

ANCIENT HIGHWAYS OF CORNWALL¹

By G. B. GRUNDY

PREFACE

As the intent of this series of articles on the ancient highways of various counties is to trace the lines of the great through routes of communication which had undoubtedly a great influence on the history of this country, and secondly to establish a systematic knowledge of the types of highways and other tracks which existed in this country in early and medieval times ; and, as the latter object has been attained by the detailed surveys of the old road systems of counties which have been dealt with in previous articles, it would be superfluous to deal in detail with the minor ancient roads of Cornwall. The evidence with regard to the types of road which these minor highways represent has been already given with a fullness which establishes the existence of such types.

ROAD I

The main Ridgeway of the County

This is the westernmost section of that great ridgeway which passes through south England from Kent to Cornwall. Speaking generally it might have been expected to follow in Cornwall the watershed between the streams which flow to the north and south coasts respectively. But here the upland region of the Cornish Tors, covering a large area between Bodmin and Launceston, seems to have proved as great an obstacle to passage as did Dartmoor in Devonshire.² Had this region been conveniently passable for wayfarers the main ridgeway of the county would have passed over it along a tortuous watershed. As it was the ridgeway had to avoid it

¹ All the names mentioned in this description of the ancient highways of Cornwall will be found on the one-inch Ordnance Map.

² This area in Cornwall contains many dangerous bogs by no means confined to the river valleys. That I know from personal experience.

at the expense of a passage of the River Camel at Wadebridge.

The main ridgeway was a continuation of road 2 of the Devonshire series. It entered the county on its extreme N. By. (see road 2 of Devon) about 7 fur. NE. of the hamlet of Woolley, which is 7 m. NE. of Bude. It then ran S. along the line of the modern main road to Stratton for 3 m. 4 fur. as far as Kilkhampton where it turned, mr., for 4 fur. (4 m.) and then ran due S. for 8 m. (12 m.) along the line of a main road as far as Whitestone village. Then, still S., for 1 m. (13 m.) along the same road to certain crossroads near Dilland, close to which is a tumulus. (At this point an important ridgeway runs off to Launceston.) From this point for some distance its course is very tortuous, though marked by modern roads. But that these roads represent the line of the old ridgeway is suggested by the tumuli in their immediate neighbourhood. Then SW., mr., for 1 m. 2 fur. (14 m. 2 fur.) to crossroads at 474 ft. elevation. (Tumulus close to the road.) Then N.W., mr., for 1 m. 2 fur. (15 m. 4 fur.) to Week Cross at the S. end of Week St. Mary village. (Tumulus $\frac{1}{4}$ m. S. of the road.) Then S. by W., mr., for 1 m. 2 fur. (16 m. 6 fur.) to crossroads near Creddacott. (Tumuli just E. of the road.) Then, generally W., by a zigzag lane for 6 fur. (17 m. 4 fur.) to Landhillick. Then SSW., no t., for 2 fur. (17 m. 6 fur.). Here its line is taken up by a lane running SW. for 1 m. 4 fur. (19 m. 2 fur.) to crossroads, near to Headon. (A tumulus close to the crossroads.) Then N.W., mr., for 1 m. 1 fur. (20 m. 3 fur.) to crossroads at Wainhouse Corner, near Jacobstow village. Then SSW., mr., for 1 m. 3 fur. (21 m. 6 fur.) to Collomoor Head. (Tumuli just E. of the road.) Then, generally W., mr., passing Tresparrett Posts for 2 m. 1 fur. (22 m. 7 fur.) to crossroads at 794 ft. altitude. (Tumulus and camp close to the road and tumuli close to the crossroads.) Then S.E., mr., for 1 m. to Marshgate (23 m. 7 fur.). Then S., mr., for 1 m. 4 fur. (25 m. 3 fur.) to crossroads at Otterham Railway Station. Then SW., mr., for 1 m. (26 m. 3 fur.) to crossroads 5 fur. NNW. of Davidstow village. (Close to this section of road are three groups of tumuli, Tich Barrow, and a camp.) Then W., mr.,

for 3 m. 3 fur. (29 m. 6 fur.) to crossroads at 923 ft. altitude. (Long Barrow and a tumulus S. of the road.) Then S., bending mr., for 1 m. 5 fur. (31 m. 3 fur.) to Lobbs Cott. (Conbolden Barrow on the road.) Then SW., mr., for 5 m. 6 fur. (37 m. 1 fur.) past Delabole to crossroads just SW. of Pendoggett. Then E., mr., for 1 m. 2 fur. (38 m. 3 fur.) to crossroads just E. of Port Isaac Road station. Then S., later SSW., and later SW., mr., for 4 m. 4 fur. (42 m. 7 fur.) to the River Camel at Wadebridge. At Wadebridge, as the name implies, the ridgeway must have crossed the River Camel by a ford.¹ (Camp on the road.) This is the only river or stream which this ridgeway crosses in its passage through Cornwall, and it is noticeable that ridges approach the river at either side at this point, thus making any bad ground near the river either very narrow or non-existent.

