an achway to the narrow High Street and then turn rightward. Those who come by railway from other parts of the Island must also turn into High Street for the sea. This devious thoroughfare shortly debouches into a broad, open space overlooking the sea.

The Parade.

The view across the Solent, especially when the roadstead is crowded with yachts and boats, and motor and other launches are darting in all directions, is very animated. There

146 COWES

are numerous seats and a bandstand, and the stone balustrade which protects the promenader from an unwished-for ducking seems to have been designed for the express purpose of supporting the elbows of nautical loungers. At the entrance to the Harbour is-

The Victoria Pier,

where the excursion steamers usually land their passengers, instead of at the Pontoon. In addition to the regular services to Southampton and Portsmouth, steamers call daily on the way round the island, and there are frequent trips to the Beaulieu River and the New Forest, Brighton, Bournemouth, Swanage, Weymouth, etc. There are also occasional trips to Cherbourg.

At the westward end of the Parade is Cowes Castle, the

headquarters of the famous-

Royal Yacht Squadron.

This is the premier yacht club of the kingdom, being under royal patronage and having a membership list including half the British aristocracy, the German Emperor, and other foreign potentates. The Club was founded in 1812 by the first Earl of Yarborough. The vessels of members are privileged (if above thirty tons) to fly the St. George's ensign, and are admitted into all foreign ports free of harbour dues. None but members and officers of the Royal Navy may land at the graduated stage in front of the Castle.

The Castle, with its pretty grounds and conservatorylike "platform," was formerly the property of the Government, and incorporates what is left of one of the forts built by Henry VIII for the defence of the southern shore of the Solent. Sir Wm. Davenant, of Shakespearian fame, was confined here during the Commonwealth, and employed the time in composing the first portion of "Gondibert." The Club purchased the building in 1856. On the bastion in front of the Castle are mounted twenty-two brass guns from the Royal Adelaide, in Virginia Water. The guns start the races and salute the victorious vachts.

In addition to the annual Regatta of the Royal Yacht Squadron, held early in August, the London Yacht Club holds a one-day Regatta. The Island Sailing Club, now numbering about three hundred members, was established in 1889 to promote sailing and racing in small craft. During the season,







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[118, Holborn.

THE PARADE—VICTORIA PIER—THE FLOATING BRIDGE. Isle of Wight. 53

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PRINCE'S GREEN, COWES.

extending from May to September, races are held every two weeks.

Proceeding westward from the Castle, we come to a pretty slope, bordering the shore, which goes by the name of—

Prince's Green.

It was presented to the town in 1863, on condition that it should never be applied to commercial purposes. Here are plenty of seats, a bandstand, shelters, and a fountain of unusually attractive design, which plaintively beseeches the passer-by, not once but many times, to "Keep the Pavement Dry." Overlooking the Green are some very pleasant residences. Beyond the Green proper an extension has been made towards Gurnard. By turning up Mornington Road, the Zig-Zag, a steep path leading to the cliff top, is reached. The views all along this road of the Solent and of the opposite coast are delightful. In the beautiful Northwood Park are the Golf Links of the Cowes Golf Club. The course (9) holes) is on excellent soil for the purpose, and commands charming views. The town also boasts a Recreation Ground of about 15 acres, reached from the station viâ Terminus Road and Park Road.

At Egypt Point the Trinity House authorities have erected a white column, from which a white light flashes every ten seconds and is visible ten miles. Egypt is a fine red-brick, ivy-clad mansion, with a rich background of foliage.

The baths and bathing machines at Cowes do what business they can, but the enthusiastic rhymster who in 1760 ex-

claimed-

"No more to foreign baths shall Britons roam, But plunge at Cowes and find rich health at home,"

can hardly have known what a bath was. In spite of strong currents, the shore is safe enough, and there is sometimes a fair quantity of sand, but fastidious bathers may consider the beach too rough for comfort. Better bathing can be had by following the path along the sandy shore from Egypt Point for three-quarters of a mile to Gurnard. This pleasant outpost of Cowes has a church, a hotel, and a likelihood of future development owing to its bracing climate and good bathing.

Holy Trinity Church, near the Castle, was built in 1831-2, the chancel being added in 1868. St. Mary's Church, at the top of the town, was rebuilt in 1867, thanks mainly to the Ward family, of Northwood.

The Roman Catholic Church, in Terminus Road, opposite the Railway Station, is dedicated to St. Thomas of Canterbury, and was built in 1796. Among the paintings is a valuable picture, said to have been the work of Allessandra da Messina (ob. circa 1596). It hangs on the north wall, and represents the death of the Virgin Mary.

Considerable interest attaches to Westbourne House, a porticoed red-brick house at the corner of Birmingham Road and Mill Hill Road, passed on the way from the Station to the Floating Bridge. This and the adjoining Medina House were built in 1752 and formerly formed one house, known as Birmingham Hall. Here, as a circular tablet on Westbourne House states, Dr. Arnold, headmaster of Rugby, 1828-42, was born on June 13, 1795. In 1799 or 1800 his father, William Arnold, who was collector of customs at Cowes, and is commemorated by a monument in Whippingham Church, appears to have removed to Slatwoods, on the other side of the water, at East Cowes. The great headmaster's earliest recollections would certainly be of Slatwoods, but that he was born at the then Birmingham Hall would seem to admit of no doubt. A clause in a deed enrolled in the High Court of Chancery on July 2, 1788, refers to the house "called or known by the name of Birmingham Hall, now in the several tenures or occupations of James Hyde Gill and William Arnold."

Those who wish to visit Osborne and to see something of East Cowes should either take steam launch from the Pontoon or make their way up High Street to the leftward turning

leading down to the Floating Bridge.

EAST COWES.

Bank.—Capital and Counties.
Places of Worship, with hours of Sunday services:—
St. James' Church—II and 6.30.
Congregational and Wesleyan—II and 6.30.
Population.—4,660.
Post Office,—High Street,

East Cowes has been aptly called "a combination of Norwood and Rotherhithe." In the important shipbuilding yards on the river bank there are usually several large destroyers on the slips, either for our own or foreign navies, and there is, therefore, a considerable resident artizan population. The higher slopes are occupied by villa résidences of considerable amenity. The Town Hall, at the foot of the tree-lined York Avenue, was the gift of Mrs. White. On the summit of

the hill, on the left as we ascend, are the grounds of Norris Castle, best seen from the Solent. Queen Victoria was often here as a girl with her mother, the Duchess of Kent. The large and well-wooded park adjoins the Osborne demesne. and the prospect is finer and more extensive than that from the terrace at Osborne. East Cowes Castle was designed for his own occupation by Nash, the architect of Buckingham Palace, Regent Street, etc. The Arch, flanked by lodges, formerly formed the Royal entrance to the Osborne grounds. Turning to the right, we pass Osborne and Albert Cottages. for many years the residence of H.R.H. the Princess Henry of Battenberg, Governor of the Island. They were sold in 1913. In a few yards we reach the Prince of Wales Gate. giving access to-

OSBORNE.

