

Lynn Dewing, an unknown Lakeland Traveller, and his Journals 1817-1847

Part 1

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DR SYNTAX. - 'My errand was to bid you look
With care and candour on this Book;
And tell me whether you think fit To buy, or print, or publish it?
The subject which the work contains Is Art and Nature's fair domains;
'Tis form'd the curious to allure; - In short, good-man, it is a Tour;
With Drawings all from Nature made,
And with no common skill display'd:
Each house, each place, each lake, each tree,
These fingers drew - these eyes did see'.
BOOKSELLER. - 'A Tour indeed! I've had enough
Of Tours and such-like flimsy stuff.
What a fool's errand you have made,
(I speak the language of the trade,)
To travel all the country o'er, And write what has been writ before!
We can get Tours - don't make wry faces,
From those who never saw the places!
I know a man who has the skill To make you Books of Tours at will;
And from his garret in Moorfields Can see what ev'ry country yields;
So, if you please, you may retire, And throw your Book into the fire:
You need not grin, my friend, nor vapour;
I would not buy it for waste paper!'

William Combe (1741-1823),
Tour of Dr Syntax in Search of The Picturesque (1812), Canto XXII.

Summary

ALTHOUGH previously unknown, Lynn Dewing (1773-1854) may rank as one of the most tireless pedestrian travellers of England, Wales and Scotland in the first half of the nineteenth century. He was probably a commercial traveller in patent elastic bandages (used in the treatment of dropsy and oedema) for a London linen draper. Following his retirement, and without property or wife, he embarked on a series of annual tours each summer and autumn from 1817 until his death, returning to his family in Norfolk in the winter. The journal of his 1817 tour is housed in the National Library of Scotland and that for 1819 is in the National Museum of Wales. The sections of these two journals relating to Dewing's travels in the Lake District are here transcribed and set into their historical context.

Lynn Dewing

William Combe was right to point out that by 1812 there were numerous printed tours of the Lake District. Lynn Dewing's extensive journeys took place during a thirty year

period between 1817 and 1847. Dewing was drawn from a humbler sphere of life than the more famous literary figures who wrote about their travels, such as de Quincey, Southey, Coleridge and the Wordsworths, lacking their culture and education, but he has an interesting narrative to tell and he tells it well. The style adopted by Dewing in his notebooks belongs to the late eighteenth, rather than to the early nineteenth century. It is in stark contrast to that of George Borrow (1803-1881), fellow native of Norfolk, whose *Wild Wales* (1862), is an example of travel writing at its best. Whilst Dewing's manuscripts may lack the detail and interest of William Cobbett's *Rural Rides* (1830),¹ they record something of this period of rapid change and its effects upon the landscape.

The journals were first described by Mr John Kenyon in the National Museums and Galleries of Wales Yearbook, *Amgueddfa*, (1997).² From the material available to him, Kenyon tentatively identified their author as Richard Dewing (c.1795-1876), of Carbrook Hall, Norfolk, a graduate of Trinity College, Cambridge. Lynn Dewing's authorship was confirmed in the *Journal of the Staveley and District History Society*, VII, (Summer, 2006).

The Dewing family had long been settled in Norfolk. Lynn's grandfather, Thomas Dewing (c.1705-1762), of Cawston, was a mercer and grocer, and owned a brewery in King's Lynn.³ Lynn's father, Augustine Dewing,⁴ married Sarah Adams (1746-1813) at Monks Eleigh, Suffolk, in 1764.⁵ Their life seems to have been restless and unsettled and the family lived in Guist,⁶ Little Dunham⁷ and finally at Stanstead on the borders of Suffolk and Essex.⁸ Lynn, their eldest son, was born in Little Dunham, Norfolk, where he was baptised on 15 June 1773.⁹ Augustine died on 21 May 1791 aged 54 and his obituary in *The Bury and Norwich Post* stated: 'his domestic affairs . . . have been . . . governed by caprice'.¹⁰ By his will he left freehold and copyhold tenements.¹¹ 'A farm, pleasantly situated on Chevington Broad Green, in Suffolk, consisting of . . . 70 Acres of arable and pasture land, partly freehold and part copyhold' was readily disposed of.¹² On 27 July 1791 *The Bury and Norwich Post* advertised for sale: 'A most desirable freehold estate situated in Stanstead . . . [con]sisting of a neat dwelling-house, with convenient outbuildings, a good orchard, and about 42 acres of rich pasture and arable land'.¹³ This remained unsold and the family were still in residence in Stanstead in 1797.¹⁴

Nothing is known of Lynn's education. From his travel journals he does not appear to have had a classical (grammar school) education, but he was an attractive penman, and had clearly received a sound educational grounding.¹⁵ His father left him the modest sum of £50 and an interest in the estate. He is recorded as being resident in Stanstead in November 1786.¹⁶ His subsequent movements are undocumented, however, although there is some evidence that he was employed as a linen draper's commercial traveller, like his cousin, William Lynn Dewing.¹⁷ He may have worked for Shoolbred and Co., of 34 Jermyn Street, London, famous for patent elastic bandages.¹⁸

In 1816, three years after his mother's death, Lynn Dewing retired.¹⁹ Aged 44, he had made sufficient money to enable him to live on the dividends from his investments. A passport issued to him for a journey to France in 1829 terms him a 'rentier'²⁰ and

subsequently he is variously called an ‘annuitant’, ‘fund holder’ and a ‘gentleman’. In his retirement years, Lynn Dewing lived a nomadic existence, returning each winter to his family in Norfolk.

In 1821 his brother-in-law, John Chaplin, leased a farm in Stibbard, Norfolk,²¹ where Dewing often stayed. He also resided with his brother Augustine (1785-1862), a miller on Elmham Heath.²² John Chaplin also moved to North Elmham in the 1830s and it is difficult to know if Dewing resided with him or his brother thereafter. By the summer of 1851 Chaplin was dead²³ and Lynn’s brother had removed to Swaffham.²⁴ Dewing’s other base in Norfolk was the village of Little Walsingham where his brother Thomas (1783-1845), and his brother’s sons, were millers. His travel journal for 1821 ends there and it was there that his journeys in 1827 and 1839 began. At some time between October 1842 and May 1844, Dewing settled in the market town of Fakenham.²⁵

Politics are rarely mentioned in Dewing’s journals, but a few comments in his early journals show that he was a firm Tory. As he is not known to have been either a holder of freehold or leasehold property of sufficient value to enfranchise him, his hostile views of reformers recorded en route to the Lakes in 1819 at the time of the so-called ‘Peterloo Massacre’ are of particular interest. Dewing’s occasional disparaging comments about ‘O.C.’ or Oliver Cromwell, may have as much to do with his loyalty to George III as with Cromwell’s tendency after the Civil Wars to slight many ancient castles.

Though baptised into the Established Church, Dewing also attended Independent, Wesleyan and Baptist places of worship. Whilst in Kendal on Sunday 23 June 1845 he visited the parish church, hearing the vicar, whom he termed ‘an excellent reader and preacher’.²⁶ The following week he was in Cockermouth and heard the Revd Robert Wilson at the Independent chapel, whom he praises,²⁷ and in the evening the Revd ‘Welch’, in the Wesleyan chapel: ‘a very talented young man and one of the most flowery preachers I ever sat under’.²⁸ Thomas Harris Walsh, a Wesleyan preacher at the age of 19, does not appear in the standard catalogue of Methodist clergy and disappears from the minutes of the Methodist Conference after 1848. Dewing’s journals reflect prevailing ecclesiastical concerns: the building of new churches, which Dewing mentions in Carlisle (24 August 1832)²⁹ and Kendal (June 1845), and the restoration of old ones, (Kirkby Stephen 28 July 1847), a practice condemned by the future dean of Carlisle, the Revd Francis Close (1797-1882) in his popular pamphlet *The ‘Restoration of Churches’ is the Restoration of Popery*, (1844).³⁰

Dewing continued his travels into old age, relying increasingly upon the railways. He began his last journey in April 1854. He reached Southampton in late summer and took lodgings at 15 Oxford Street. He remained there with his landlady,³¹ as autumn glided into winter, too weak to return to Norfolk either by ship or by rail, dying from the effects of bronchitis on 16 December 1854 aged 81.³² He was buried at St Mary’s, Southampton,³³ leaving an estate of nearly £2,000.³⁴ Lynn’s death merited mention in *The Gentleman’s Magazine*,³⁵ *The Hampshire Advertiser*,³⁶ *The Lynn Advertiser*,³⁷ and *The Norfolk Chronicle and Gazette*.³⁸

Oct 7

From Coniston to Ambleside yester
a description of it attempted in a
former tour, but I must just add
that I never recollect passing over ground
exhibiting so much rich & picturesque
scenery most happily interspersed
with bold & rugged mountains. —
During this delightful stage I had
a distinct view of 3 Lakes, and
all the surrounding hills clad with
richest verdure I ever saw in any
country or ~~is~~ at any season — now
Sep^r 28th for variety of woodland
prospects Ambleside & its vicinity
even surpasses Keswick but for
variety & grandeur of mountain
views I think no part of England
can compare with the latter place.
Near Coniston in the gill leading

FIG. 1. Page of Lynn Dewing's Journal 1821 – Coniston to Ambleside

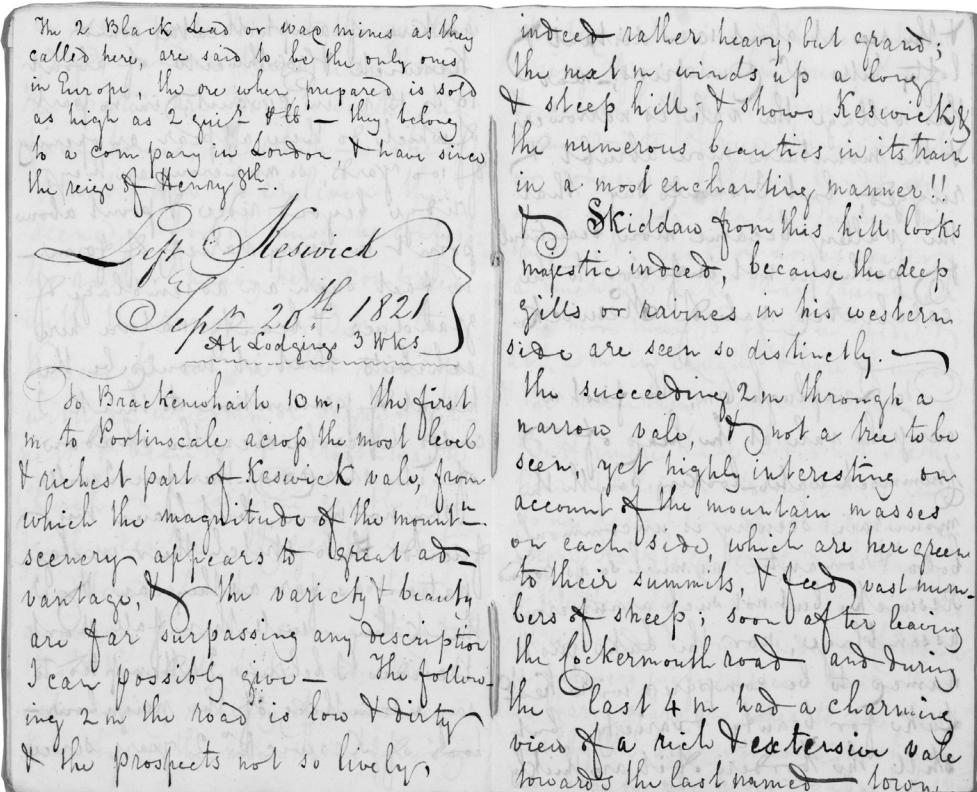


FIG. 2. Double page spread of Lynn Dewing's Journal 1821

No known likeness of Lynn Dewing has survived. Given his curiosity and his interest in scientific matters he may well have sat for a daguerreotype. A note in the third division of the tour which commenced in North Elmham on 24 June 1842 reads 'Daguerrotype - see profile-style'. Dewing was lean in appearance and conscious of his social position. A moderate drinker of ale and whisky, he smoked a pipe, was financially prudent and sociable and, like Wordsworth, loved the sight of oak trees and wild eglantine and blackthorn bushes in bloom and the scents of apple and pear. Dewing's character and restlessness are comparable to those of the poet Thomas Gray, a fellow bachelor, who also travelled to escape his loneliness.³⁹

Dewing's manuscript journals

Few men can have been as well acquainted with the topography of England, Wales and Scotland as Lynn Dewing. Between 1817 and 1854 he made 38 journeys and spent more than 16 years 'on the road'. The daily accounts of his earliest travels were written in both pocket-sized home-made notebooks and commercially made ones. These were often covered in marbled wraps. He wrote with a quill pen in an elaborate hand. His spelling, punctuation and orthography were inconsistent.

As late as 1996-7, travel journals recording 23 of Dewing's 38 annual tours survived. These came into the possession of his nephew and executor, Charles Frederick Chaplin, and subsequently passed to his widow, Sarah Ann Chaplin (1819-1893). They appear to have remained within the family until the twentieth century before coming into the hands of a succession of rare book and manuscript dealers by whom they were dispersed. The remaining 15 journals probably entered into the possession of other nephews and nieces after Lynn Dewing's death and subsequently disappeared. Some may have been lost in Dewing's lifetime. He himself records the loss of parts of a number which had been lent to friends and not returned.

The journals for all but his last two annual tours are contained in between one and nine notebooks. Dewing termed each notebook a 'division'. The journals for the 1817 tour are held by the National Library of Scotland and those for 1819, 1841 and 1844 by the National Museum of Wales. The remainder are believed to be in private possession. Those for 1821, 1823, 1825, 1832, 1845, 1847, 1851, 1853 and 1854 are in the possession of the author. The current whereabouts of the others is unknown.