Then first W., and later SSW., mr., for 4 m. 4 fur. (47 m. 3 fur.) to crossroads at the Mogi Stone which is on an upland miles away from any village. Then runs SW., winding mr., via Killeganogue and Tregonetha to crossroads at Lane End 5 m. 5 fur. (53 m.). Lane End is 1 m. 2 fur. NW. of Roche village. Then due W., mr., for 1 m. 1 fur. (54 m. 1 fur.) to Providence. (Castle Dinas, a camp, is $\frac{1}{2}$ m. N. of the road with branch ridgeway running to it.) Then S., angular mr., for 6 fur. (54 m. 7 fur.). Then SW., mr., for 16 m. (70 m. 7 fur.) via Penhale Mitchell and Maranzanvose, to Three Barrows. (On this section the following remnants of antiquity are close to the road, tumuli at 4 m., camp at $5\frac{1}{4}$ m., tumuli at $7\frac{3}{4}$ m., camp at $12\frac{1}{4}$ m., tumuli at $13\frac{1}{4}$ m., Four Barrows at 14 m., tumuli at 16 m.) Then S.W., mr., for 4 m. 1 fur. (75 m.) to Redruth. Part of the line of the modern road is the dry weather line of the ridgeway. For more than a mile a little NE. of Redruth the real ridgeway passed along mr. to Highway and then SW. no t. The name Highway is probably reminiscent of the old line. Then S. by W., winding mr., for 6 m. 1 fur. (81 m. 1 fur.) to crossroads near Releath, $1\frac{1}{4}$ m. SE. of Crowan village. (On this section tumuli at 1 m. 6 fur., and at

¹ Had the main ridgeway adhered to the main watershed of the county it would have passed through Bodmin. Road 2, to be described

later, makes it possible that an alternative main ridgeway did pass through that town.

2 m. 4 fur., and Hangman Barrow at 4 m. 1 fur.) Then W. by S. and later SSW. for 2 m. 2 fur. (83 m. 3 fur.) to crossroads on the Hale-Helston road. Then WSW., mr., via Carleen for 2 m. (85 m. 3 fur.) to crossroads 5 fur. N. of Ashton. Then S., apparent t., for 5 fur. (86 m.) to Ashton. Then WSW. by main mr., for 4 m. 7 fur. (90 m. 2 fur.) to Marazion.

ROAD 1A

Alternative to part of Road 1

From Wadebridge runs SSE., mr., for 1 m. 1 fur. Then SSW., mr., for 1 m. 7 fur. (3 m.) to crossroads near Hustyn Gate. Then W., mr., for 2 m. 4 fur. (5 m. 4 fur.) to meet Road 1 at the Mogi Stone.

BRANCHES OF ROAD 1

ROAD 2

(See Map) 9 m. 5 fur.

ROAD 3

(See Map) 1 m. 4 fur.

Also leaves Road 1 at Wainhouse Corner.

ROAD 4

(See Map) 2 m.

ROAD 5

(See Map) 1 m. 4 fur.

ROAD 6

(See Map) 1 m. 1 fur.

ROAD 7

The Camelford-Bodmin Ridgeway (see Map) 16 m. 5 fur.
Tumuli and camp near the road.

ROAD 8

(See Map) 6 m. 4 fur.

Tumuli near Pentreglose.

ROAD 9

Chapel Amble Ridgeway (Branch of Road 8) (see Map)
3 m.

ROAD 10

(See Map)

Tumuli at 1 m. 7 fur.

ROAD 11

St. Eval Ridgeway (see Map) 5 m. 3 fur.

Tumuli at 6 fur.

ROAD 12

The Trevarrian Ridgeway (see Map) 6 m. 6 fur.

ROAD 13

Newquay Ridgeway (see Map) 7 m.

ROAD 14

(See Map) 10 m. 7 fur.

Tumulus on the road.

ROAD 15

Branch of Road 14 (see Map) 6 m. 3 fur.

ROAD 16

Branch of Road 15 (see Map) 2 m. 6 fur.

ROAD 17

St. Austell Branch Ridgeway (see Map) 6 m. 5 fur.