Admission.—The State Apartments and the Museum at the Swiss Cottage are open to the public in summer on Tuesdays and Fridays from 11.30 a.m. to 5 p.m. From October 1 to March 31 they are open only on Fridays from 11.30 to 3.30. Not open on Good Friday or Christmas Day. Catalogue, 4d. Special cheap return tickets are issued by rail and steamer on these days from all parts of the Island and there are also special coach trips. Visitors are allowed on the road leading directly from the Prince of Wales entrance to Osborne House, and on the footpath leading to the Swiss Cottage, but all other roads and paths are closed.

Access,—Those who reach Cowes by steamer will find in waiting at the Pontoon small steam launches, which run directly across the river to East Cowes

small steam launches, which run directly across the river to East Cowes (fare, id.). Arrivals by rail can either take steam launch from the Pontoon or turn rightward on leaving the station and proceed up High Street to the Floating Bridge, but the steam launch is quicker and more direct. Brakes Floating Bridge, but the steam launch is quicker and more direct. Brakes are generally in waiting at the East Cowes landing-stage and run to the Prince of Wales Gate (fare for a party, 6d. each). Those who walk should turn to the right for York Avenue and proceed straight up the hill, past the Post Office and the East Cowes Town Hall to the lodge of Norris Castle, Here bend to the right to the Prince of Wales Gate, a distance from the landing-stage of about three-quarters of a mile.

The stately marine residence where Queen Victoria spent so many quiet days, and where, on January 22, 1901, she passed away, must always possess the deepest interest to English men and women, and it is not surprising that visitors to the number of upwards of 60,000 per annum flock from all parts of the Island and from Southampton, Portsmouth, Bournemouth, and other resorts on the mainland to see it.

Queen Victoria purchased the estate from Lady Isabella Blachford in 1845, and the palace was finished in 1851, though many additions were afterwards made. The building s of the Palladian type, and was designed by Thomas Cubitt and the Prince Consort. The grounds, some 2,000 acres in extent, have a sea-front of a mile and a half, and are well seen in passing by steamer between Cowes and Ryde.

The house is thus described in Sarah Tytler's life of Queen Victoria: "The architecture of the pile of buildings was planned to express such stately simplicity as best befits a country house and not a palace. The two towers—the clock tower and the bell tower, one belonging to the part of the house known as the Pavilion—and the pillared entrance are its most ornamental portions. The house is built on the highest of a series of terraces which descend to the sea beach and pier. The terrace immediately beneath the windows of the principal room is a bright flower garden, with here a fountain and there a vase or statue. The lower terraces are the wooded slopes, with many a sunny and shaded walk. The trees were largely chosen and grouped according to the taste of the Prince Consort. The different entrances lead into far-extending corridors, stretching in long vistas with gleams of the blue sea or the green park at each end."

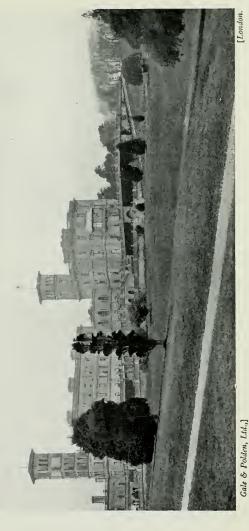
The flag tower is 107 feet high, and the clock tower 90 feet. The room in which Queen Victoria died is in the semicircular projection beneath the former. This and other private apartments used by her Majesty are sacredly kept

just as in her lifetime.

In 1902, immediately after his Coronation, King Edward VII announced in a letter to Mr. Balfour his intention of presenting the house and estate to the public; and later in the same year an Act was passed setting out that the King had "signified his gracious pleasure that the Osborne estate should be handed over so as to become part of the public property of the Sovereign, and that provision should be made for the use of Osborne House and grounds as a memorial of her late Majesty Queen Victoria."

The management of the house and grounds is vested in the Commissioners of Works, the remainder of the estate being controlled by the Commissioners of Woods and Forests. About sixty acres are occupied by the Royal Naval College, and the wings of the house have been converted into a Convalescent Home for about fifty officers of the Navy and Army.

Entering by the Prince of Wales Gate, we have on the right the extensive range of bungalows and other buildings belonging to the Royal Naval College (p. 152). The road we are on continues for more than half a mile to the Swiss Cottage (p. 151) near the sea, but for Obsorne House we turn to the left, noting on the lawn the many fine trees, all duly labelled. Under one or other of these Queen Victoria was



Isle of Wight.



Gale & Polden, Ltd.,]

[London.



Gale & Polden, Ltd.,]

[London.

accustomed in fine weather to take all her meals and conduct her very extensive correspondence.

The State Apartments

are surpassed in magnificence by many a private house; and though there are works of considerable artistic value among the pictures and statuary, it cannot be said that the collection as a whole, apart from its associations, appeals very strongly to the connoisseur. Passing along a short corridor, we first enter the Durbar Room, a striking proof of the hold which our great Dependency had upon the affections of its first Empress. The stone ceiling and the walls are elaborately carved in Oriental style, and over the fireplace a magnificent stone peacock displays its expanded tail. The cases in the room are mostly filled by richly bejewelled gold caskets containing addresses presented to Queen Victoria by Indian potentates and municipalities. In the corridor hang portraits of Indian princes and rulers, and there are also beautiful inlaid tables, cabinets filled with rare china, bronze statuary, etc. The Billiard Room is a pillared apartment commanding a view of the sea. Among the pictures is a large canvas by G. W. Cope, R.A., representing "Cardinal Wolsey at the Abbey of Leicester, A.D. 1530." Another is the familiar portrait of King Edward VII as a boy, wearing a sailor suit. The walls of the Drawing Room and the Dining Room are chiefly hung with family portraits and groups, especially of the happy period of her Majesty's early married life. In the Drawing-Room are several very fine chandeliers, and in the Dining Room may be noted a brass plate indicating the spot on which the coffin of Queen Victoria rested during the lyingin-state.

The **Corridor** has a much-admired mosaic pavement. Some of the statuary here is very fine, notably *Geef's* beautiful "Sleep of Innocence" (Paul and Virginia), and the winged figure of "Victory." Special interest attaches to *Boehm's* sculptured representation of "Noble," Queen Victoria's favourite collie, who died aged 14.

Leaving the house and its lawns, we return by the same path to where an indicator points the way to—

The Swiss Cottage,

which is close to the shore and fully half a mile from Osborne

House, and therefore often has to be missed for want of time. Proceeding by the High Walk across the park we have a good view of the clock tower and of the balustraded sunk gardens, also decked with statuary. The balconied apartment in which Queen Victoria passed away can be recognized by the drawn blinds. It is in the projection on the flag-tower side. The Museum at the Swiss Cottage is devoted to objects connected with the estate and its royal owners. King Edward and his brothers and sisters in early days each had a small garden to tend and care for, and their tools, carefully preserved and labelled, are to be seen in the tool shed on the right of the path. Many of the trees hereabouts were planted by Royal hands and close at hand may be seen a miniature fort, "The Albert Barracks" (1860), actually built by the little princes.