Dewing visited Cumberland and Westmorland in 1817, 1819, 1821, 1825, 1827, 1830, 1832, 1834, 1839, 1842, 1845 and 1847, for which journals are, or were until recently, extant (see Appendix). He also visited the counties in a number of years for which journals are not known to have survived, such as 1828. At the time of writing the whereabouts of his journals for 1827, 1830, 1834, 1839 and 1842, which were in existence in 1996, are now unknown. Appended to this paper are extracts from Dewing's journals from 1817 and 1819. Extracts from his journals for 1821, 1825, 1832, 1845 and 1847 will follow in a subsequent issue of *Transactions*.

The author's erratic spelling and punctuation have not been altered and are retained throughout the text. Dewing's equally erratic capitalization may have been altered in places where his florid penmanship makes it difficult to determine whether he used an initial capital or not. In these cases the editor has exercised his judgement.

Most of the contractions used by Dewing in his notebooks are self-explanatory and have not been expanded. These include 'abt' for about; 'thro' for through; 'wh' for which, and 'm' for mile. Where the meaning of other contractions is less clear, for example 'm-s' for mountains, they have been expanded thus: m [ountain] s. Where the manuscript is faint or defective, the probable reading of the defective part has been placed in square brackets. Where Dewing's use of a word or his spelling is unusual, the word 'sic' has been placed in square brackets thus [sic].

Dewing's journeys to Furness, Cumberland and Westmorland

Dewing's journals reveal the difficulties he faced, and the hardiness required by the pedestrian tourist of the period, but tell us nothing of the inns and farms where he broke his travels or sheltered from storms, his conversations with locals and his fellow travellers, the quality of the food he ate or the ale he drank, or his landladies. His ignorance of the niceties of local topography and parish boundaries, and his carelessness with names and other details make the inns he visited particularly difficult

to identify. Occasionally he stayed with local farmers such as ‘farmer’ John Sandford (1766-1839), near Langdale (1817) and Mungo Glaister (*c.*1790-1864), yeoman of Redflat, near Abbey Holme (1825, 1832, 1845).⁴⁰

Dewing covered considerable distances in his journeys. During his ninth tour (April-December 1825) his journals record that he walked between 11 and 20 miles a day, depending upon the terrain, and rested on Sundays. Dewing estimated that in 1825 he travelled 2,359 miles: 337 by coach, 503 by boat (including steam packet) and 1,519 on foot. De Quincey estimated that William Wordsworth (1770-1850) walked between 175,000 and 180,000 miles during his life.⁴¹

Dewing’s journals were intended to be read in the winter months by his extensive family and friends around domestic firesides in Norfolk and Suffolk. They have no literary pretensions and reflect the author’s interest in farming, timber, crops and animals, and his family’s interest in milling. Dewing framed his writings to ensure his audience understood and saw clearly what he was trying to describe and consequently made use of Norfolk reference points in his description.⁴² In the extracts quoted here, we find him comparing Allonby with Cromer (1817), the sand hills near Ravenglass with those near Yarmouth (1821), and the church at Kirkby Stephen with that at Sculthorpe (1847). He was concerned with facts and progress, but he was also transported by ‘the sublime in nature’. His observations are generally ‘impressionistic’ rather than systematic.

Dewing’s 1817 journal recounts his journey through Cumberland and Westmorland, on his return from Scotland to London. Part of it was accomplished astride a pony which he purchased in Killin on his journey north, and the more inaccessible parts were made on foot leading his pony.⁴³ In 1819 Dewing travelled through the Lakes, and visited Alston in Cumberland en route for Newcastle-on-Tyne, before proceeding to Norfolk. In 1821 his travels through both counties were again made on the return journey from Scotland. They were concentrated in the west of both counties and were made on foot. The 1825 northern tour was also made on foot, although Dewing took the canal packet from Lancaster to Kendal before proceeding by way of Troutbeck Bridge, Wythburn, Keswick and Carlisle to Scotland. He subsequently returned via Brampton, walked across a section of the Cumberland coast between Allonby and Whitehaven, and then cut across to Hawkshead, Bowness and Kendal on his journey south. Dewing’s northern tour in 1832 took him via Milnthorpe, Bowness and Keswick to the little fishing village of Skinburness from where he took a boat to Scotland. On his return journey he travelled from Carlisle to Penrith and Alston, returning home via Brampton, Penrith, Bampton and Shap. This was the first time he had travelled by coach in Cumberland. His return journey was concentrated on the eastern half of the counties. In 1845 Dewing travelled to Kendal on the fast packet (which he claimed was the *Waterwitch*) on the Lancaster Canal, a journey which had first charmed him twenty years earlier.⁴⁴ From Kendal he walked to Bowness, crossed Windermere, and from thence walked and travelled by cart to Skinburness where he took the boat to Scotland.

At the time of his last journey to the Lakes, two years later, he was in his 75th year.

He travelled to Kendal on the new Lancaster and Carlisle Railway (opened in 1846),⁴⁵ and then walked to Shap where he caught the train to Penrith. He walked on to Penruddock and from there took a gig to Keswick. Returning to Penrith he made the town his base for a week, and visited one of the wonders of the new rail link to Carlisle, close to Shap Wells, before beginning the long journey home. Unlike Wordsworth he makes no hostile comments about the invasion of the Lakes by the railways and was content to make use of the train as a means of facilitating his journeys.⁴⁶

Dewing's first visit to the Lake District in 1817 made a profound impression on him, and when he toured Wales in 1819 he described what he saw there with reference to the Lake District. Of the five miles from Eglwys Vach to Machynlleth he notes that the river Dovey is surrounded by rugged hills:

Not unlike many near Langharn in Cumberland having almost an endless number of protuberances on their green sides, some bare rocks & others covered with wood. The effect is both singular and romantic.⁴⁷

Dewing notes of the journey from Mallwyd to Dolgelly that the mountains reminded him of Skiddaw and the area around Keswick.⁴⁸ Of the rocks at the base of Cader Idris he writes: 'I have seen many vast accumulations of detached rocks in Cumb'd & in Scotland, but never before such an amazing quantity',⁴⁹ and later: 'At Bethgellert bridge the rocks rise on each side of the river, (& immediately from it) to a surprising height, forming quite an alpine pass in appearance, & much like some parts of Westmorland'.⁵⁰

Dewing's visits to Windermere and Bowness in 1817, 1821, 1825, 1832 and 1845 were made before the town was accessible by rail (1847). It was, however, receiving an increasing number of visits from tourists from about 1810 onwards. In 1832 it was noted 'in the parish of Windermere there are a greater number of genteel families than in most country parishes which causes the church at Bowness, particularly in summer, to be generally very much crowded'.⁵¹ In 1841-3 this necessitated the temporary expedient of erecting seats under the gallery to alleviate the church from being 'inconveniently crowded'.⁵² In addition to casual visitors, some decided to settle. A number of larger houses were built in the vicinity from 1800 onwards, including Ferney Green which was erected before 1811 by a Mr Pringle,⁵³ Belsfield⁵⁴, and Matson Ground. In 1825 Dewing notes that two new houses were being built, one for an unnamed gentleman from London and the other for 'Lady' Carpenter who was 'building a stylish house here in a beautiful spot' which he claimed commanded views of the length of the Lake. Born Elizabeth Mackenzie, later the Hon. Mrs Carpenter, she was the wife of Captain the Hon. Charles Carpenter R.N. (1757-1803). As the mother of the 3rd and 4th earls of Tyrconnell,⁵⁵ she took precedence over the local gentry and transient residents during her residence in Bowness (1825-1842).⁵⁶ Her house, which Dewing saw under construction, has not been positively identified.⁵⁷ By a process of elimination, the house must be one of three dwellings. Fall Barrow suits Dewing's description of the situation, although there must have been significant alterations since 1825.⁵⁸ The most likely property is Quarry Howe. Lord Tyrconnell is shown as occupying this property in the 1838 tithe apportionment.⁵⁹ Elsewhere, the Hon. Mrs Carpenter of 'Bay Villa' is stated to have purchased a parcel of land near the church.⁶⁰

With one exception, at the end of his life, there is no evidence that Dewing called upon the services of local guides for information on the places he visited. Local guides were by then attached to the more important inns in the most picturesque spots.⁶¹ In 1847 he particularly wanted to see the tomb of Thomas Lord Wharton in Kirkby Stephen, but was unable to gain access to the church which was undergoing restoration. His landlady, who was probably as ignorant of Latin as Dewing was himself, gave him a rendition of the inscription in English that bears no relation to the original. Duly gratified and amused Dewing then transcribed his landlady's humorous parody of the inscription into his journal.

Dewing: forestry and industry

In his journals Dewing makes reference to the afforestation of parts of the Lakes with 'fir' trees. They were grown as a result of the interruption of timber imports from Danzig, Riga, Memel and Elsinore during the Napoleonic wars. Timber was required for shipbuilding in Whitehaven, Maryport and Workington; for pit props and linings in the coal and haematite mines; and for wooden wagon rails at the mines. The trees seen by Dewing will have been plantations of the Norway spruce (*picea abies*), Scots pine (*pinus sylvestris*) and the common or European larch (*larix decidua*), which were described disparagingly by Wordsworth.⁶² Dewing's knowledge of arboriculture was insufficient for him to identify the trees that he saw. He mentions different areas planted with 'firs': on the road between Carlisle and Wigton (1817) and at Buttermere (1817), in the vicinity of Sedbergh (1819) and on the summits of all the fells that compose Cartmel Fell, estimated at more than 1,000 acres (1819). He also notes the many thousands of trees recently planted on the south side of Skiddaw (1819), the hundreds of acres planted by Lord Lowther adjoining Ullswater (1819), the area around Nateby (1821), the plantations in the vicinity of Thirlmere (1825), and Portinscale (1832) and the upland across Hartside Fell, close to Penrith (1832).

Dewing also makes reference to the coppicing of hazel, much of which would have become charcoal for the smelting of iron and lead, or used to make bobbins for the wool and cotton mills of Lancashire and Yorkshire. Hazels were in sufficient number at Brackenthwaite (1817) for him to note their presence, and he mentions in the warm autumn of 1819 the 'thousands of acres' of hazels and hazel nuts, which he saw during his two-day walk between Ulverston and Grasmere.

His journeys in 1817 and 1819 coincided with a latter phase of the enclosure of common land which had begun in the early eighteenth century. In the former year he mentions the new enclosures on the roads between Wigton and Abbey Holme and from Abbey Holme to Allonby, and in 1899, those between Keswick and Penruddock and Newbiggin and Dufton.⁶³ He also mentions the hedgerows which were frequently associated with the process of enclosure.⁶⁴

He also visited a number of the extraction industries which were increasingly scarring the local landscape.⁶⁵ He mentions slate quarries near Loughrigg (1817); the shipment of green Coniston slates from Morecambe Bay (1819); and five or six light green slate quarries on the road from Coniston to Grasmere (1819, 1821, 1825), which were

probably those on Tilberthwaite Fell which in the nineteenth century had six quarries on its west side and one on its east side.⁶⁶

On the road from Ulverston to Dalton (1819) he passed two mines of haematite ore. He visited one in full production and noted the huge spoil heaps which covered many acres. He gives a short and vivid description of the road on either side of the mine after rainfall.⁶⁷ On the return journey from Dalton he makes a detour to see another iron ore mine and mentions a large limestone quarry, whose stone was probably burned to produce lime.

The lead- and silver-producing mines in the vicinity of Alston were fairly inaccessible until after the Acts of Parliament in 1823, which made provision for an improved road network. Dewing gives us an account of the difficulties that he faced on his journey in 1819 when he travelled from Dufton to Alston via Carigill Gate.⁶⁸ He mentions the sight of a lead-smelting works across the moors, miners' cottages, the lead-shot works in Alston and the people who made a living from selling minerals and spars, even though the town was inaccessible to the casual visitor and dilettante. In 1821 he mentions, and probably visited, the two blacklead or wad mines near Keswick, and the coalmine at Whitehaven (to which he refers again in 1825). By the 1830s the former industry was in decline. In his later visits to the Lakes there was less of novelty for Dewing to observe. Consequently his observations are of less interest.⁶⁹

The seats of the old nobility are briefly mentioned in Dewing's tours: Gowbarrow Park and Lyulph's Tower, a hunting lodge built by the Duke of Norfolk above the shores of Ullswater c.1780 (1819), Brougham Hall, the home of Thomas Brougham, MP, (1819, 1845), Naworth Castle, the home of the earl of Carlisle (1825), and the homes of the Stanleys, Iretons, Wilsons and Grahams. The only visit he records in detail is that to Lowther Castle, home of the earl of Lonsdale (1832).

The new gentry, whose 'gents seats' are recorded in Dewing's journals, had in many cases made their money in the northern counties by manufacturing, industry and trade. They are represented by James Garth Marshall, the Leeds spinner, whose park at Monk Coniston Hall attracted much favourable comment from Dewing in 1845.

Dewing's preparations for travel

Reading

We do not know a great deal about Dewing's preparatory reading for his journeys. He was clearly influenced by the travel writings of the Revd Richard Warner (1763-1857),⁷⁰ and in his 1825 journal, whilst travelling through the Lake District, he laments that he does not have Warner's pen to describe the beauties that he observed. He was referring to the fourth of Warner's travel works, *A Tour Through the Northern Counties of England and the Borders of Scotland*, (Bath, 1802).⁷¹ Warner walked 1,157 miles from Bath to Carlisle in the summer of 1801, much of it along turnpike roads. Much of Dewing's writing is taken up with the 'picturesque' nature of the landscape through which he travelled and although he does not refer to him in the surviving journals, it is probable that he was influenced by Archdeacon Gilpin's

Observations on the Mountains and Lakes of Cumberland and Westmorland, (1786).