The Royal Naval College

adjoins the Prince of Wales Gate. It was opened by King Edward VII on August 4, 1903. Under the present rules for training naval officers, the cadets, fresh from preparatory schools, spend two years at Osborne, two at the Royal Naval College at Dartmouth, and two at sea, subsequently choosing which branch of the profession—navigating, engineering, or Royal Marine—they will follow. About 420 cadets are accommodated. The Prince of Wales was entered in April, 1907, passing in due course on to Dartmouth. Prince Albert, the King's second son, also spent two years at Osborne.

The bungalows used as dormitories by the cadets consist of a wooden skeleton, over which, both inside and outside, sheets of a non-flammable building material, known as uralite, are fixed. There are over a dozen dormitories, each accommodating thirty cadets, and named after a famous British Admiral. At the end of each is the small apartment for the

officer in charge, and a bath-room.

What were originally the stables of Osborne House have been converted into class-rooms. Here, too, is the mess-room, and adjoining it the kitchen. The recreation-room is a fine hall, roo feet in length by 40 feet wide, with high vaulted ceiling and a musicians' gallery. Beyond this is the gymnasium. The officers' quarters are in another bungalow, constructed on the same principle as the dormitories. A notable feature of the writing-room is a representation in beaten copper over the fireplace of the Battle of Trafalgar,

with Nelson's immortal signal, "England expects that every man will do his duty." The metal work throughout is of

simple and artistic character.

The Workshops are situated at Kingston Quay, on the east bank of the Medina, and are connected with the College by a roadway. Here full instruction is given in the handling of tools and machinery, and by means of a small sloop and other craft the boys acquire familiarity with the working conditions of sea-life.

A direction-post near the College points the way to Whippingham (about half a mile).

Whippingham Church.

Railway Station, on the Ryde and Newport line, is nearly two miles distant. It was originally built as a private station for the use of Queen Victoria. Railway passengers walk down the station approach to the main road. Turn for a few yards only to right and at fork, where stand some model cottages designed by the Prince Consort, turn left (road to right leads to Wootton Bridge, and is the coach route for Ryde). In a quarter of a mile is another cross-road. Disregard turning to left (for Newport), and keep straight on for about a mile to village. Near school, turn left by roundabout road to Church.

Admission.—If the church is not open apply for key at the cottage adjoining the Vicarage. The path on left opposite doorway leads to the Vicarage, but turn right at foot of steps for cottage.

Services on Sundays at 11 and 6.

Whippingham finds mention in Domesday Book, and the Church was built, as the inscription over the doorway informs us, on the site of an edifice "dedicated in the twelfth century to Mildred, a Saxon Princess, and founded by William Fitz-Osborne in 1066, by whom it was bestowed, with five others, upon the Abbey of Lire." A later inscription, of even greater interest, reads: "To the glory of God and to the beloved memory of Queen Victoria, who entered into her rest, at Osborne, on Jan. 22, 1901, the Sanctuary of this Church was enriched and beautified by her son, King Edward VII, and her other children and grand-children. 'Her children arise up and call her blessed.'"

The church "was designed by Albert, Prince Consort, and rebuilt by Queen Victoria in conjunction with him, in the year of our Lord MDCCCLXI. The building is finely situated on a wooded eminence overlooking the Medina, and is visited by many tourists on account of its royal associations. It is additionally interesting as the scene of the marriage of Princess Beatrice and Prince Henry of Battenberg, and as the

last resting-place of the gallant Prince, who died in the service of his adopted country. The entrance to the churchvard is by a lych-gate of teak, and the path is lined by cypresses. In style the church may be best described as a modern adaptation of Early English, but it is of distinctly foreign appearance. The ground plan takes the form of a Latin cross, and the building comprises chancel, north and south transepts, and nave, the unusual length of the chancel being due to the fact that the Osborne pews are located in it. The large central tower is surmounted by a spire of peculiar construction, with spirelets at the four corners. The sides of the tower are filled with good stained glass, an arrangement which gives a rich and airy appearance to the interior of the church. The Royal Pew, on the south side of the chancel, was reseated as part of the scheme for beautifying the church. It is approached by a private entrance under a Norman archway. The beautiful marble Reredos depicting the Last Supper is a memorial of Queen Victoria. Other work carried out at King Edward's command included repaying the chancel floor, decoration and lining, and the provision of a new oak roof.

Facing the Royal Pew is-

The Battenberg Chapel,

where the remains of Prince Henry rest. Tender thoughtfulness has been bestowed upon every detail connected with this monument. Everything is in perfect taste; chaste and rich, yet severely simple. The beautiful open screen is of gunmetal, from a design by Mr. Gilbert. An autograph inscription by Queen Victoria records that the work is a memorial of her "dear son-in-law." The base of the sarcophagus is of dove marble, and the panels above bear the arms and orders of the Prince and Princess, carved in perfect detail. The massive top has appropriate scripture texts, and the inscription "In te Domine spero." The altar-table, of dove and statuary marble, is approached by polished steps. Above the table is the figure of an angel with outstretched wings, by Princess Louise, which stands nearly eight feet high, and occupies the major portion of the east end.

The brass lectern in the church is also in memory of Prince Henry, and was presented by Colonel Lord Edward Pelham-Clinton

Within the Royal Pew is a medallion of the Prince Consort, with two angels holding a crown above his head. The inscrip-



W. U. Kirk & Sons,]
CORRIDOR AT OSBORNE.

[Cowes.



Levy, Sons & Co.,]

[118, Holborn.







Photos by] [Welch, Kirk and Levy. WHIPPINGHAM CHURCH—BATTENBERG MEMORIAL CHAPEL—FORT AT OSBORNE BUILT BY KING EDWARD VII. AND HIS BROTHERS.

tion records that the monument was "placed in the church, erected under his direction, by his broken-hearted and devoted widow, Queen Victoria, 1864."

Another monument which calls forth national sympathy

is that to Princess Alice.

Other monuments of interest in the church are those to the Duke of Albany, to Sir Henry Ponsonby, and to the father of Dr. Arnold of Rugby.

In the churchvard are the tombs of many of Queen Vic-

toria's servants of all degrees.

COWES TO NEWPORT, viâ NORTHWOOD.

On the western bank of the Medina, almost opposite Whippingham Church, is—

Northwood,

the mother parish of Cowes, though itself once a mere chapelry of Carisbrooke. The Church is ancient, and contains some Late Norman work, but is of no great interest.