In his 1817 journal Dewing refers his readers to John Housman's *A Descriptive Tour and Guide to the Lakes, Caves, Mountains and Other Curiosities in Cumberland, Westmoreland, Lancashire and a part of the West Riding of Yorkshire*,⁷² published 'for the accommodation and convenience of such travellers as might think the whole work either too bulky or expensive'. This contains a map, with the turnpike roads marked. Like Warner, Housman gives the distance between the towns and villages mentioned in the text.

The attractions of undertaking walking tours journeys are captured by Adam Walker in the introduction to his *Remarks made in a Tour from London to the Lakes of Westmoreland and Cumberland in the summer of 1791 . . .* (London, 1792). Walker was clearly influenced by Rousseau when he wrote:

there is but one way to travelling more pleasant than riding on horseback, and that is on foot; for then I can turn to the right and to the left – I can stop at every point of view, and examine everything that strikes me – Lie down on the top of an Hill and paint the landscape with my pen – coast along the side of a river or cool myself in the shade of a hanging wood – . . . This is my mode of travelling and reflecting: – a stone is my desk – nature is the book I copy – a little red book and a two penny inkhorn the apparatus. What I feel I write, nor can I think of revision or correction.

These views capture those of Dewing, and were directly opposed to those of Wordsworth. Whilst Dewing made revisions to a small number of his journals in 1839, and to the majority in April 1844, they were of the most minor kind.⁷³ In Dewing's journals there is a total absence of any reference to what the 1817 *Edinburgh Review* called the 'Lake school' of writers.⁷⁴

It is doubtful that in rural Norfolk Dewing had access to many published works, although on occasion when based in a town for a few days he may have availed himself of the local newsroom to consult any useful topographic works there.⁷⁵ There is no evidence that Dewing read any of the more modern and up-to-date guides to the Lake District which were available by the second decade of the nineteenth century.⁷⁶

Equipment

Although George and Peter Anderson's first edition of their *Guide to the Highlands and Islands of Scotland, including Orkney and Zetland* (1834), post-dated Dewing's first journey by almost twenty years we know that it was a work that was consulted by him, and its advice to travellers probably mirrored Dewing's preparations for his tours.

Pedestrians should have their wardrobe as light and scanty as possible; but in every case we would recommend woollen clothing to be used . . . for experience will show that it is much better to bear the weight of such garments in the warmer parts of the day that to sustain the chill blasts and rains of the mornings and evenings . . . a walking umbrella should always be carried, to protect one from the sun as much as from the rain, together with a compass, a pocket spy-glass, and a travelling map wrapped in an oil-skin, which will also serve to carry a few sheets of writing paper and sketch book, with pen and ink and drawing materials. Forget not a few buttons, pins, threads, and needles, and soap and shaving materials, with a piece of linen rag and fine shoe-leather for bruises and sores, and a little medicine, chiefly laxative and sedative . . . Accustom yourself to live on two meals a day . . .

for the most part, the pedestrian should make his wardrobe so portable as to be easily contained in his coat pockets. Water-proof capes will be found of great service by all travellers, though perhaps a little burdensome on a walking excursion.

In this description there are a number of modifications to what Thomas Gray (1716-1771) is believed to have worn during his tour of the Lake District in October 1769.⁷⁷ We know that Dewing wore a watch, and at the time of his eighteenth tour he carried a travelling umbrella with him, and on all of his travels he carried ink, notebooks, quill pens, blotting paper, and maps.

In at least one of his early journeys in Wales in 1819 we find Dewing travelling into Aberystwyth on the back of a fish cart in order to carry his large trunk.⁷⁸ By the time Dewing was approaching the Lake District he had sent his trunk ahead by carrier. This contained many essentials, including his money, and he notes that he by-passed with regret Gordale Cave, near Ingleton, but: 'the weather being so much against me, & I wanted to catch my trunk at Kendal in order to replenish my pocket as soon as possible'. After such experiences he appears to have preferred to travel without a trunk in later annual excursions.⁷⁹

In the years before Britain was transected by railways, most of Dewing's travels were accomplished on foot, by canal or by stage coach along the system of turnpike roads which was greatly extended throughout the reign of George III (1760-1820).⁸⁰ The deplorable state of the road between Newcastle and Carlisle was rectified in 1756 by the construction of the 'Military Road'. In the second half of the eighteenth century numerous additional turnpike roads were constructed in Cumberland and Westmorland which greatly improved communication. Almost all of them were used by Dewing.

The most important cartographer of the period was John Cary (1754-1835), whose maps were widely used and are the ones most likely to have been used by Dewing. In 1791 he published 42 engraved maps, entitled *Cary's Traveller's Companion, or A Delineation of the Turnpike Roads of England and Wales*. From 1794 onwards he surveyed the turnpike roads, and published numerous county maps such as *A New Map of Westmoreland Divided into Wards, Exhibiting its Roads, Rivers, Parks &c* (1818), and the *New English Atlas* (1809), which went through numerous editions.⁸¹ Cary's maps were printed in all sizes to suit pockets of travelling coats, and for use in stage coaches. It is probable that Dewing carried with him a pocket atlas, of the type issued by Cary, from which he could have gained the details of the mileage which he covered and noted methodically in his journals.⁸²

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I wish to pay tribute to my mentor and the friend of my childhood, Mr. Richard Oliver King, M.A., (1884-1975), a former pupil of Carlisle Grammar School, whose father, Oliver King, was butler successively to the Musgraves of Eden Hall, to the Grahams of Netherby, and to Sir Wilfred Lawson MP, and whose enthusiasm for history in general, and for his native county in particular, have been a source of inspiration and encouragement to me.

I dedicate this work as a small token of sincere esteem and regard to my younger brother, Mark, and also to my friends, Mr Michael J. Barrett, F.S.A. (1948-2002), formerly senior history master at Gresham's School, Holt, Norfolk, and the Revd Henry St J. Hart (1910-2005) of Felbrigg Hall, Norfolk, *quondam* dean of the Queens' College, Cambridge, who combined their love of the ecclesiastical history of Norfolk with their love of the Lake District, and travelled, unknowingly, in Dewing's footsteps.

Dewing's Journals for 1817 and 1819

Lynn Dewing's Journal of his travels in Cumberland, Westmorland and Furness, 1817

[Quoted by kind permission of the Trustees of the National Library of Scotland, Acc.11427, Part 3]

[3rd Division]⁸³

[Dewing travelled from Annan to Carlisle] The last 7 miles to Carlisle uncommonly rich & beautiful, quite English scenery – the Cumberland mountains now within 15 or 20 miles, & appeared very grand, and not less inviting being in England.

Now England again thank God!!!

From Carlisle to Wigton 12m – the greater part of the way thro' a good corn country, excepting a few m abt the middle near the road, of heathery (not hills) flats, a large portion of wh. is planted with fir. – The last 5 miles from Thursby plenty of wood & corn, and the general appearance rich, & pleasing to view: more particularly round Wigton, wh. is rather a large but ill built town.

From Wigton to Abbey Home 7m, thro' the greater part new enclosures of corn land, consequently but little wood, the roads sandy & deep.

From Abbey Home to Allonby 10m also thro' new enclosed land the first 5m the other part by the sea shore. Allonby a bathing place, but a very poor one, when compared with some – perhaps upon a parr with Cromer but not so many gents seats near it. From Allonby to Maryport 5m the 2 first on the beach, with a

fine view of the most northern m[ountain]s of Cumbd. & also of a range of Scotch m[ountain]s upon the other coast running W to a great distance:- the remaining 3 thro a fine corn tract, prettily diversified with hill & dale, about half a mile from the sea. Maryport a tolerable sized town, but a very dirty looking place.

From Maryport to Cockermouth 8m a very stoney & bad road, but the distant views from it extremely pleasing, on the left side; crossed 2 large furze heaths in front high m[ountain]s presenting their bold fronts. Cockermouth rather a large but mean looking town - the houses generally built with stone, fronted with mortar, & faced with shingle from the sea-shore: near the town are the small remains of its old castle.

From Cockermouth, to Scale hill Inn⁸⁴ in the parish of Brackenthwaite, 7m the first 2 the road much better than the last stage, but the country not so, till I began to descend a hill, then the most charming view of Lorton vale fixed my attention, this vale which is about 2 miles in breadth, has abundance of wood particularly of oak, ash, & hazel, and much good corn land as well as pasture. In this sweet vale the land rises into many hills, which are again almost softened down to the level by huge m[ountain]s overlooking them on each side, excepting one which rises to a great height in the centre, & abt 4 miles from the commencement of the vale, & is adorned with oak to the summit. This cheerful scenery is rendered still more so by the addition of many gentlemens seats.

From Brackenthwaite to Buttermere 4m after riding about a mile, having on my right scenery the most rich, picturesque, & romantic I every saw without water - arrived at the head of Crummock Lake; here the 2 ranges of m[ountain]s which are of the most lofty and rugged description approach so near each other they leave room only for the Lake for the space of 2m - they produce neither grass nor wood; the greatest part of them are composed of rocks piled on rocks, frowning over the water: - therefore the margin of Crummock Lake can boast of no beautiful foliage, but grandeur of the wildest kind; little, if any inferior to the most sublime that I saw in the highlands of Scotld. Though the sides of this water is deficient in wood, both ends of it can challenge any Lake that I know. Scale-hill Inn⁸⁵ at the NW end of it is situated in the most beautiful spot you can imagine.

From Buttermere to Rusthwaite⁸⁶ in Borrowdale 7m the E bank of Buttermere wh. is abt one m in length is skirted with brushwood & ornamented with several small plantations of fir: - the next m enter a narrow glen (as tis called in Scotld.) with rocky m[ountain]s on each side for distance of 4m overhanging in many places in a truly terrific manner, - leaving just space for a rapid current, & a road if it can be so called, as full of large loose stones as if a wall had been knocked down and strewed over it, nearly the whole way; also thousands of large rocks scattered over the sides of the m[ountain]s, so thick tis almost impossible to avoid the badness of the road, which is as difficult to pass as any well can be - I never before knew what a miserable bad road was in perfection - besides having a long & steep hill to climb over this stoney bed; which was a distance of 4m in ascending & descending on the other side; nearly at the b[o]tt[om] of it had a delightful view of Borrowdale -the m[ountain]s opening & forming a vast irregular circle, with many hills clothed with oak and m[ountain]n ash rising in this romantic dale; round it are several large openings into other dales - kind of Alpine passes (see paper pin'd)

[This follows hereafter] Walk'd from the Shepherd's Inn⁸⁷ at Rusthwaite 2m up Borrowdale towards Keswick to see Bouthier-stones which far exceed the largest I found in Scotland⁸⁸ - length 62 feet

height 36 feet
circumce. 89 feet
solid Contts. [sic] 23090 feet
weight 1971to [sic]

- has 4 sharp sides on one of which it rests - a ladder is fixed to it to ascend by -
 - had a fine view of Keswick Lake⁸⁹ at 3m distance - I think I may say without deviating from the truth that this dale surpasses any I saw in Scotld. for a combination of rugged rocks, towering m[ountain]s, & rich pasture & wood, with a most transparent stream. [End of pinned insert]

From Rusthwaite Inn⁹⁰ in Borrowdale to farmer Sandford's⁹¹ at the commencement, or nearly so of Langdale 8m. The first 2 miles of the Dale, of Borrowdale produce plenty of wood & rich scenery, the next m thro a deep glen; on each side the most rocky rugged & frightful looking m[ountain]s: one of which that was more sloping was obliged to ascend with Toddie⁹² in my hand, in my way to Langdale, through a narrow track just room enough for my horse, sometimes barely visible, being so seldom used; then again

filled up with large loose stones which the torrents had left bare: in many parts of steep that Toddie, (altho' a highland lassie) could hardly follow me, even with the many long & sharp angles of the track to reduce the ascent, but not the distance; for I believe up & down it was near 5m – thought when I reached the summit our labour & difficulty was over, being told there was a far plainer path going down on the other side, if I could hit it after going on the top of the fell abt half a mile – I luckily did hit it, & sure enough it was plainer, but the difficulty was not over: this path was still steeper than on the other side, and a deal of it filled with prodigious stones, that seemed to bar our further progress; it required all my strength & care to prevent Toddie rolling over me: but thank God I arrived safely at the bottom just before night came on;⁹³ & found myself in another deep glen, & similar to the former, but if possible it displayed more savage grandeur than it, during abt 1½ m till I came to Farmer Sandford's⁹⁴ (the good Samaritan) who gave me supper & bed, & hay & lodging for my little beastie (Scotch).

A beautiful morning rose. I started at six – thought of his child[re]n with many thanks beside; & pursued my course six m – to breakfast thro this now beautiful & richly wooded vale of Langdale to Skelwith Bridge Inn⁹⁵ in Laughrigg village, the last 2m the m[ountain]s are less elevated & open to the E & W leaving a space of many miles which is filled up with an endless variety of fine wooded hills & vallies, forming many picturesque & uncommon views. – passed a slate quarrie, where the rocks hung over it in the most tremendous manner I ever saw. – And where the vale expands saw Elter Water, a fine curving little Lake finely fringed with oak tr[ee]s also Laughrigg Tarn on my left another small Lake, beautifully ornamented with wood & hills.

(Now Westmorland)

From Skelworth Bridge to the head of Coniston Lake 6m. the views during the greater part of the way are of a very superior description, I hardly know of any to equal them; & the road generally excellent: from some points Windermere and Eastwaite water are to be seen at the same time to great advantage; but nothing can exceed the rich & beautiful scenery in the last mile in descending a steep hill to the head of Coniston water: – round it for several miles down each side are many gente seats & neat white houses, with a deal of pasture land & woods upon the sides of the hills, which bid fair to rival what I've yet seen of Windermere. I should have said that the mountains on my right thro' this stage also, were of the most majestic kind: and their bare & rock clad fronts gave a great contrast to the charming soft scenery about Windermere & Haweshead to the west. Coniston water is 8 miles in length, & in some places a mile in breadth – walked 2m on the W side of it, to the village, which is straggling about in single houses amidst small enclosures of pasture land with some few of corn, sufficient to give a pleasing variety; sloping very high above the Lake and commands nearly the whole length of it; backed by dark frowning rocks of a prodigious height; which seem placed not only as a happy contrast, but as guards to the beauty of the sylvan scenes below them. About half way from Skelwith Bridge to Coniston pass'd a very handsome farm house with pleasure grounds attached to it, situated in a spot enviable for its charming & great variety of views overlooking 3 rich vales with Eastwaite water & part of Windermere⁹⁶ – the latter – alas! proved fatal to its intended occupier only 10 days since! (then Sep 10th 1817) he had just hired this Paradise, but had not entered it. I hope he is now in possession of one that is infinitely superior; which no squalls can reach! – He Mr Satterthwaite⁹⁷ was in a sailing boat with one man – rain came on, & a sudden gust of wind arose wh. instantly upset it, & both were lost! the water being so agitated they could not be seen when they rose, by 2 other boats that were in company.⁹⁸

From Laughrigg to Ambleside 4m through a vale possessing as great a variety of rich and romantic scenery as 4m can produce; near 2m of it pass'd the head of Wyndermere – round which the country opens to your delighted eye charms so various and all of the very first rate; such as you might almost fancy combined to please the refined taste of our first Parents in their state of Innocence: Leaving Mallock, [Matlock?] & Keswick &cc far behind; and being so much superior to any description I can give, I shall refer you to an excellent account in Housman's Guide to the Lakes.

From Ambleside to Bowness 6m on S side of Windermere equally beautiful as round the head of Windermere therefore this ride also out of my power to describe to do it any degree of justice: – but I must notice the walk I took in the morning to the top of a rocky mountain on the NE sides of Rydal Water, 4m. this m[ountain] tho' partially rocky, produces the finest sheep pasture I've yet seen, from its being so steep, & the grass so dry & short caused me some labour to climb; but the views as I ascended of 2 delightful

rich vales thickly studded over with numerous clumps of the most luxuriant oak amply compensated, but more particularly the view from the summit; from it I saw 7 Lakes, & most of the picturesque country that surrounded them, & from the great height I stood, saw the shape of almost every field, to Ambleside 4m – & the sea at abt 20m distant with 2 arms of the sea more to the S. also to the W & NW the grandest mountains for magnitude, extent of view; & variety of shape of any I think I ever saw – save perhaps the numerous ranges I beheld from Coriarick near Fort Augustus.

From Bowness was rowed a few miles about this Queen of all the English Lakes, (if not of all the British) in point of beauty. – crossed over first to Curven's Island,⁹⁹ which is near 2 miles in cir[cumferen]ce and planted throughout with single trees of almost every kind generally grown in this country, with an excellent gravel walk quite round it by the water's edge. Mr C's house is circular, standing near the centre of the island: – from it was rowed to the ferry-house on the opposite side to Bowness, a good Inn¹⁰⁰ – and from thence walked up the hill to the Station,¹⁰¹ a very handsome house, (in a romantic kind of garden) built by Mr Curven's father which commands scenery (as I before said) which is beyond my pen to describe.¹⁰² In one of the rooms are many fine drawings [of] landscapes, wh. I should think attract but little notice, having Nature before and all around you dress'd in the most lovely attire you can conceive.

From Bowness to Crosthwaite 5m one m beside the water – then soon left this garden of England, & moved SE into the wildest track of country on my left hand that can be found; the right side still bore some faint resemblance to the neighbourhood of Windermere: – at Crosthwaite the hills opened wide and presented a cultivated but rocky plain; with many patches of corn land where it could be found; but more SW – better land, & no rock: – thro this straggling village almost every poor person has an orchard.

From Crosthwaite to Milthorpe 9m the first 2 or 3 woody & pleasant, then descended into a flat for several miles, with deep ditches on each side of the road, & cut in other directions also, to drain off the water; had it not been for the surrounding high land I could have fancied myself in the fens of Cambridgeshire – & like them it produces little beside peat moss & oats; both in great abundance: – The next place (I believe Leven) – brought me upon higher ground & the country progressively improved to Haversham a village on the Kendal road where it is really beautiful – the hills wooded to their tops, & presenting the richest verdure, with two arms of the sea winding between them; which at high tide render the prospect still more charming; also backed by the high fells in the north of Lancashire, & still in sight of those to the E of Windermere. – The road on to Milthorpe 2m thro' a country equally interesting: & at, & round the latter place, even superior.

From Milthorpe to Kirkby-Lonsdale 10m thro' a very pleasing country, particularly during 3 or 4 miles about the middle, where a fine vale stretches itself on the S side as rich in wood and pasture as any to be met with: – across this vale a canal is in progress to Kendal, in order to open a communication from Liverpool to Kendal, which is likely to prove a great benefit to the latter place.¹⁰³ Kirkby-Lonsdale on the borders of Y[orkshi]re is rather a large, & ill-built town; – the Church a neat edifice, the Ch[urch]y[ar]d kept very clean; and from it is one of the most beautiful & rich views I ever saw from a Ch[urch]y[ar]d. On the N side the river Lune flows immediately beneath it, not less than 100 feet where you overlook many thousand acres of low meadow land, planted with stately timber, giving it all the appearance of a very extensive & beautiful park. – In this charming situation is Casterton Hall, the seat of – Wilson Esq. J. of the P.¹⁰⁴

From the Church is a pleasant walk made on the banks of the river – full a hundred feet above it from which slopes a plantation of firs, whose tops at present are overlooked in viewing this rich vale: – about one m from this is Lune Bridge, round which is several gents seats – a great quantity of timber and under-wood & many pleasant walks.

From Kirkby Lonsdale to Clapham 11m through a very hilly and also open country, fields divided by stone walls, as most part of the northern counties are – the prospects all the way very extensive, and from the shape of the bold swelling hills would be much admired, were it ornamented with some additional clothing; far the greater part on each side the road consist of grazing & dairy farms; – saw a deal of stock: the soil of a chalky nature, & appears to produce good grass – this part of Y[or]k[sh]ire must be extremely cold in the winter (so Mrs M spoke the truth): I should have said that the country for several miles from Kirkby L is very fine & far from naked – saw on my left one of the highest mount[ain]s in Y[orkshire]re (I believe [The latter word crossed through] Ingleboro') with its head in the clouds.

**Lynn Dewing's journal of his travels in Westmorland,
Furness and Cumberland in September 1819**

[Entitled 'A continuation of the third Tour, Commencing from Bristol, 29th May 1819' '4th Division',
'Revised April 44', unfoliated].

Quoted by kind permission of the Trustees of the National Museum of Wales, Cardiff, Acc. Number
163682, divisions 4 and 5]

[4th Division]

From Sedbergh to Kendal 10m, 2½ miles through a vale exhibiting as much of the picturesque as any I have yet seen, the next mile ascended a long hill, about half way up is the 3rd mile stone, where I turned round, & stood some time to survey the country below; -here I could distinctly see a considerable distance, between the mountains into 3 vallies, with all the variety of surface, and almost every field, and a wood-embosomed dell; also 2 large cotton factories near Sedbergh, & many cottages. In these parts there is a greater quantity of grazing land than arable, and now (Sep 4th) the 2nd crop of grass is getting forward, the green livery assumes a most lively & pleasing hue. After reaching the top of this hill I found myself upon an extensive moor, over which I walked about 5m, although no wood, nor cottages to cheer the eye, at most not more than 2 or 3 yet the walk interested me, because not a dead flat (as many are) but a change of hill & dale, and on the N side of it thro' the openings I saw grand mountain scenery. The descent from this moor the last 2 miles down to Kendal presented a vale for extent, variety of outline, in consequence of many hills rising in it, and also for general beauty if possible superior to the vale just named: here the old castle crowning the top of a hill, the town of Kendal, the high land to the N & NW, a distant view of the sea to the West, add greatly to the beauty of this landscape. I was much pleased with the country about Lancaster but this round Kendal is vastly superior. A short distance E from the town on an elevated spot are the ruins of the castle, the wall that surrounds it, is standing at least the lower part of it, & is abt. 700 feet in circumference. - outside of the wall is a deep ditch entirely round, & the bank which is 20 or 30 feet high is planted with fir &c, on the S & W side, the views from the castle are beautiful, & the mounts. to the N very romantic. In June 1819 the canal from Lancaster to this place was finished, & I am told it goes through a most charming country; passage boats go to and from Lancaster every day; with respect to the beauty of the first 3m from Kendal I can speak from observation in high terms of it. This I think a more cheerful looking town than Lancaster because the main streets are wider, but perhaps not so many good houses as in the latter town, but Kendal is an improving place; and the vast quantity of the primest limestone in the immediate vicinity is a great advantage to it. Here is only one church, and that is very commodious, in it are 4 rows of pillars, & between the branching off of each pillar is a portion of scripture in large print in a circle,- the interior of this church is finishd in a very plain style, I think in rather too rough a manner, the organ is old, but tis handsome: the width of the ch is full 100 feet & the length abt [180ft] -There is also a neat chapel of ease to the ch, likewise a Q[uate]rs meeting, besides meeting houses for other sects.¹⁰⁵

'A continuation of the third Tour, commencing from Bristol 29th May 1819', 'Revised April 44', '5th Division'

[5th Division]

Monday 6th September 1819

From Kendal to Newby Bridge 11m, about 9m of it the face of the country on each side of the road to a great distance present as rugged features for a mere hilly district as any I know, vast quantities of lime-stone rock, naked, & jutting out very high, yet still this not a dreary walk, because numerous patches of under-wood & small grass fields interposed, & occasionally cornfields, that gave a pleasing variety, & soften down the general ruggedness. I had many stiff hills to climb, but only one of a mountainous height, which was the last, called Cartmell Fell, where there are large plantations of fir on the summits of all the hills that compose the Fell, some rising with gentle slopes many hundred feet above the road; indeed I think I passed more than a thousand acres. In descending this lofty Fell during nearly a m, I had frequent views of the S end of Windander Mere,¹⁰⁶ & the broad & serpentine river that issues from it, & the richly wooded vale it runs thro',¹⁰⁷ & several gentlemens seats on its banks, & the opposite side to the W & N West bounded by the grandest outline of mountain scenery I think I ever saw, if I except some in the Highlands- I cannot recollect anything in Wales so romantic, & at the same time, so beautiful.

The prospects from Newby Bridge Inn¹⁰⁸ are also very fine, & this charming river so transparent, glides by very swiftly, and its banks richly adorned with ash alder &c. Altho' I have said so much, (& I think justly too) of the beauties of the S end of Winander Mere, yet for extent of prospect, and an almost endless variety of the grand & beautiful, it must give way to the N end, towards Ambleside.

From Newby Bridge to Ulverston 10m, the first 2m, very romantic on the upper road, also about the 6th m at Penny Bridge the last 4m not so interesting. At Do [Ditto] an arm of the sea comes up, and near the Bridge a gentleman's seat stands in charming spot; the grounds which are well planted upon some bold swelling hills, backed on the N & E by lofty, & rugged Fells, & the lower grounds sloping down to the water-edge.¹⁰⁹ Ulverston a neat clean town:- the manufactories carried on here are sail-cloth, checks, & calicoes.

From Ulverston to Dalton¹¹⁰ 4m through a very pleasing country with a pretty succession of hill & dale, & fine corn & turnip land, abt half way on the right side of the road at a little distance are 2 Iron Mines. I went to one of them, which is in full work;- the surprizing quantity of ore heaped up as high as most houses, & covering several acres, exceed what any person would suppose. I was informed by the Steward of the works there was at that time many hundred thousand tons of it.¹¹¹ It is sent in carts to the sea-side, about 5m, from thence shipped to South Wales & many parts of England also, being of a superior quality to any found in this kingdom. Some deal of rain had lately fallen, & the road for about a m on each side of the mine appeared as if steeped in blood, in consequence of the red nature of the soil.¹¹² Dalton a small mkt town, & it looks quite like a village, the houses low & mean. The Ch is a very low building & the exterior has nothing to recommend it, and nr it an old castle a square pile, & not large. About a m from this place is the vale of Furness, & Furness Abbey, some of the finest ruins I almost ever saw, & they cover a great extent of ground, even now, but through time are all of them unroofed, the greater part is of red sand stone, & many of the arches exhibit curious masonry, I believe tis mostly of the Gothic order. Was founded in 1127 in the Reign of Henry 1st. A good farm-house nearly adjoins it, & several of the ruins, have been roofed & converted into Barns &c. The situation is in a deep narrow vale full of wood.

From Dalton back again to Ulverston round by Urswick, & Much Urswick 7m through a pleasant & good corn district, at Staindon passed by an Iron Mine,¹¹³ not now worked, in the neighbourhood is an immense deal of lime stone, in many places large masses, some nearly the size of a small house lie outside the surface in all directions.¹¹⁴ In descending to Ulverston the last m in the prospects are very fine, the lofty green hills on the NW of the town are backed by long ranges of dark mountains to the N & NE, & a very pleasing view of one branch of Morecambe Bay & the Canal to the E.¹¹⁵

The iron ore is carried from the mines to the sea-side at Barton where it is shipped, as mentioned in former leaf; one horse in a small cart will take 10 or 11 cwt - the price of Cartage abt. 5m, is 3/3p ton.¹¹⁶

From Ulverston back again to Penny Bridge the lower road 4m, the last half uncommonly beautiful, most part of it by the side of a branch of Morecambe Bay, which branch or arm is bounded on each side by hills of great height, & those on the E side show much wood. -From this Bay are great quantities of the Coniston slate shipped, & they appear of a lighter green than any I ever saw.¹¹⁷

From Penny Bridge to Lowick Bridge 3m, through a narrow and pleasant vale, in which the river () rolls down to the Bay with great rapidity:- from the former Bridge to this are several genteel houses, most charmingly placed.