The road continues southward to Parkhurst Prison, which will accommodate seven hundred convicts, but is fortunately rarely full. The Albany Barracks, built 1798, and recently enlarged, are just below. The Workhouse, on the opposite side of the road, is interesting from the fact that the establishment was one of the earliest—if not the earliest—union workhouses in the kingdom. It may not be generally known that the Island was the first place in which the system of poor-law unions was tried. The Workhouse in which the experiment was made was erected in 1770, being succeeded by the present building in 1887. To the west lies Parkhurst Forest, the only considerable tract of woodland in the Island. It comprises about eleven hundred acres, and is administered by the Commissioners of Woods and Forests. At one time it was of much greater extent.

COWES TO NEWTOWN, SHALFLEET AND CALBOURNE.

The triangular tract enclosed by the railways from Cowes to Newport and from Newport to Yarmouth is little visited by tourists, but the district, though tame in comparison with some parts of the Island, is worth cycling or driving through. We assume that the excursion is made from Cowes, but at least as many people will take train from Newport to Calbourne and Shalfleet station (about midway between the two

villages from which it is named). The coaches from various parts of the Island frequently take the Calbourne and Carisbrooke road on the return journey from Freshwater.

At Cowes, proceed up High Street as for the Floating Bridge, turning right instead of left at the Duke of York Inn. Then take the second turning to the left into the Newport Road (which passes the Cemetery), and keep straight on by Pallance Road. There are a number of confusing turns in the road, and the map is likely to be of more assistance than the most elaborate directions. The route is over Bunt's Hill and through Porchfield and pretty Lock's Green. A lane on the right, rather more than half a mile from the latter place, leads to—

Newtown.

If we can fancy that the land hereabouts was once composed wholly of soft mud or sand, and that a great giant came and pressed his hand, with fingers extended, upon it, leaving the sea to rush into the channels so created, we shall get a fair idea of the ramifications and appearance of the Newtown River. Some of the creeks afford tolerable fishing, and when the tide is up by no means lack picturesqueness.

Newtown (formerly Francheville) may once have been new, but it has been old now for a long time, and is indeed the most ancient borough in the Island. In its small and dilapidated Town Hall, it preserves a suggestion of former greatness. Here are kept some old oak tables and fire-irons, but the mace and other Corporation regalia and the interesting civic and Court Leet records, dating back for many centuries, are held by the Simeon family, of Swainstone, as lords of the manor. Newtown was formerly the seat of a considerable salt industry, and oyster cultivation is still carried on. In 1377 the French raided the town, and it seems never to have recovered the blow. The river was evidently much deeper at that time, for it is spoken of as accommodating fifty ships of five hundred tons. Until the Reform Act of 1832. Newtown returned two representatives to Parliament, among them being John Churchill, afterwards Duke of Marlborough, and George Canning, subsequently Prime Minister. In the Inn can be seen a map of the old town, with a short manuscript history attached to it. The modern Church is designed on the lines of one of the chapels of Salisbury Cathedral. In the porch is hung a list of rectors of Calbourne who had charge at Newtown, from 1316 onward. The list was compiled by Mr.

Harry Guy, of Yarmouth.

Another lane will take us back in half a mile to the main road, but some three-quarters of a mile farther westward than the spot where we left it for the *détour* to Newtown. Continue, with the creeks on the right hand, to the first turning on right, which crosses the *Calbourne* stream by a one-arch bridge and leads to—

Shalfleet.

(Inn: New Inn. Rallway Station: a mile south-east.)

The village is prettily seated on the slopes of two steep hills, on the high-road from Yarmouth to Newport. quaint old-world Church repays a visit. It was probably founded shortly after the year 1070, and is one of the few churches in the Island mentioned in Domesday. It was long connected with the Abbey of Lyra. The church is chiefly Early English, but the massive tower and north doorway are Norman. The lower walls of the tower (the earliest in the Island) are 5 feet thick, and the absence of openings at the ground level is held to indicate that it was intended to serve as a place of refuge for the inhabitants. The tower is surmounted by a stunted wooden spire, erected in place of a stone one of greater height which had fallen a prey to Time, about 1812, the necessary funds being provided by the sale of the church bells and of the gun which, in common with all the parishes in the Island, Shalfleet then possessed as a defence against a sudden inroad of "our natural enemies" on the other side of the Channel. This business transaction gave rise to a distich which affirms that-

"The Shalfleet poor and silly people, Sold the bells to build the steeple."

There are now, however, two bells in the tower. Over the north doorway is a rude Romanesque carving thought by some to represent David's encounter with the lion and the bear. Others believe it to represent Adam naming the animals in the Garden of Eden; and a third school contends that it is a representation of Daniel in the lions' den. Readers must form their own conclusions.

Calbourne

(Sun Inn.)

is about two miles south of Shalfleet (the same station serves

for both). The district acquired some notoriety as the *locale* of *The Silence of Dean Maitland*. The **Church** is of Norman and Early English architecture. There are several monuments to members of the Simeon family of Swainstone.

To the south of Calbourne is Westover, a fine mansion stand-

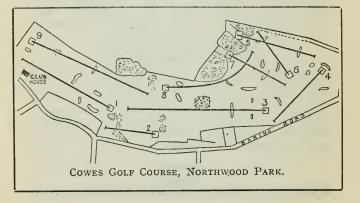
ing in a well-wooded park.

Swainstone, which also figures prominently in *The Silence of Dean Maitland*, is about a mile eastward, on the Newport road. The mansion is of stone, in the Italian style, and occupies the site of a former palace of the Bishops of Winchester, who held the manor so long ago as 826. The park, with its hills and dales, and flourishing forest trees, makes a pretty sight. The Simeon family were great friends of Lord Tennyson, and the Laureate was a frequent visitor while living at Freshwater. The name of the manor—formerly *Sweynestone*—recalls the invasion of the South of England by the Danes under Sweyne, the father of Canute, early in the 11th century. The Island was apparently the favourite winter quarters of the marauders.

The pretty Watchingwell station, on the Newport and

Freshwater line, is the private property of the estate.

If the route is continued towards Yarmouth, the village of Thorley, with an interesting old church, will be passed.





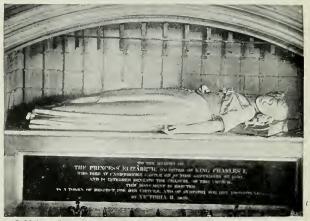
Levy, Sons & Co.,]

[118, Holborn, E.C.

NEWPORT.
PARISH CHURCH—TOWN HALL—MARKET PLACE.



Levy, Sons & Co.,] [118, Holborn. THE OLD. GRAMMAR SCHOOL, NEWPORT.



J. Milman Brown,]

[Shanklin.

MONUMENT TO PRINCESS ELIZABETH, NEWPORT CHURCH.

NEWPORT.

Angling.—Fair trout fishing can be had in the Lukely, a tributary of the Medina. Banks.—London, County and Westminster, 119, High Street; Capital and Counties, 22, St. Thomas Square; National Provincial, 107, St. James's Square.

Boating and sailing on the Medina estuary. When the tide permits enjoyable

evening trips are made by motor launch from Newport.

Early Closing Day, Thursday. Market Day, Tuesday.

Golf Links on St. George's Down, near Shide Station (9 holes). Visitors, 2s. 6d. day, 7s, 6d, week, 15s, month.

Hotels and Tariffs.—See Introduction.

Places of Worship.—The usual hours of Sunday services are 11 and 6.30—St.

Thomas's, St. John's, St. Paul's, Barton, Baptist, Congregational, Wesleyan and Primitive Methodist. Roman Catholic (St. Thomas of Canterbury)— 8.30, 10.30 and 6.30.

Population.—11,155.
Post Office, High Street, a red-brick building beyond the Market Place, in the direction of Carisbrooke. Open 8 to 8, Sundays 8.30 to 10 a.m. and during

July, August and September from 5 to 6 p.m.

Rallway Station.—Holyrood Street. Keep straight down for High Street.

Distances.

			Α	Tiles.	I .					Miles.		
Bembridge				111	Ryde .						7	
Blackgang				93	Sandown						9	
Carisbrooke				I	Shanklin						9	
Cowes				5	Ventnor						$10\frac{1}{2}$	
Freshwater B	av			TI	Yarmouth						0 3	

Newport, the commercial capital of the Island and the chief railway centre, has a large residential population, but is comparatively neglected by visitors, though it makes an excellent centre for excursions. Scores of conveyances go through on their way to Carisbrooke, a mile south-west, a few stop to enable passengers to see the Church, but the majority pass on.

The town is of considerable antiquity, having received its first charter from Richard de Redvers in the reign of Henry II. It was then, as its name signifies, the "new port," Carisbrooke being at that time the seat of government for the whole of the Island. For upwards of three centuries it sent two representatives to Parliament, among them the great Duke of Wellington, George Canning, and Lord Palmerston.

The principal thoroughfare is a portion of the main road from Ryde to Yarmouth.

St. Thomas's Church,

in a square just off the High Street, dominates the town. It is modern (1854-6), but somehow suggests antiquity. building which formerly stood on the site dated from the time of Henry II, and was dedicated to the martyred saint of Canterbury, Thomas-à-Becket. When the present structure was consecrated, the former patron saint was abandoned for St. Thomas the Apostle, but St. Thomas of Canterbury is now again favoured. The church is in the Early Decorated style and is really a very fine building. The nave is clerestoried, and there are north and south aisles and porches. The massive tower, with its crocketed pinnacles, rises to a height of 132 feet, and is a conspicuous object from every direction. It was restored a few years ago at a cost of £2,400. Under the central canopy is a figure of our Lord blessing a little child. The other figures are those of the two Saints Thomas. The fine peal of bells came from the old church. Another relic of the old church is the oak pulpit, dated 1637, with two rows of carved panels, representing the cardinal virtues, the three graces, and the seven liberal sciences. Justice and Mercy are figured on the sounding-board, and a verse from Isaiah exhorts the preacher to "Cry aloud, spare not, lift up thy voice like a trumpet." The reading-desk is dated 1633 and the communion plate (a complete set) 1637.

The principal monument is that to the left of the chancel, erected by Queen Victoria to *Princess Elizabeth*, the second daughter of Charles I, who died in captivity at Carisbrooke in her fifteenth year (see p. 166). She was buried in the chancel of the old church, but her place of sepulture was forgotten until 1793, when some workmen employed in making a grave stumbled upon the coffin. A brass plate immediately in front of the altar marks the spot where her body lies. The monument, of Carrara marble, is one of Marochetti's finest works. The likeness was from a portrait in the possession of Queen

Victoria. The touching inscription runs:

[&]quot;To the memory of the Princess Elizabeth, daughter of King Charles I, who died at Carisbrooke Castle, on Sunday, September 8th, 1650, and is interred beneath the chancel of this church, this monument is erected, as a token of respect for her virtues and of sympathy for her misfortunes, by Victoria R., 1856."

There is also a medallion of "Albert" by Marochetti, and to the right of the chancel a fine monument to *Sir Edward Horsey*, a former Captain of the Island (1565–82), with an inscription that has the true Elizabethan ring:

"To Sir Edward Horsey, a very valiant soldier, Captain of the Wight, who was courageous both by sea and land. Brave, yet pacific in disposition, and no less a worshipper of justice than a faithful friend, a supporter of the Gospel, and a man of liberality, who lived esteemed by his sovereign and much beloved by the people. And as he lived holily so he executed holily his particular duties."

The Market Square presents an interesting sight on market days, when animals are brought from all parts of the Island.

The Guild Hall, where the corporation business is transacted and the petty sessions and county court held, was built in 1814-16. There is a statue of Lord Chief Justice Fleming, who was a native of the Island. The clock-tower commemorates the first of Queen Victoria's Jubilees.

The old Grammar School, at the corner of St. James's Street and Lugley Street, a few yards west of the Station, was erected in 1619, It is interesting as having been the scene of the Conference between Charles I and the Parliamentary Commissioners, which resulted in the abortive Treaty of Newport. The King's bedroom looked into St. James's Street, and the old school-room was used as the presence chamber (see p. 165).

Among other interesting Old Houses in the town may be mentioned the Chantry House (1612) and God's Providence House (1701) in Pyle Street, Hazard's House (1684) in Lower

High Street, and the Castle Inn in High Street.

In the Market Place stands a fine Memorial of Queen Victoria. It takes the form of a Victoria Cross, a graceful column, the bronze figures at the base representing the royal virtues of Sympathy, Charity, and Fortitude upholding the Crown, and guarded by the lions of England. The inscription reads, "To Victoria, the Queen, this memorial was raised by the people of the Wight."

In Quay Street, close to the Guild Hall, is the Literary Institute. Visitors can become temporary members for a

small sum,

In Upper James Street, running southward from the Church, are the Isle of Wight County Secondary School and the Seely Library, with reading-room, etc.

The environs of Newport are much more attractive than a Like of Wight '!

casual visit to the town would lead a stranger to suppose. Some delightful tramps can be had on the neighbouring Downs, and the roads running south and west provide some exquisite views, with the square pinnacled tower of the Parish Church as the central point.

Many visitors will be interested in the fact that Mr. Albert Midlane, the writer of several well-known children's hymns, including "There's a Friend for little children," was for many years engaged in business in Newport. He died in March,

1909, in his eighty-fourth year.

Leaving Newport at the western extremity of High Street, we reach the Mall, with its raised footpaths. At the spot where the road to Carisbrooke Castle (left: to Carisbrooke village and church right) branches from the main thoroughfare is the Simeon Monument, a richly carved, floreated memorial cross, inscribed:

"Sir John Simeon, Bart., M.P. of Swainston and St. John's, in this Island; born, Feb. 9th, 1815; died, May 21st, 1870. 'A man greatly beloved,' to whose memory, ever honoured and cherished, this cross is erected by many friends."