From Lowick Bridge to Coniston round the head of the Lake of that name 9m, 7 along the margin of the Lake, or Coniston Water, as 'tis called:- this fine piece of water present on the W side of it, and at its head mountain scenery of the most grand & romantic description, the mountains during 4 or 5m towards the head of the water if not quite of the first class in England in respect to height, are certainly so in regard to their romantic outline; some of them have in their sides deep ravines, & very precipitous declivities, their rugged & bare tops (which are composed I believe of clay-slate rock), overhang as it were numerous little hillocks near Coniston, rising above the Lake, & covered with the richest pasture, happily blended with wood, & gentlemens seats:¹¹⁸ but as I have described as well as I could the vicinity of Coniston in a former tour I need not say any more here, except that this Water is abt. 6m in length & 3/4m wide on the avge.

From Coniston to Grassmere 10m the first 2m pretty level road in a deep dell after that ascended many hills of considerable height, and the whole of this stage exhibited mountain scenery quite of the highland class, passed near the head of Elter-water, a most singular shaped Lake, at the same time had a fine view of Winander Mere & also Loughrigg Tarn, & soon after a most delightful prospect of Grassmere Lake, which perhaps may be ranked the 3rd in point of beauty, round the sides of it & particularly about the head of

it are a great many beautiful enclosures of grass fields with much wood, gentlemens seats & plantations, & Grassmere Church at the head of it has a fine effect, with its white tower rising above the trees; the mountains here are not so rugged & romantic as those near Elter water, but they are very lofty & huge, & form nearly a circle round Grassmere. Rydale water which is rather less in size nearly joins the former & from the hills can be seen at the same time;— indeed 7 Lakes from a mountain on the N of Rydale water, which I believe I named in a former Tour in going from Ambleside to Keswick:— In the road from Coniston I passed 5 or 6 large slate quarries, mostly of a light green hue:¹¹⁹— about half way I descended into a boggy plain abt 2 miles in circuit, surrounded by the grandest mountains I think I almost ever saw, bearing their grey rocky heads high above some very lofty hills covered with oak, & hazel stubbs in great abundance, during these last 2 days I've seen thousands of acres of the latter, & a vast quantity of nuts.

From Grassmere to Wytheburn 4m, after leaving the vale of Grassmere ascended a hill, and continued in a narrow dale bounded on both sides by lofty mountains of various kinds, some rugged & precipitous, others with fine sloping sides, and showing good sheep-feed. I saw many a leaping stream dashing down apparently from the tops of these huge hills, & in consequence of the preceding 10 or 12 days being rainy, their number & beauty were increased.

Nearly opposite the Inn in this small village¹²⁰ on the W side, is the noted Helvellyn which is said to be 150 feet higher than Skiddaw, & I beleive the second highest mountain in England:— The most elevated in these parts are usually called such a Scar-Fell-Pike – or Crag:— I believe the very pointed are called Pikes & the most rugged Crags.

From Wythburn to Keswick 8m, the 2 first similar to the former stage, then the vale opens, and in the centre is a mountain of considerable height, the greater part of it covd. with brushwood, also several of less elevation, and on both sides lofty & huge masses of rocks:— during 2m in this part of the dale much grand scenery with plenty of wood is exhibited:— passed Thirlmere wh. is a pretty piece of water, but its edges want better clothing. The next 3m the dale is not so interesting, much rock & boggy land, also some corn land – not very usual here:— But the last m going down to Keswick exceed in picturesque & romantic beauty anything that I can describe. Yet perhaps 'tis as well to give some idea of it if I can:— about half way down the above named hill I think the view is the finest;— immediately before you you overlook the town of Keswick, situated in a rich & lovely vale, which seems from the great height you are above it like a perfect level, although there are in it many fine inequalities, & is chiefly laid out in pasturage; a little on the right side of the road and N of the town is a grand view of the green sides of the enormous Skiddaw showing also much of heath now in a fine purple blossom Sep 13th a beautiful contrast; its sides towards the SW are deeply indented. Looking nearly N & over the town is seen Bassenthwaite Lake; and on the left side of the road a most lovely sight of Derwent Water, or Keswick Lake, as tis commonly called, from which rise almost immediately from it on the E side lofty & bare & rugged mountains & on the W side numerous smaller mountains many of them green & of a conical shape. I know of no Lake so embellished with romantic beauty:— the Lake is abt 4m long & 1m wide, & has 3 islands in it, one of them with a house upon it, & thickly planted with fir &c. from the singular formation of this water 'tis constantly changing its shape as you walk round it, which adds much to its beauty.

Since writing the above I have climbed to the highest point of Skiddaw, which is 6m from Keswick, from the foot to the summit 4½ and the greater part of the way very steep, but as there is a good foot path 'tis neither difficult nor yet dangerous, but laborious it certainly is, particularly the ascent on the SW side; I think the best plan to see the grandeur of the scenery is to return on the SW side. I can assure you the sublimity and beauty of the surrounding scenery amply repaid me for the labour, a person who never saw it can hardly have an adequate idea of the vast number & the magnitude of the mountains that can be seen from the top of Skiddaw also the great variety & beauty of formation that most of them assume, & they nearly surround Skiddaw, except to the N towards Carlisle, where a great extent of a level corn country is seen. Was I not fearful of offending the Majesty of Snowdon I should almost be inclined to give the preference to the prospect from Skiddaw:— I forgot to mention the 2 lakes seen from the latter;— their appearance is delightful, but seen from so vast a height too much reduced in size. Six or 7 are seen from Snowdon, but they are mere fish ponds compared with Bassenthwaite & Keswick Lake – but then Snowdon can boast of an extensive sea view, though rather too distant. Many thousands of fir trees have lately been planted on the S side of Skiddaw, in the deep cavities caused by the rain, which in a few years will greatly improve that side of the mountain.

The chief manufactory carried on at Keswick is the making coarse woollen cloths, & horse cloths. The height of Skiddaw from the level of the Lake is 3000 feet.

From Keswick to Penruddock¹²¹ 11m a remarkably hilly road, the first 5 or 6m between some of the highest mountains in Cumbd. but I was going the wrong way to see them to advantage;– the next 4 or 5m over an open country, with little wood to be seen, chiefly moors & new enclosures; the remainder 7m to Penrith still rather an open country, with many small hills, & pretty well clothed, the land is also of a better quality, in consequence perhaps of being now in a limestone district. Penrith is rather a large Mkt Town, and much better looking than I expected:– near it are the ruins of its Castle, was built of red freestone, so is much of the town, also the Church, which is rather a modern pile,¹²² & the exterior neat & handsome, also lofty & large, I counted 41 windows:– the Tower is low, & appears very ancient:– from this place I walked to Penrith Beacon,¹²³ from it had an extensive prospect, and to the S & SW very beautiful, bounded on those sides by Saddleback & other lofty mountains; on each side Ullswater Lake, a fine carriage road leads to it, through a plantation of fir trees of many hundred acres, belonging to Ld. Lowther. The Beacon is a square building of red freestone with a pyramidal top, built in 1719.

From Penrith to Pooley Bridge¹²⁴ 5m, the first 3m across the fields, extremely pleasant, saw very fine crops of turnips. At Pooley Bridge is the commencement of Ullswater Lake, which is abt 9m in length, taking in its various turnings, after walking 4m on & near its margin entered Gowbarrow Park,¹²⁵ which joins the Lake full 3m, & altho' now no timber in it, yet from its great quantity of underwood & white thorn trees adds much to the beauty of the water;¹²⁶ here the Duke of Norfolk has a hunting seat, called Lyulphs Tower,¹²⁷ which commands a most delightful view of Ullswater, & the lofty & romantic mountains on the opposite side;¹²⁸ there are several other gents. seats in charming situations on the borders of the Lake; but with all its much admired points of beauty, yet in my humble opinion it will not bear a comparison with Derwent Lake nr. Keswick, round which is an almost endless variety of mountain scenery, and a spacious & lovely vale between it & Bassenthwaite water.

From Pooley Bridge to Keswick again 18m near 8 of it by the side of Ullswater, just described, then, after leaving the Park 6m over bleak & high fells; but the last 4 miles into Keswick presented grand scenery on each side of the road, and also in front.

From Keswick back again to Penrith 18m, before described. 57 Inns & Public houses in Penrith!!¹²⁹

Near Penrith is the seat of Mr Brougham on an elevated spot, near the river Eamont, & the grounds well stocked with wood; the House rather ancient.¹³⁰ About 2m from Penrith on the road to Appleby is Brougham Castle, or rather the ruins of it, on the S bank of the Eamont:– its mutilated state I should suppose is more to be laid to the charge of OC¹³¹ than to the effects of Time:– it seems to have been a place of greater beauty than strength. By the side of the road, & near the Castle is a Dial upon an octagon Pillar 10 feet high, date 1654.¹³²

From Penrith to Dufton 14m one m from the town extremely pleasant, & much wood, the next 4m through an open & sandy part of the country, till near New Biggen¹³³ where there is a rich but narrow vale, but the remainder of the way over bleak moors & new enclosures, not interesting until I arrived at Dufton, which is but a poor looking village,¹³⁴ but in a pleasant part of the country, having on the N & NE a long range of Fells, & at the feet of them three or 4 Pikes of a conical shape.

From Dufton to Garrigillgate 10m after walking abt. 2m ascended very high Fells some of them at least 2000 feet above the level of the plain, continued upon them 5m over a wet & boggy surface, & well drenched with a small drifting rain although the sun was shining in the vale below, neither a tree nor house to be seen, except 2 huts belonging to the miners. I walked with 3 miners who were going to their work, or I should never have found my way across:– the last 3m descended into the moors, solus, the smoke of a smelting house at a distance was my guide, had to cross many deep gullies, or whin gills as they are termed. I was informed that the snow lies upon these Fells till May. In the neighbourhood of Garrigillgate are many lead mines.¹³⁵

From the last named place to Alstone 4m having the Tyne river generally in view, & a tolerable good road also many cottages on the sides of the hills on each side – chiefly occupied by miners, and not an unpleasant

country, tho' hardly any wood.¹³⁶ Alstone rather a large, but dirty looking & ill-built town: near it is a shot manufactory, the edifice as much like a Church as any buildg. I ever saw.¹³⁷ I was informed that a part of the town belongs to the Greenwich Hospital foundation, & that either the Govenor or Chief Trustee is Ld. of the Manor; of course the mines contribute something handsome to that Charitable Institution. The country hereabouts is principally moor & grass land, and hardly a tree to be seen. The mines in this neighbourhood are numerous, and very productive of lead,¹³⁸ & in them is raised a great deal & a great variety of beautiful mineral spar &c.,¹³⁹ 'tis sold by many people in the town, & some of them obtain a living solely by selling it:¹⁴⁰ – the great variety sold here from these mines & also from those in Weardale, which produce the beautiful purple & green Fluer, bring many people to Alstone, & not the beauty of the country.¹⁴¹

From Alstone to Whitfield 8m about 7m of it over very high moors, & many parts of them very boggy, and not a tree to be seen except in a dale on the left of the road abt. a m from the town, also the last m, during which I descended into a beautiful vale full of the most thriving young timber, & the Allan river forming many a bold curve through it....

Notes and References

- ¹ Reprinted from articles that appeared in his *Weekly Political Register* from 1817 onwards.
- ² Entitled 'Three Unpublished Tours of Wales', which dealt with their recently acquired travel journals by Dewing for the years 1819, 1841 and 1844. They were purchased in December 1996 and January 1997.
- ³ Norfolk Record Office (hereafter N.R.O.) ANW will of Thomas Dewing (1762), W60, ff.113-115, on mf 1462/3, dated 30 April 1762, proved 21 May 1762. His daughter Elizabeth, married Thomas Drake, a London merchant. The name Lynn had come into the family through Thomas Dewing's marriage with Ann, daughter and heiress of Samuel Lynn, yeoman and beekeeper of Guist and Barney in Norfolk. (N.R.O., PD 193. Anne was buried at Cawston on 11 August 1761. ANW will of Samuel Lynn of Guist, dated 13 March 1748/9, proved 28 February 1756.)
- ⁴ N.R.O., PD 193. He was baptised at Cawston on 11th August 1736.
- ⁵ Suffolk Record Office, (hereafter S.R.O.), FL/607/4/3, 7, No 25.
- ⁶ N.R.O., PD 260. Their son, Augustine, who died young, was baptised on 6 January 1770.
- ⁷ N.R.O., PD 681/3. Their son Augustine, born 8 November 1771, was baptised there on 13 November 1771 and buried on 3 December 1773.
- ⁸ S.R.O., FL 628/4/1. The eldest of these, Augustine, was baptised there on 11 May 1779.
- ⁹ N.R.O., PD 681/3.
- ¹⁰ The *Bury and Norwich Post*, 25 May 1791, 2, col 3.
- ¹¹ S.R.O., Augustine Dewing, 1C500/1/245/55, will dated 17 May 1791, codicil 20 May 1791, proved 28 September 1791. Mr Augustine Dewing 'gentleman' was buried at Stanstead on 27 May 1791.
- ¹² The *Bury and Norwich Post*, 14 September 1791, 3, col 4.
- ¹³ The *Bury and Norwich Post*, 27 July 1791, 2, col 4. These premises remained unsold and were later re-advertised in 1794.
- ¹⁴ Sarah Dewing (1766/7-1832) married John Chaplin (1772/3-1851), a local farmer. N.R.O., DN/MLB 127/120, marriage licence bond dated 25 February 1797.
- ¹⁵ A suggestion that he might have been a lawyer is disproved by *The Law Lists* for 1812, 1813, and 1818.
- ¹⁶ The marriage took place on 8 November 1786. S.R.O., FL 628/4/2. The marriage licence, granted in the archdeaconry of Sudbury, is dated 7 November 1786.
- ¹⁷ TNA, HO 107/1828, 1851 census, Gaywood, f.502, 13. He is called William Dewing, widower, aged 76, a pauper, formerly commercial traveller, born Cawston. The traveller, Lynn Dewing's sister, Ann, then aged 62, lived with William and is incorrectly called his sister rather than his cousin. TNA, IR 26/2024 Estate Duty Ledger 1855, f.78, Lynn Dewing's will, proved 6 February 1855, terms William L. Dewing (a legatee) a descendant of Lynn Dewing's father's brother. He was left £100 which was to be paid to him at the rate of £1 per month.
- ¹⁸ Dewing's adverse comments in his journals about fat and lazy people brings to mind that they may have needed and used Shoolbred and Co.'s patent elastic bandages.
- ¹⁹ S.R.O., FL 628/4/5, No 4, buried 19 October 1813, aged 67; *The Bury and Norwich Post*, 30 March 1814, 3, col 3.
- ²⁰ Information from Ms Lesley Aitchison.
- ²¹ A contemporary copy of the lease, together with the letter of attorney, is in the possession of the author.