To the right, close to the railway line, is the Victoria Recreation Ground, presented to the town by Mr. Tankerville Chamberlayne. Note the fine view of Carisbrooke Castle from this point.

Another way of reaching Carisbrooke, and one to be commended to railway travellers if a long wait for the train is not involved, is to proceed to *Carisbrooke*, the first stopping-place on the Freshwater line. The station is half a mile from the Castle, but the walk from it by the railed-in footpath across the fields to the churchyard is preferable to the high-road from Newport. Cross the main road to the *Bugle Inn*, almost opposite the Church and take the bye-road leading past the mill-pond. Bear to right and a footpath will be seen which slants obliquely up the hill to some steps leading to a point just below the Castle gateway. There are several other approaches.

CARISBROOKE.

Hotels.—See Introduction.

Post Office, just below Church. Open 8 to 8, Sundays 8.30 to 10.

The places to see at Carisbrooke are the Castle, the Church, and the remains of the Roman Villa at the Vicarage. We will take them in order of importance. But a word should first be said as to the village, as charming, clean-looking, and

TO READERS.

Every care has been taken to render this volume accurate and trustworthy. But changes take place, both in town and country, with a rapidity which often thwarts the efforts of the most alert and painstaking writer. We should, therefore, esteem it a favour if readers discovering errors, either of omission or of commission, in these pages, would promptly inform us. Such communications will be duly acknowledged and the inaccuracies rectified at the earliest opportunity.

THE EDITOR.

Address-

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London, E.C.



delightfully situated as any in the interior of the Island. Visitors come in thousands from all parts, but Carisbrooke is not in any way spoilt. Every other house bears the legend, "Teas provided." Good trout-fishing is to be had in the Lukely stream, but it is, of course, preserved.

Carisbrooke Castle.

Admission.—The Castle is open every day, Sundays and Christmas Day excepted, between 9 a.m. and sunset. The following charges are made: To see the Castle and grounds, 4d.; Gatehouse and Museum, 2d.; Well House

Teas are supplied during summer.

The Castle stands on a wooded hill at an elevation of about a hundred and fifty feet. The summit forms a level plateau some twenty acres in extent, the whole of which is enclosed by the castle walls. It is easy to believe that Sir Walter Scott had Carisbrooke in mind when writing Marmion.

"The battled towers, the donjon keep,
The loop hole grates where captives weep,
The flanking walls that round it sweep,
In yellow lustre shone.

The Castle gates were barred; Above the gloomy portal arch, Timing his footsteps to a march, The warder kept his guard."

A no less competent judge than Keats remarked, "I do not think I shall ever see a ruin to surpass Carisbrooke Castle." Certainly few ruins in England enable one with greater ease to conjure up the past.

Historical Note.

The still existing British entrenchments near the bowlinggreen leave no room for doubt as to the hoary antiquity of the Castle. It does not figure prominently in history, however, until the time of Charles I.

When the Civil War broke out, Carisbrooke was garrisoned by a small detachment of Royalist troops under Colonel Brett. The Mayor of Newport, a fanatical Puritan, determined to seize the stronghold for the Parliament. When the besiegers advanced, the Countess of Portland, wife of the Governor of the Island, who had sought asylum in the castle, appeared on the ramparts with a lighted match in hand, and threatened to fire the first cannon and to hold the fortress to the last extremity, unless she and her party were permitted to depart with all the honours of war. The attacking force, ignorant

probably of the fact that there were but three days' provisions in the castle, and that the defenders were nearly all invalided soldiers, thought it prudent to comply with the heroic lady's demands.

The governor appointed by the Parliament was one Colonel Robert Hammond, a young soldier of brilliant parts, who had risen rapidly in the service, and was married to one of Hampden's daughters. His motives in seeking the post, and sacrificing for a time his military prospects, were apparently to gain quiet and to keep aloof from the violent measures to which some of his colleagues were already openly committed. The King seems to have had some inkling of the state of the young Colonel's mind, and on his escape from Hampden Court the misguided monarch determined to seek refuge in the Isle of Wight, not merely because he believed the local gentry to be well affected to his cause, but from a vague hope that he would be able to establish an ascendancy over Hammond, whom he remembered as an amiable and wellspoken gentleman whose grandfather had been physician to the Court. "His temptation," says Carlyle of Hammond, "when the King announced himself in his neighbourhood had been great. Shall he obey the King in this crisis; conduct the King whitherward his Majesty wishes? Or be true to his trust and the Parliament? He grew suddenly pale—he decided as we saw." When the King's messengers arrived, Hammond, in order to gain time to consult the Parliament volunteered to wait upon his Majesty at Titchfield, where he was then hiding. On the 22nd of November, 1647, Charles, attended by only three of his suite, accompanied the Colonel back to Carisbrooke. Hammond played the difficult and unsought-for part assigned to him by events with rare discretion and ability. The King was given plainly to understand that he was a prisoner, but his entertainment was rather that of a guest. The gentlemen of the Island were allowed to wait upon him, the bowling-green was constructed for his amusement, and he was even permitted to follow the chase in Parkhurst Forest, where, as Prince Charles, he had twice "hunted and killed a bucke." An ill-timed attempt by Captain Burley, who was subsequently hung, drawn and quartered for his pains, to effect a rescue, led to the curtailment of most of these privileges; though Charles was still treated with the most scrupulous courtesy.

"The king's lodgings were at this time limited to the first

floor of the buildings facing the entrance, the upper portion of the Great Hall forming his audience and antechambers, and his bedroom being on the mezzanine floor in the adjoining building to the south." 1 Captain Titus and others of the guard having been seduced, Charles determined, with the assistance of his page Firebrace, to make a dash for liberty. With characteristic obstinacy he refused to believe but that "where his head would pass his body would follow." According to Firebrace's narrative, his Majesty in attempting to get through the window of his bedroom "found himself mistaken, he sticking fast between his breast and shoulders, and not able to get forward or backward, but that at the instant before he endeavoured to come out, he mistrusted and tied a piece of his cord to a bar of the window within by means whereof he forced himself back. Whilst he stuck I heard him groan, but could not come to help him, which (you may imagine) was no small affliction to me. So soon as he was in again, to let me see (as I had to my grief heard) the design was broken, he set a candle in the window. If this unfortunate impediment had not happened, his Majesty had certainly then made a good escape."

Not only Hammond, but the Derby House Committee in London were well aware of this attempt, and it was thought advisable to lodge the King in a place of greater security. He was moved to the officers' quarters (now in ruins), "in a building on the left side of the first court," and a sentry was stationed on the platform below. As his window contained but one bar, a second was inserted, leaving scarcely five inches between each bar and the stone mullions. On Saturday evening, May 20, Charles, undaunted by his former failure, had determined to make a second attempt. On coming to the window, however, he found more persons about than he had been led to expect and, scenting danger, he wisely retired to rest in his usual manner. Hammond and his official superiors were, as a matter of fact, cognisant of every detail of the plot, though some doubt still exists as to the identity

of the traitor.