- ²² TNA, HO 107/778, 1841 census, North Elmham, f.9, 5. HO 107/1831, 1851 census, Swaffham, f.291, 1, Castleacre Street, states that Augustine's daughter, Eliza, aged 26, was born in Elmham. His family's involvement in milling encouraged him to mention in his travel journals any new innovations in the practice of milling which he encountered on his travels.
- ²³ John Chaplin was buried at Stibbard 12 July 1851, N.R.O., N.C.C. will 1851, 453 Friar, John Chaplin of North Elmham, formerly of Stibbard, farmer. A copy of Chaplin's will and probate was sold in Lesley Aitchison's Catalogue 37, number 193.
- ²⁴ TNA, HO 107/1831, 1851 census, Swaffham, f.291, 1. Augustine Dewing, flour seller, was living at Castleacre Street. In the 1861 census, he was living as a boarder with a shopkeeper in Norfolk Street, King's Lynn, TNA RG9/1256, f.41, 5.
- ²⁵ TNA, HO 107/1826, 1851 census, f108, 31, Quakers' Lane, Fakenham. His landlord, Joseph Readwin, a builder and surveyor, kept one servant. As he hoped that Mr and Mrs Readwin might consider taking his sister Ann as a boarder into their home after his death, he was obviously content with his landlord and landlady. We find Mr Readwin taking Dewing in his gig to Harpley on the first ten miles of his 1851 annual journey, which began the day after Dewing had set his affairs in order and signed his will.
- ²⁶ The Revd Joseph Watkin Barnes M.A. (1805-1858), vicar between 1844 and 1858, presided with his curate, William Chaplin (1824-1904), curate from 1850-1856, over the major restoration of the parish church between 1850 and 1852. Chaplin was presented by Barnes to the perpetual curacy of St James, Staveley in 1856. J. Hodgkinson, *The Greater Parish of Kendal 1553-2002, During the Patronage of Trinity College, Cambridge*, (Kendal, 2002), 26-8, 70, 136-7. For Chaplin, J. Scott (ed.), *A Lakeland Village Through Time: A History of Staveley, Kentmere and Ings*, (Kendal, 1995), 79-80.
- ²⁷ Mannex and Whelan, *History Gazetteer and Directory of Cumberland* (Beverley, 1847), 524. The Revd Robert Wilson's chapel was in the Main Street. J. B. Bradbury, *A History of Cockermouth* (1981), 160.
- ²⁸ Mr 'Welch' is elusive. He does not appear in the authoritative Hall's *Circuits and Ministers: An Alphabetical List of the Circuits in Great Britain ... 1765 to 1912* (revised edition by T. Galland Hartley (c.1912)) or in J. B. Sheldon (ed.), *Ministers and Probationers of the Methodist Church* (1968). He can be identified, however, with confidence as the Revd Thomas H. Walsh, who was accepted 'on trial' in 1840. *The Minutes of the Methodist Conferences from the First Held in London ... IX* (1843), 152. At the 1841 Conference it was said that he had travelled for two years (302), and between 1841 and 1843 he was a minister for the Carlisle circuit. At the 1843 Conference (485) he was sent to Workington. *The Minutes of the Methodist Conferences ... X*, (1848), 2 shows that he was admitted a minister 'in full connexion with Conference' at the Birmingham Conference on 31 July 1844. Walsh remained as a minister at Whitehaven between 1844 and 1845, (*ibid.*, 36). Cockermouth was served by the Workington circuit between 1840 and circuit reorganization in 1854, Hall, 131, 597. Mr Walsh renounced Methodism and joined the Established Church in 1848. The Revd T. H. Walsh was curate of St Peter's, Oldham, in 1857/8, *The Clergy List for 1858*, 304.
- ²⁹ A. Munden, *A Cheltenham Gamaliel: Dean Close of Cheltenham* (Cheltenham, 1997), 54-5. At the time of Dewing's first visit to Carlisle there were only two parish churches, St Mary (situated in the cathedral itself), and St Cuthbert. In 1831 Bishop Percy consecrated two new churches as chapels of ease, Christ Church, Botchergate, (in St Cuthbert's parish), which was closed in 1938 and demolished in 1952, and Holy Trinity, Caldwegate, (in St Mary's parish), which was declared redundant in 1979 and demolished in 1981. No further churches were built in the city until the 1860s.
- ³⁰ The pamphlet, based on a sermon delivered on 5 November 1844, ran into four editions in as many months, A. Munden, *A Cheltenham Gamaliel*, 32.
- ³¹ Letter from Mrs S. J. Hill, archivist to Southampton City Council, 19 May 2006.
- ³² Death certificate, in possession of the author.
- ³³ Letter from Mrs S. J. Hill, 19 May 2006.
- ³⁴ TNA, P.C.C., PROB 11/2206/110/77 (1855), dated 15 May 1851, codicile 3 March 1852, proved 6 February 1855. He requested that if he died within 100 miles of Stanstead he should be privately buried 'near to the graves of my deceased and much lamented father and mother'.
- ³⁵ *The Gentleman's Magazine*, XLVIII, January-June 1855, 220.
- ³⁶ *The Hampshire Advertiser*, 23 December 1854, 4.
- ³⁷ *The Lynn Advertiser*, 30 December 1854, 3, col 8.
- ³⁸ *The Norfolk Chronicle and Norwich Gazette*, 23 December 1854, 3.
- ³⁹ W. Roberts, *Thomas Gray's Journal of his Visit to the English Lake District in October 1769* (Liverpool, 2001), 20.
- ⁴⁰ TNA, 1841 Census, Abbey Holme, HO 107/162, bk.8, f.9. At this census, Glaister had ten children and

- three resident servants, one male and two female; 1851 Census, Abbey Holme, HO 107/2433, 3. By this time, he had 13 children.
- ⁴¹ T. de Quincey, *Recollections of the Lakes and the Lake Poets, Coleridge, Wordsworth and Southey* (Edinburgh, 1862), 139.
- ⁴² J. R. Kenyon, 'Three unpublished Tours of Wales', *Amgueddfa 1997: National Museums & Galleries of Wales*, 5-7. For example in Dewing's tour of Aberystwyth in 1819 he says of the town that it 'is about the size of Wells in Norfolk but is greatly superior in every respect'. In 1821 on his visit to Scarborough he compares the town with Cromer, and he says of the area between Mansfield in Nottinghamshire to Ollerton: 'the country much like the neighbourhood of Swaffham'. In 1825 on his journey to Scotland he writes that he had 'crossed part of the military road near Simonburn, it appeared like a Norfolk drove, quite green'.
- ⁴³ Many travellers preferred to see the Lake District from horseback, for example William Wilberforce, and then to make shorter excursions on foot. C. E. Wrangham (ed.), *Journey to the Lake District from Cambridge 1779; A Diary Written by William Wilberforce, Undergraduate of St. John's College, Cambridge* (Stocksfield, 1983).
- ⁴⁴ See A. Wilson, 'Fast Packet Boats to Kendal', *CW3*, vi, 145-162. The fast packet boats which served from Preston to Lancaster between 1833 and 1842, and Lancaster to Kendal between 1833 and 1846, travelled at between seven and eight mph. Wilson states that contrary to Dewing's assertion, the *Waterwitch* ceased to function on the run in September 1842. The *Swallow*, acquired in 1835, also ceased at the same time.
- ⁴⁵ W. Wordsworth, *Guide to the Lakes*, reprint of the 5th edition of 1835, (2004), 135-148, 'Two Letters Re-printed from the Morning Post, Revised, With Additions'.
- ⁴⁶ The railway line between Oxenholme and Windermere opened on 20 April 1847, *The Westmorland Gazette*, 23 April 1847, quoted by J. Scott (ed.), *A Lakeland Valley Through Time: A History of Staveley, Kentmere, and Ings* (Kendal, 1995), 52-53. Dewing stayed in Kendal between 12 and 15 July 1847, and it is to be regretted that he did not travel on the newly opened line to revisit his old haunts.
- ⁴⁷ The National Museum of Wales, Cardiff (hereafter NMWC) ACC. Number 163682. 1819 Tour, part 1, f.25v - f.26r.
- ⁴⁸ 1819 Tour, part 2, f.1r.
- ⁴⁹ 1819 Tour, part 2, f.3r.
- ⁵⁰ 1819 Tour, part 2, f.6v.
- ⁵¹ CRO (K), WPR/61/154.
- ⁵² CRO (K), WPR/61/155.
- ⁵³ CRO (K), WPR/61/154, the house came into the possession of Mr Greaves JP in the 1820s; WS/DOE/1/4, *Department of the Environment List of Buildings of Special Architectural or Historic Interest, Urban District of Windermere* (1973), 14.
- ⁵⁴ I. Jones, *The Baroness of Belsfield by Windermere: The story of a Bowness Mansion and the Remarkable Lady Who Built It* (Milnthorpe, 2007) outlines the history of this fine mansion.
- ⁵⁵ Her son, the earl of Tyrconnell, was actively involved in racing on the lake in 1839 and 1840, W. B. Forwood (ed.), *Windermere and the Royal Windermere Yacht Club* (Kendal, 1905), unpaginated. I. Jones, *The Baroness of Belsfield*, 61, states that Lord Tyrconnell entered his yacht 'Fairy' in the annual Windermere regatta as late as June 1849.
- ⁵⁶ E. Bellasis, *Westmorland Church Notes being the Heraldry, Epitaphs and Other Inscriptions in the Thirty Two Ancient Parish Churches and Churchyards of that County*, I (Kendal, 1888), 298-299; B. Burke, *A Genealogical History of the Dormant, Abeyant, Forfeited and Extinct Peerages of the British Empire* (1866), 106. The title Baron Carpenter of Killaghy, Co. Kilkenny, was created in 1719 and the family was advanced to the titles of Viscount Carlingford of Carlingford and Earl of Tyrconnell in the Kingdom of Ireland in 1761. The titles became extinct upon the death of John Delaval, the 4th Earl, in 1853.
- ⁵⁷ TNA, 1841 census, HO/1160/29, 9.
- ⁵⁸ CRO(K), WS/DOE/1/4, 8; O.S. sheet XXXII, Westmorland (1862). Unfortunately, this period of the history of Windermere is not dealt with in O. M. Westall, *Windermere in the Nineteenth Century* (Cambridge, revised 1991).
- ⁵⁹ CRO(K), WDRC/8/244, Tithe Map of Undermillbeck .The property is not named, but constituted part of fields called Longlands and Low Parrock; see O.S. Sheet XXXII.II, Westmorland, (1859-60), in which the house appears as Quarry Howe; O.S. Sheet XXXII.II, Westmorland, (1912), the property is shown between Ray Rigg and Lake Roads.
- ⁶⁰ I. Jones, *The Baroness of Belsfield*, an illustration (unpaginated).

- ⁶¹ M. E. Burkett and J. D. G. Sloss, *William Green of Ambleside, a Lake District Artist (1760-1823)*, (Kendal, 1984), 13.
- ⁶² Anon. *Forestry: Lake District National Information Service* (1970), 1, states that the Lakeland poets condemned the introduction of the European larch. The greatest afforesters of the Lakes at this time were the Marshalls who planted much in the area of Monk Coniston, Derwentwater, Patterdale and Buttermere post-1820. The importance of larch plantations in the Lakes at this time is shown by many nineteenth century sale particulars, for example the freehold estates of Mitchell Land and Beckside in the townships of Undermillbeck and Crook, Westmorland, which contained 'thriving larch plantations' planted c.1844/5 of 30 acres in extent. Sale particulars in possession of the author (1872). Between 1764 and 1826 John Duke of Athole planted over 14 million larches on his property. E. T. Cook and W. Dallimore (eds.), C. A. Johns, *British Trees including the Finer Shrubs for Garden and Woodland*, (2nd impression, not dated), 228-232; W. Wordsworth, *Guide to the Lakes* (2004), 79-88.
- ⁶³ See A. J. L. Winchester and A. G. Crosby, *England's Landscape: The North West* (2006), 98-110 on enclosures; I. D. Whyte and A. J. L. Winchester (eds.) 'Society, Landscape and Environment in Upland Britain', in D. Hooke (ed.), *Society for Landscape Studies, Supplementary Series 2* (2004), 79-88 and ff.
- ⁶⁴ The hedges of blackthorn on the road from Wigton to Thoresby.
- ⁶⁵ J. Postlethwaite, *Mines and Mining in the English Lake District* (3rd edition, Keswick, 1913) deals with iron, coal, graphite, slate, copper and lead.
- ⁶⁶ A. Cameron, *Slate from Coniston: A History of the Coniston Slate Industry* (Worcester, 1996) 19, 29, and 98, which provides a map listing the green vein slate quarries.
- ⁶⁷ See A. Fell, *The Early Iron Industry of Furness and District* (Ulverston, 1908).
- ⁶⁸ T. Sopwith, *An Account of the Mining Districts of Alston Moor, Weardale and Teesdale in Cumberland and Durham* (Alnwick, 1833), 8-9, 42, 51.
- ⁶⁹ For a general overview of industry and agriculture in the Lakes see W. Rollinson, *A History of Cumberland and Westmorland* (1978).
- ⁷⁰ Warner was curate of All Saints', Walcot, Bath, between 1795 and 1817, rector of Great Chalfield from 1809 until his death, and rector of Chelwood, Somerset from 1827 onwards.
- ⁷¹ The other travel works of Warner include his *Walk Through Wales* (1798), *Second Walk Through Wales* (1799), and *Walk Through Some of the Western Counties of England* (1800).
- ⁷² This was probably the abridged 2nd edition printed in Carlisle in 1802.
- ⁷³ Dewing mentions another travel writer in his 1825 journals, William Coxe (1747-1828). He enjoyed great popularity for accounts of his travels in such places as Switzerland, Poland and Russia. Through his descriptions of alpine scenery Coxe may have induced Dewing to draw comparisons between parts of the Lake District, Scotland and the Alps.
- ⁷⁴ See: K. Hanley, 'Wordsworth's "Region of the Peaceful Self"', in K. Hanley and A. Milbank' *From Lancaster to the Lakes: The Region in Literature* (Lancaster, 1992), 1-26.
- ⁷⁵ We know that on his visits to Glasgow and Edinburgh in 1825 he purchased a guidebook and a plan respectively of these cities.
- ⁷⁶ For example Jonathan Otley's *A Concise Description of the English Lakes and Adjacent Mountains; with general directions to tourists*, published in Keswick, which reached a fifth edition in 1834.
- ⁷⁷ W. Roberts, *Thomas Gray's Journal of his Visit to the Lake District*, 37.
- ⁷⁸ 1819 Tour, part 2, f.4r, f.8r. On the previous day, in the absence of either a cart or carrier travelling from Cardigan to Aberystwyth, he hired a man to carry it 23 miles. On the journey to Cader Idris he hired 'a lad' to carry his trunk whilst he walked unencumbered, and in going up Snowdon he travelled lightly with a leather portmanteau and stick, no doubt leaving the trunk elsewhere.
- ⁷⁹ J. R. Kenyon, *Amgueddfa* (1997), 7. 1819 Tour, part 1, f.23r.
- ⁸⁰ See T. W. Wilkinson, *The Highways and Byways of England* (undated), pp.xviii-xix, and 189-211; for the zenith and decline of the turnpike system, see C. Aldin, *The Romance of the Road* (1928), the plate between 114-115; 117-123, for the north country mails at 'The Peacock', Islington, and Cary's Survey of the High Roads from London; W. Outram Tristram, *Coaching Days and Coaching Ways* (1888) 274-328, outlines the York Road from London and 329-360 the Holyhead Road travelled by Dewing.
- ⁸¹ R. van Gothen, *Antique Maps for the Collector* (New York, 1972), 109; *Dominic Winter Book Auctions: Printed Books, Maps and Ephemera*, 25 August 1999, 7, item 84.
- ⁸² For example J. Dugdale, *New British Traveller* (1819), 444, gives four journeys through the principal roads in Westmorland.
- ⁸³ This is how Dewing generally designated individual notebooks.
- ⁸⁴ W. Parson and W. White, *A History, Directory and Gazetteer of Cumberland and Westmorland with that part*

- of the Lake District in Lancashire, forming the Lordship of Furness and Cartmel* (Leeds, 1829), 182-3, 195. The Grapes on Scale Hill, (Thomas Dobinson, victualler), is called ‘a commodious travellers’ inn’.
- ⁸⁵ Parson and White, *History, Directory and Gazetteer* 182-183, 195.
- ⁸⁶ *Ibid.*, 564, Rounthwaite, a hamlet in Tebay, 3 miles south of Orton.
- ⁸⁷ Not identified. Parson and White, *ibid.*, 346 lists three victuallers in Ireby in which parish Rustwaite is situated: The Globe, Richard Bell, victualler; The Sun, Thomas Bell, victualler and stonemason; and the Black Lion, Robert Wilson, victualler.
- ⁸⁸ Parson and White, *History, Directory and Gazetteer*, 88, called Bowder Stone in Borrowdale 84 feet circumference, weight 1771, otherwise the details agree. J. Robinson, *A Guide to the Lakes of Cumberland, Westmorland and Lancashire* (1819), 134-136.
- ⁸⁹ Derwentwater.
- ⁹⁰ Possibly ‘the Cross Keys’ at Wood End, Tebay (low end), John Whitehead, shoemaker and victualler, Parson and White, 566.
- ⁹¹ This is probably John Sandford, who married Elizabeth. Their children Agnes, Mary, Agnes (again), Mary (again), John, William and George were baptised in Grasmere between 1808 and 1825 and a further three children were baptised at Langdale between 1828 and 1833.
- ⁹² His horse.
- ⁹³ This was probably the irregular trackway along Rossell Gill which crossed over Stake Gill and followed its course under the Langdale Pikes to Stile or Stool End at the junction of Oxendale and Mickleden. O.S. Maps, Westmorland sheets 25 and 26, (1862). A. H. Smith, (ed.) *English Place Name Society, XLII*, Westmorland, Part 1 (Cambridge, 1967), 207.
- ⁹⁴ John Sandford (1766-1839), CRO (K), WPR 91/4, Grasmere Baptisms 1813-1902, Nos. 244 and 316 show that between 1823 and 1825 he fell in status from farmer to labourer. He was later a labourer of Langdale and subsequently of Elterwater and was buried at Langdale on 2 July 1839, aged 73, WPR 96/10, Great Langdale Burials 1828-1985, No.66.
- ⁹⁵ Possibly ‘the Greyhound Inn’, Skelwith Bridge; the landlord, Jeremiah Coward, combined his duties with being the local corn miller, Parson and White, 620.
- ⁹⁶ H. S. Cowper, *Hawkshead: the Northernmost Parish of Lancashire: Its History, Archaeology, Industries, Folklore and Dialect* (1899), 37, possibly Esthwaite Lodge; called a pretty house, ‘somewhat stiff and formal in architecture, but very charmingly placed amidst well grown timber’. It was later the home of Thomas Alcock Beck, who wrote on Furness Abbey.
- ⁹⁷ K. Leonard (ed.), *A Register of Births and Baptisms, Deaths and Burials 1788-1812 and of Baptisms and Burials 1813-1837 in the Parish of Hawkshead Lancashire* (1971), 132, records the burial of Edward Satterthwaite of Colthouse, on 20 September 1817, aged 33. Cowper, 42, states ‘a winding lane round Latterbarrow will bring us back to the neighbourhood of Esthwaite, where near the lake head is the double hamlet of Colthouse’. The Satterthwaites were Quakers, long-established in Hawkshead.
- ⁹⁸ *The Westmorland Advertiser and Kendal Chronicle*, 20 September 1817, 3, col c, 27 September 1817, 3, col c. and *The Cumberland Pacquet and Ware’s Whitehaven Advertiser*, 23 September 1817, 2, col e, detail the tragedy. Lieutenant Satterthwaite R.N., with a young man called Fisher, were racing against Mr Greaves of Bowness for a trifling wager, when the boat of the former, high-rigged and carrying too much sail, was caught by a gust of wind opposite Graythwaite and sank in 45 yards of water. ‘The Lieutenant was highly respected in the vicinity of Hawkshead, as a good neighbour, and for that species of urbanity peculiar to a well-bred sailor, which is not rendered insipid by too high a polish’. The body was not found for a week.
- ⁹⁹ Belle Isle, or Curwen’s Island, of almost 30 acres in extent. On the tower door of St Martin’s Bowness the following details are recorded. In 1781 the island of Long Holme on Windermere was purchased by the trustees of 16-year-old Isabella Curwen. She married her cousin John Christian, who took her name. They completed the circular mansion begun in 1774 for Mr. English. The house was a summer residence of the Curwens of Workington Hall until 1962 when it became the home of Lieut. Commander Edward Stanley Curwen (1924-1983), and was sold by his widow in 1991. Pevsner, 228-229. J. Robinson, *A Guide to the Lakes of Cumberland, Westmorland and Lancashire* (1819), 266-270.
- ¹⁰⁰ Parson and White, *History, Directory and Gazetteer*, 676, claims that there were two good inns, the Lion and the Crown. Mannex, 333, twenty years later states that they were the Royal (renamed after the visit of Queen Adelaide in 1840), and the Crown.
- ¹⁰¹ This was near the isthmus of the Ferry Point and described as: ‘one of the most delightful places near the lake’. J. Robinson, *A Guide to the Lakes*, 277. For Ferry Point, J. Housman, *A Descriptive Tour, and Guide to the Lakes, Caves, Mountains and other Natural Curiosities in Cumberland, Westmoreland, Lancashire* (2nd edition, Carlisle, 1802), 168.

- ¹⁰² W. Wordsworth, *Guide to the Lakes* (2004), 29. Wordsworth believed that the view from the pleasure house (the Station) had suffered much by being disfigured by larch plantations.
- ¹⁰³ This was established by Acts of Parliament in 1792, 1793, 1799, 1807 and 1819. It was opened on 18 June 1819. It was estimated that the 76 miles of the canal cost upwards of £600,000 and included an aqueduct and a tunnel 378 yards long at Hincaster, Parson and White, *History, Directory and Gazetteer*, 646.
- ¹⁰⁴ William Wilson, Carus Wilson, Parson and White, *History, Directory and Gazetteer*, 689.
- ¹⁰⁵ *Pigot and Co's National Commercial Directory: Cumberland, Lancashire and Westmoreland* (1828-9), 315, says that there were two chapels 'under the establishment' and ten dissenting chapels.
- ¹⁰⁶ This spelling was also sometimes used by Wordsworth, for example see W. Wordsworth, *Guide to the Lakes* (2004), 53.
- ¹⁰⁷ The River Leven runs from Windermere, joins the River Crake from Coniston Water near Penny Bridge and runs into the sea at Morecambe Bay. Parson and White, *History, Directory and Gazetteer*, 76.
- ¹⁰⁸ 'The excellent inn at the west end of the bridge is in Coulton parish, where letters are received and despatched by the Ulverston and Milnthorpe post'. The inn was The Swan, James Bell, victualler, Parson and White, *History, Directory and Gazetteer*, 702, 708.
- ¹⁰⁹ Not identified.
- ¹¹⁰ Parson and White, *History, Directory and Gazetteer* 708-710.
- ¹¹¹ *Ibid.*, 710-711, Lindale 2m. North and north-north-east of Dalton. In its neighbourhood 'large quantities of iron are got'.
- ¹¹² For an excellent account of the industry see A. Fell, *The Early Iron Industry of Furness and District*, (Ulverston, 1908); Parson and White, 698, states that the red haematite found here yielded the best and most ductile iron, which was well suited for wiring and drawing. Large quantities were sent to other parts of the country to mix with other ores to improve their quality, and to Sheffield to aid steel production.
- ¹¹³ Stainton 'a straggling village, 5½ miles SSW. of Ulverston', Parson and White, *History, Directory and Gazetteer*, 732.
- ¹¹⁴ Parson and White, *History, Directory and Gazetteer* 732, notes that Francis Whithers, lime burner was resident in the village. He would have almost certainly used the limestone described by Dewing.
- ¹¹⁵ The canal was cut in 1795 and as the estuary of the Leven retreated allowed navigation to Ulverston. It could take vessels of 200 tons burthen and was said to be the shortest, broadest and deepest in England.
- ¹¹⁶ This place has not been identified. Greenodd, 3½ miles north-east of Ulverston which is on the estuary of the Leven had four extensive quays, Parson and White, *History, Directory and Gazetteer*, 722.
- ¹¹⁷ Generally the slate was dark blue and used for roofing. Kirkby Ireleth moor had some of the most extensive slate quarries in England. In 1829 it was estimated that annually 10,000 tons of blue slate from Kirkby Moor were shipped from the Duddon Sands. Parson and White, *History, Directory and Gazetteer*, 698, 715.
- ¹¹⁸ Parson and White mention that large quantities of blue slate were 'yearly excavated and conveyed along the lake in barges'. (*ibid.*, 66-67) One of these gentlemen's seats is Monk Coniston, in the parish of Hawkshead, at the head of the lake, *ibid.*, 713.
- ¹¹⁹ See A. Cameron, *Slate from Coniston: A History of the Coniston Slate Industry* (Worcester, 1996), 19, gives details of the quarries at Tilberthwaite which Dewing passed. Page 98 provides a map which outlines all the 'green vein' quarries.
- ¹²⁰ Probably The Horse's Head, Wythburn, John Hawkrigg, victualler, Parson and White, *History, Directory and Gazetteer*, 331, 335.
- ¹²¹ Penruddock, a large straggling village, 6m W by S of Penrith, Parson and White, *History, Directory and Gazetteer* 477.
- ¹²² The church was rebuilt in 1722, *ibid.*, 500.
- ¹²³ Beacon Hill covers 500 acres. The Beacon was built c. 1715 and was said by Parson and White, *ibid.*, 498, to have been repaired 50 years before.
- ¹²⁴ Pooley Bridge, 5m. south-west by south of Penrith, Parson and White, *ibid.*, 581.
- ¹²⁵ W. Wordsworth, *Guide to the Lakes* (2004), 38; 104; 118. Wordsworth talked enthusiastically of the ferns, aged hawthorns and hollies decked with honeysuckles which were to be found there.
- ¹²⁶ It is said that whilst walking here on the shores of Ullswater, Wordsworth was inspired to write his famous poem in praise of daffodils.
- ¹²⁷ W. Wordsworth, *ibid.*, 105-6. Wordsworth was full of praise for this 'pleasure house'.
- ¹²⁸ Situated 10m. south-west of Penrith it was built c.1780 by the Duke of Norfolk. It is the earliest neo-

Gothic building in the Lake District. He bequeathed it to The Hon. Henry Howard MP of Corby, Parson and White, *History, Directory and Gazetteer*, 8; A. M. Armstrong, A. Mawer, F. M. Stenton and B. Dickins, *The Place-Names of Cumberland*, I (Cambridge, 1950), 255; J. Robinson, *A Guide to the Lakes*, 40-49, Gowbarrow Park consisted of 1,800 acres and contained 600 deer, sheep and black cattle in the park.