On the 6th of September following, Charles left the Castle to take up his quarters at the Grammar School, Newport, during the negotiations with the fifteen Commissioners of the Parliament which ended in the farcical "Treaty of Newport."

The Army had meantime grown stronger than the Parlia-

¹ Percy G. Stone, Architectural Antiquities of the Isle of Wight.

ment, and its leaders decided, as Carlyle puts it, that "a young colonel with dubitations such as those of Hammond will not suit the Isle at present." Hammond was accordingly summoned to Windsor and replaced by Colonel William Sydenham.

While it was yet dark, on the morning of November 30, three days after the signature of the treaty, certain officers demanded admission to the royal apartments at Newport, and Charles was hurried, with scant courtesy, to a coach which drove him rapidly "towards Worsley's Tower, a little beyond Yarmouth Haven," where he crossed in a sailing vessel to Hurst Castle. An entry in the register of Carisbrooke Church records the melancholy sequel: "In the year of our Lord God, 1649, January the 30th day, was Kinge Charles beheaded at Whitehall Gate."

In July of the following year, it was resolved to transfer the late King's children, Henry, Duke of Gloucester, and the Princess Elizabeth, from Penshurst, the historic home of the Sidneys, to Carisbrooke. They arrived on the 16th of August, it being enjoined that "no person should be allowed to kiss their hands, and that they should not be otherwise treated than as the children of a gentleman." Three days later, the Princess "being at bowls, a sport she much delighted in, there fell a sudden shower, and being of a sickly constitution, it caused her to take cold, and the next day she complained of headache and feverish distemper, which by fits increased upon her."

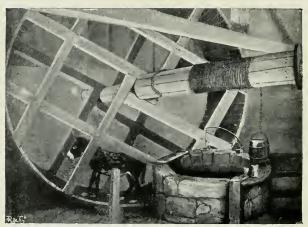
In spite of all that medical skill could do, the Princess expired on the 18th of September, and was buried in Newport Church (see p. 160). "As to the boy," Cromwell had bluntly said, "it would be better to bind him to a trade." Two years later he was liberated by Cromwell's influence and suffered to sail for Holland. He died in 1660.

To See the Castle.

A somewhat steep climb from the village brings us to the Outer Gateway, bearing the initials E.R. (Elizabeth Regina) and the date 1598. The massive and imposing Gatehouse, with the two round Woodville Towers and machicolated parapet, is sufficiently ruinous to be picturesque, without losing its air of grandeur and stern command. The roofs and floors of the Gatehouse were a few years ago restored as a

CARISBROOKE CASTLE,

Isle of Wight



J. Milman Brown,]
THE WELL, CARISBROOKE CASTLE.

[Shanklin.



Photo by] [A. J. Archer. WINDOW OF ROOM IN WHICH CHARLES I. WAS IMPRISONED.

memorial of Prince Henry of Battenberg. The massive wooden inner gates date from 1470. In the Armoury and the adjoining apartments is housed a Museum (admission 2d. containing ancient manuscripts and other antiquities relating to the Island. No visitor should miss seeing this most interesting collection, especially the Stuart relies, transferred from Windsor Castle by direction of Queen Victoria. These include the nightcap worn by Charles I the night before his execution; a piece of his cravat; the head of his walking stick: a crystal locket with pearl pendants, containing a lock of his hair, cut off after execution : the key of the room in which he was imprisoned; a gold signet-ring containing a piece of the dress of the Princess Elizabeth, and a rubbing of her coffin-lid. Notice, too, the quaint print depicting Charles I, "looking to Jesus, so our Soveraigne stood, Praying for those who thirsted for his blood." Among the pictures the place of honour is occupied by a fine portrait, handsomely framed in carved oak from the roof of the Great Hall, of Prince Henry of Battenberg, in his uniform as Governor of the Isle of Wight. There is also a watercolour of the youthful Henry, Duke of Gloucester, after Vandyck, by Lady Abercrombie. This picture used to hang in Queen Victoria's bedroom at Osborne. There are also a number of ancient coins, spear-heads, suits of armour, and other curiosities. In a circular room beyond are other prints and curios, and a facsimile of the warrant for the execution of Charles I. Special interest attaches to the worm-eaten pieces of timber from the wreck of the Royal George. In another circular room are cases containing relics of the Early, Middle, and Late Bronze Ages. An interesting autograph letter from Lord Tennyson relates to the finding of a flint arrow-head near Farringford, "one of the most perfect that I have seen."

On entering the Base-court, with its well-kept lawns, we turn left to where some stone steps lead up to the Ramparts. We can walk all round (it is best to turn to the left), the prospect over the surrounding country being delightful. The curtain wall is probably Norman, but was restored and altered by Gianibelli, the Italian engineer employed by Elizabeth at the time of the Armada scare. The "Knights" at the south-west and south-east corners, and the external wall and ditch and sally ports, are also his work. In one part the pathway passes right outside the wall, but this is a modern innovation.

A flight of seventy-one irregular and well-worn steps leads from the courtyard to the Keep, the most ancient portion of the pile. It stands upon an artificial mound (probably of British origin) fifty-eight feet high. With the exception of that at Windsor this is probably the most perfect specimen of a Norman shell in existence. An archway on the left leads to the well-chamber, in which is a well said to have been of tremendous depth, but now choked up. A further flight of twenty steps leads to the parapet above, from which the view is, of course, even more extensive than from the ramparts.

Close below the northern rampart, between the Gatehouse and the Keep, is the Great Hall, the lower part twelfth-century work, the upper Elizabethan. These cheerless rooms, with their old-world air, would be interesting even had they no historical associations. Charles I was lodged in this block until his first attempt to escape, and in a room over the lobby, marked by a tablet, the Princess Elizabeth died on September 8th, 1650. Miss Agnes Strickland, in her Queens of England, says:

"The young daughter of Charles expired alone sitting in her apartment at Carisbrooke Castle, her fair cheek resting on a Bible, which was the last gift of her martyred father, and which had been her only consolation in the last sad

moments of her life."

At the south-east corner of the Hall are the remains of a small domestic Chapel built by Lady Isabella de Fortibus in 1270.

Leaving the Hall, we see on the right the ruins of the Officers' Quarters, in the upper storey of which was the suite of apartments occupied by Charles at the time of his second

attempt to escape.