¹²⁹ Parson and White, *History, Directory and Gazetteer* 505, 509, lists 55 hotels, inns and taverns in Penrith in 1829, together with five wine and spirit merchants who were also retail dealers, as well as five who were not.

¹³⁰ Brougham Hall, 'the Windsor of the North', home of Henry Brougham MP (1778-1868), later Lord Chancellor and Lord Brougham and Vaux and his brother James Brougham MP. The house was extensively remodelled in the 1830s and demolished in 1934, Parson and White, *History, Directory and Gazetteer*, 583-585. Lord Brougham was a brilliant, but immoral, Whig politician who defended George IV's equally immoral wife at the time of the Bill of Pains and Penalties (1820). See: K. Bourne, *The Blackmailing of the Chancellor: Some intimate and hitherto unpublished letters from Harriette Wilson to her friend Henry Brougham, Lord Chancellor of England* (1975); *Harriette Wilson's Memoirs of Herself and Others* (1929), 279 and ff; Pevsner, 235; J. Robinson, *A Guide to the Lakes*, 17-18.

¹³¹ Oliver Cromwell.

¹³² The Countess Pillar, erected by Lady Ann Clifford, Countess of Pembroke, in 1656 to mark her final parting from her mother 40 years before. Pevsner, 28 and ff, 236; T. Pennant, *A Tour from Downing to Alston-Moor*, (1801), 154-155.

¹³³ New Biggin, a village and township 8m. south-east of Brampton, Parson and White, *History, Directory and Gazetteer*, 467, 470.

¹³⁴ Parson and White, *History, Directory and Gazetteer*, 540-541, says that it was a 'well built village'. The lead ore was mined by the London Lead Company. At their smelt mill, about one mile south of Dufton, about 144 stone of pig lead was smelted per week.

¹³⁵ Garigill Gate, 4m south by east of Alston. The London Lead Company gave employment to most of the residents, Parson and White, *History, Directory and Gazetteer*, 460. T. Sopwith, *An Account of the Mining Districts of Alstone Moor*, 5-6, mentions that snow sometimes fell in midsummer, and gives details of the severe weather conditions and poor roads. Quoting the *Gentleman's Magazine*, for 1747, he mentions that 'winter indeed slowly and reluctantly withdraws its hoary mantle from the bosom of this alpine hill', 51. There was a smelt mill 4½m. from Garigill, 42.

¹³⁶ Parson and White, *History, Directory and Gazetteer*, 454, says there was good pasture for sheep and cattle but only a few acres of tillage.

¹³⁷ *Ibid.*, 458.

¹³⁸ *Ibid.*, 454-463. There were 38 mines and two large smelt works; the Nent-head Smelt Mill belonging to the London Lead Company, (which consisted of 2 refining, 1 calcining and 1 reducing furnace and 2 smelting and 1 slag hearth), and the Tyne-head Smelt Mill, belonging to the Derwent Mining Company. There were several water driven machines in the parish to wash and crush ore. In some years 5,500 fathers (1 father = 21 cwt) of lead were produced with between eight and ten ounces of silver per father. For a general account see J. Postlethwaite, *Mines and Mining in the English Lake District* (3rd Edn., Keswick, 1913).

¹³⁹ For example yellow copper ore, pyrites, galena, and cobalt, Parson and White, *History, Directory and Gazetteer*, 457.

¹⁴⁰ Parson and White *ibid.*, 462, lists four mineral dealers. The new roads sanctioned by Act of Parliament in 1823, resulted in the first post coach 'the Balloon' running through the town for the first time in October 1828 on its way between Hexham and Penrith. With the commencement of its service came an influx of visitors.

¹⁴¹ Fluor-Spar, Fluorite, Blue John or Derbyshire Spar. The purple and green fluorite at this time was often turned into attractive ornamental work such as vases, examples of which can be seen in the Lady Lever Art Gallery in Port Sunlight, Wirral. H. H. Read, *Rutley's Elements of Mineralogy* (25th Edn, 1962), 270-271.

APPENDIX
Abstract of Lynn Dewing's Travels from 1817 to 1854

Reference	Depart From	Return To	Nature of Record	Description
Not in a printed catalogue. Held in the National Library of Scotland	London 27 June 1817 1st Tour	London 18 October 1817	4 Notebooks	To Scotland, Edinburgh, New Edinburgh, Perth, Dunkeld, Blair Athol, Fort Augustus, Fort William, Killin, Stirling, Glasgow, Dumbarston, Annan, the Lake District, Bradford, Staffordshire, Lichfield, Northampton
L.A. Cat. 24 No.198 Held in the National Museum of Wales	Bristol 29 May 1819 3rd Tour	Norfolk November 1819	7 Notebooks Revised April 1844	South Wales, Pembroke, Bangor, Dublin, Ireland, North Wales, Manchester, Rochdale, the Lake District, Dumfriesshire, Alston, Newcastle, Durham, Yorkshire, Lincolnshire
L.A. Cat. 36 No.241 Viewed March 1998	Weston Underwood 11 May 1820 4th Tour	Unknown 17 November 1820	Notebooks 1, 2, 3, 5, 6 Missing 4, Revised 1844	(Derbyshire, Devon, Somerset, Wiltshire) Matlock, Bakewell, Llangollen, Shrewsbury, Kidderminster, Newport, Ross, Monmouth, Goodrich, Exeter, Cullompton, Tiverton, Ashburton, Bovey Tracey
L.A. Cat. 33 No. 208*	London May 1821 5th Tour	Walsingham 28 November 1821	9 Notebooks Revised April 1844	Kettering, Nottingham, Chesterfield, Sheffield, Wakefield, York, Scarborough, Richmond, Coldstream, Berwick, Kelso, Jedburgh, Brampton, Carlisle, Lake District, Harrogate, Bradford, Huddersfield, Matlock
L.A. Cat. 24 No. 167*	Bath 1 May 1823 7th Tour	Elmham September or October 1823 Revised Aproberl 1844	6 Notebooks	Cheltenham, Tewkesbury, Ledbury, Ludlow, Shrewsbury, Liverpool, Isle of Man, Scotland, Edinburgh, Kirkcaldy, Paisley, Aberdeen, Dundee, Berwick, Yorkshire, Bridlington, Hornesea, Doncaster, Rotherham, Matlock. (1,596 miles by coach, steamboat and foot)
Uncatalogued*	Elmham 7 April 1825 9th Tour	Bath 8 December 1825	7 Notebooks	Northampton, Leicester, Stafford, Newcastle-under-Lyme, Warrington, Lancaster, Kendal, Troutbeck, Carlisle, Glasgow, Iona, Fort Augustus, Inverness, Dingwall, Thurso, Oban, Dunkeld, Perth, Edinburgh, Peebles, Carlisle, Maryport, Whitehaven, Haweshead, Kendal, Lancaster, Preston, Ormskirk, Liverpool, Ruthin, Llangollen, Montgomery, Hereford, Monmouth, Clifton, Bath (2,539 miles by coach, boat, and on foot)

APPENDIX – continued
Abstract of Lynn Dewing's Travels from 1817 to 1854

Reference	Depart From	Return To	Nature of Record	Description
In possession of L.A. in 1996 Not in a printed catalogue	Walsingham 15 May 1827	Unknown 12 October 1827	3 Notebooks Revised April 1844	'A Northern Tour' by foot, train and steamer. Beverley, Scarborough, Whirby, Newcastle, Edinburgh, Glasgow, Loch Lomond, Lockerby, Kendal, Bolton, Manchester, Birmingham, Oundle, W'sbch
L.A. Cat. 25 No. 191	London April 1829	London October 1829	5 Notebooks	'Excursion with Mr J Raven'. Radstock, Plymouth, Devonport, St. Germans, East Looe, Guernsey, Jersey, St. Malo, Anger, Tours, Amboise, Paris, back via Rouen, Dieppe, Brighton (1,269 miles by boat, coach, and on foot)
In possession of L.A. in 1996 Not in a printed catalogue	Stibbard 7 April 1830	Unknown 2 November 1830	9 Notebooks	Travels by foot, and steamboat. Hull, York, Barnard Castle, Wigton, Cockermouth, Belfast, Coleraine, Londonderry, Loch Foyle, Rothesay, Dunkeld, Nairn, Leeds, Sheffield, Nuneaton, Rugby
In possession of L.A. in 1996 Not in a printed catalogue*	Creak 27 April 1832	Stibbard 9 November 1832	3 Notebooks Tour XVI	Lynn, Boston, Southwell, Chesterfield, Buxton, Manchester, the Lake District, Cockermouth, Wigton, Bassenthwaite, Crieff, Forfar, Perth, Edinburgh, Kelso, Jedburgh, Carlisle, Ribble Valley, Nelson, Northampton
L.A. Cat. 25 No. 214	Lynn 20 June 1834	Elmham 28 October 1834	4 Notebooks Revised 1844	Lincolnshire, Yorkshire, Tyneside, Coldstream, Galashiels, Edinburgh, Glasgow, New Cumnock, Kirkconnel, Dumfries, Threlkeld, Kendal, Lancaster, Huddersfield, Cambridge
L.A. Cat. 23 No. 197	London 18 September 1835	London	1 Journal	(Kent and Surrey), Rochester, Chatham, Canterbury, Dover Ramsgate, Margate, Reculver, Maidstone, Sevenoaks, Dorking, Godalming
L.A. Cat. 25 (addenda) No. 261	Walsingham 21 May 1839	London	3 Notebooks	'Northern Tour' Grimsby, Hull, Knaresborough, Carlisle, Bowness, (<i>sic</i>) Liverpool, Dumfries, Irvine, Glasgow, Loch Lomond, Edinburgh, Derby, Birmingham, and from thence by train to London
L.A. Cat. 23 No. 207 In the National Museum of Wales	Stafford 1841	Bristol	3 Notebooks	Uppingham, Thurnby, Ashby de la Zouch, Newport, Wellington, Welshpool, Machynlleth, Abertwystwyth, Radnor, Gloucester, Stroud, Bisley, Nailsworth, Iron Acton, Clifton, Redland

APPENDIX – continued
Abstract of Lynn Dewing's Travels from 1817 to 1854

Reference	Depart From	Return To	Nature of Record	Description
Uncatalogued. In L.A.'s possession March 1998	Elmham 24 June 1842	Norfolk 27 October 1842	3 Notebooks Revised 1844	By boat, train, foot. Newcastle, Edinburgh, Dunblane, Helensburgh, Carlisle, the Lake District, Derby, Nottingham
L.A. Cat. 23 No. 195 In the National Museum of Wales	Fakenham 17 May 1844	Bristol	5 Notebooks	Melton Mowbray, Matlock, Leek, Conway, Bangor, Caernarvon, Barnmouth, Bala, Welshpool, Shropshire, Gloucester, Cheltenham, Chepstow, Pill, Clevedon, Bristol
L.A. Cat. 28 No. 285*	Fakenham 9 May 1845	Fakenham 28 November 1845	3 Notebooks	Leamington, Warwick, Birmingham, Liverpool, the Lake District, Glasgow, Edinburgh, Berwick, South Shields, York, Lincolnshire
Uncatalogued*	Fakenham 21 May 1847	Unknown	1 Notebook Ends York 5 September 1847	Leamington, Warwick, Birmingham, Eccleshall, Chester, Birkenhead, Liverpool, Preston, Lancaster, Kendal, Shap, Penrith, Keswick, Temple Sowerby, Appleby, Kirkby Stephen, Brough, Greta Bridge, Richmond, Catterick, Thirsk, Helmsley, Pickering, Scarborough, York
L.A. Cat. 23 No. 196 and Cat. 37 No. 158 Viewed March 1998	Two tours, Fakenham 28 February 1848 Fakenham 17 May 1849	Unknown	1 Notebook	1848 'Western Tour' (Dorset and Devon). Left Southampton, visited Sidmouth and Plymouth 1849 'Northern Tour'. Left Nottingham, visited Derby, York, Sunderland, Gateshead, Edinburgh
Uncatalogued*	Fakenham 16 May 1851	Unknown	4 sides of foolscap paper. Ends Oxford, 16 August 1851	Derby, Chester, Conway, Bangor, Anglesey, Corwen, Llangollen, Shrewsbury, Birmingham, Oxford
Uncatalogued*	Fakenham 5 May 1853	Unknown	3 sides of foolscap paper	Ely, Derby, Matlock, Cromford, Burton. In Lichfield October 1853 and stayed two months
Uncatalogued*	Fakenham 1 April 1854	Died Southampton 16 December 1854	Half a dozen lines on one side of the 1853 tour	Lynn, London, Frome, Bath, Exeter. Journal finished July 1854

Note: We know from references in Dewing's extant journals that his second tour included Devonshire in May 1818, and that his sixth tour included a trip to Cheltenham in 1822.

Key L.A. = Lesley Aitcheson * = In possession of the Author