The Well House (closed between 12.30 and 1) is a restored sixteenth-century building regarded by many people, especially juveniles, as the most interesting feature of the Castle. The well was sunk in 1150 and has a depth of 161 feet and a diameter of 5 feet 3 inches. The water is 40 feet deep, and is drawn up by means of an ingeniously contrived draw-wheel (15 feet in diameter), to which two intelligent donkeys take turns to supply the motive power. It is interesting to know that each time the bucket rises to the surface the patient victim of the tread-wheel has accomplished the equivalent of 240 yards. We are assured that the life suits the animals, and one is recorded to have died at the ripe old age of 50.

An electric light near the bottom of the well is switched on to give an idea of the depth.

The former tilt-yard, or "place d'armes," was converted into a Bowling Green in 1648 for the use of Charles I. The earthen banks which almost surround the green are the remains of the original "Caer," or British Entrenchments.

Near the Gatehouse will be noticed the Chapel of St. Nicholas de Castro, an inscription below the east window of which tersely records the leading facts of its history: "Founded 1070, rebuilt 1738, dismantled 1856, reconstructed 1904." To which we will add "Re-opened and consecrated 1905." It had long been regarded as a scandal that the act of vandalism committed in 1856, when the building was unroofed, had remained unremedied, and the 250th anniversary of the death of Charles I was held to be an appropriate occasion for raising funds to restore the building. Actually the edifice was almost rebuilt, under the direction of Mr. Percy G. Stone, and it is now, as nearly as can be ascertained, a reproduction of the little sanctuary in which the unhappy monarch worshipped. Just within the door is a fine bronze bust of Charles I, decorated with a wreath of immortelles. The altar, readingdesk, candlesticks and other articles of Church furniture were formerly used in Oueen Victoria's private chapel at Osborne and were presented by King Edward.

Carisbrooke Church

is considered by Mr. Percy G. Stone "the most important ecclesiastical building in the Isle of Wight." If not open, inquire at the Post Office, a few doors below, for the key. Sunday services, II and G.30. The building was formerly attached to a Priory, of which there are practically no remains, except the wall which forms the northern boundary of the churchyard. The Perpendicular tower (see date 1470 on west face) is finely proportioned. The church was at one time much larger, but Sir Francis Walsingham, Elizabeth's Secretary of State, had the chancel pulled down, persuading the parishioners that this was the most economical way of repairing it. The "Puritan pulpit," dated 1658, should be seen. A partial restoration of the church has recently taken place.

The Roman Villa

(Admission.—Sixpence.)

is in the Vicarage grounds. It was discovered in 1859. The

largest apartment is about 40 feet by 22. The mosaic pavement is well preserved; but the remains are neither so ex-

tensive nor so interesting as those near Brading.

Both Newport and Carisbrooke make capital centres for downland walks. Westward there is a fine tramp to Freshwater (described the reverse way on p. 142); eastward over St. George's, Arreton and Ashey Downs to Brading; and southward via Gatcombe, with its park and ancient church (p. 83) to Chale, Blackgang, and the Undercliff.

Road Routes from Newport.

I. To Cowes, via Northwood (5 miles), or Whippingham (6 miles) (p. 155).

II. To Ryde (a), via Haven Street (8 miles), or (b) Wootton

Bridge (71 miles) (p. 49).

III. To Bembridge, via Downend and Brading (111 miles). IV. To Sandown, viâ Arreton (of miles) (p. 84).

V. To Shanklin, viâ Godshill and Rookley (9 miles). VI. To Ventnor, (a) viâ Godshill and Whiteley Bank (103 m.); (b) vià Godshill, Whitwell and St. Lawrence (113 m). VII. To Chale, via Gatcombe and Kingston Cross (81 m.). VIII. To Niton. via Blackwater and Rookley (81 miles).

IX. To Yarmouth.
(a) viâ Shalfleet (93 miles). Proceed northward by St. James Street, as if for Cowes, to Parkhurst Workhouse. Turn sharp to left, and follow telegraph wires all the way. Road is good and unmistakable to Shalfleet and Yarmouth.

(b) via Carisbrooke, Calbourne and Newbridge (103 miles). Proceed along the Mall, and at Simeon Monument turn right for Carisbrooke village (left for Castle). Then comes a very steep hill, after which the road, though somewhat stony, is good to Sun Inn (Calbourne to left). Keep straight on to fork, where bear right for Yarmouth (left to Freshwater).

X. To Freshwater Bay (11 miles). Proceed as IX (b), turning left beyond Calbourne, At Chessell road from Ventnor joins, and the rest of route is described under VI on p. 96

(For Index see pp. 171-4.)



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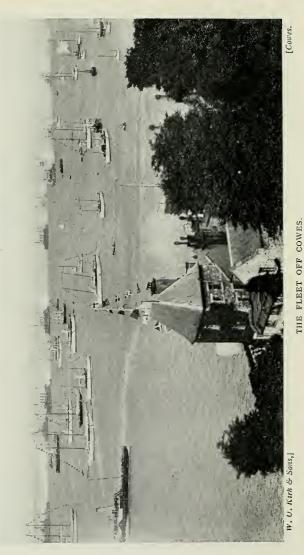
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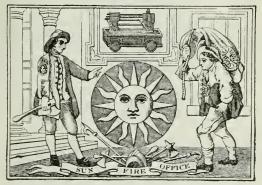
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The Editor will be greatly obliged by corrections or suggestions for the improvement of this book. Please address c/o Ward Lock & Co., Ltd., Warwick House, Salisbury Square, E.C.

Butler and Tanner The Selwood Printing Works Frome and London

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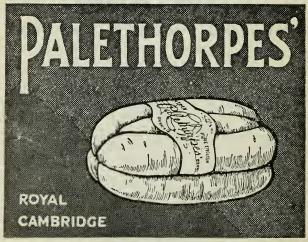
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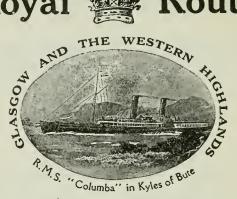
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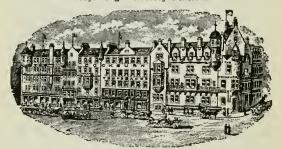
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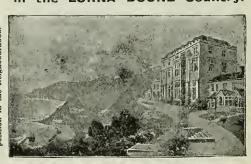
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For Langland Bay, see page 53.

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For Ullswater, see page 8o.



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(See Land's End, page 53).

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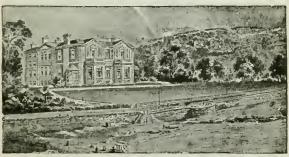
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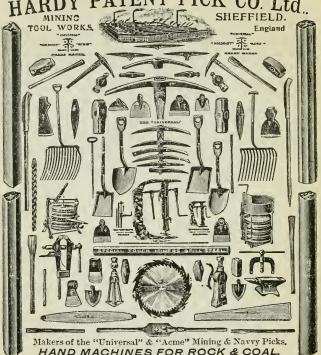
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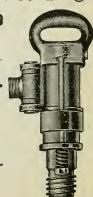
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