Tumuli near the road at 4 fur., 6 fur., and Hens
Barrow at 2 m. 7 fur.

ROAD 18

Branch of Road 68 (see Map) 4 m. 5 fur.

Camp close to the road.

ROAD 19

In connection with Road 17. This ridgeway, or part of a ridgeway, formed a great line of through communication in the east part of the county.

Leaves Road 17 close to Hens Barrow, 1 m. 7 fur. S. of Roche village. Runs SW., mr., for 2 m. For the next few miles the modern road may be a summer, dry weather, variant of the ancient ridgeway. The real way ran probably SSE. over Watch Hill, no t., for 7 fur. to Burngullow Common (2 m. 7 fur.). Then S. along the line marked by a parish By., and apparently by a track, for 3 fur. (3 m. 2 fur.). Then SSW. for 1 m. 3 fur. (4 m. 5 fur.) passing near a camp called Trethallan Castle. Then W., mr., for 6 fur. (5 m. 3 fur.) to Downder. Then SE., mr., for 6 fur. (6 m. 1 fur.) to Hewas Water. Then SW., mr., for 7 fur. (7 m.) to near Pennans. Then S., mr., for 1 m. 1 fur. (8 m. 1 fur.) to Fair Cross. Then SW., mr., for 1 m. 2 fur. (9 m. 3 fur.) to near Carveth. Then, generally S., mr., for 2 m. 2 fur. (11 m. 4 fur.) to crossroads at Stippets Shop. Then W., mr., for 1 m. (12 m. 4 fur.) to crossroads near Penhesken, passing near a camp. Then SW., mr., for 2 m. 7 fur. (15 m. 3 fur.) to crossroads at Treworlas. Then W. by N., winding mr., for 1 m. (16 m. 4 fur.) to crossroads $\frac{1}{2}$ m. E. of Philleigh. Then W., winding mr., for 1 m. 7 fur. (18 m. 3 fur.) to crossroads near Penperth. Then S., winding mr., for 3 m. 7 fur. (22 m. 2 fur.) to St. Mawes opposite Falmouth.

ROAD 20

Branch of Road 19 (see Map) 3 m. 5 fur.

ROAD 21

Branch of Road 19 to Tregony (see Map) 1 m. 5 fur.

ROAD 22

*Branch of Road 19 to Gerrans and beyond (see Map)
3 m. 5 fur.*

Camp on the road.

ROAD 23

The Mevagissy Ridgeway (see Map) 5 m. 4 fur.

ROAD 24

Local Ridgeway SW. of Mevagissy (see Map) 3 m.

ROAD 25

Local Ridgeway SSW. of Mevagissy (see Map) 2 m. 4 fur.

ROAD 26

The Ladock Branch Ridgeway (see Map) 3 m. 2 fur.

Leaves Road 1 at Carland. Camp on it, near Ladock.

ROAD 27

Truro Branch Ridgeway 5 m. 6 fur.

Leaves Road 1 at Carland. Runs S., nr., via Trispen and Caledick to Truro.

ROAD 28

Branch Ridgeway of Road 27 (see Map) 4 m. 3 fur.

Passes near a camp. Goes to Polsue.

ROAD 29

Branch Ridgeway (see Map) 5 m. 1 fur.

Tumuli at 6 fur. and camp near the road at 2 m. 2 fur.

ROAD 30

Another Truro Branch Ridgeway (see Map) 4 m. 1 fur.

Tumuli at 1 m. 2 fur. Camp at 1 m. 4 fur.

ROAD 31

The Perranporth Branch Ridgeway (see Map) 3 m. 6 fur.

Tumulus at 6 fur., and tumuli at 3 m. 3 fur.

ROAD 32

The Perranzabuloe Ridgeway (Branch of Road 31)
(see Map)

Group of tumuli on the road.

ROAD 33

Another Perranporth Branch Ridgeway (see Map)
4 m. 7 fur.

Leaves Road 1 near Three Barrows. Tumulus on the road at 1 m. 4 fur. and near road at 4 m. 3 fur.

ROAD 34

St. Agnes Branch Ridgeway (see Map) 2 m. 5 fur.

ROAD 35

Local Ridgeway (see Map) 2 m. 2 fur.

Tumulus close to it.

ROAD 36

A third Truro Branch Ridgeway (see Map) 5 m.

Leaves Road 1 at Three Barrows. Camp at 2 m. 6 fur. Tumulus at 3 m. 1 fur.

RIDGEWAYS OF EAST CORNWALL

The ridgeways of East Cornwall present very puzzling problems. They extend over long distances and tend to end nowhere.

Furthermore the position of Launceston in relation to these ridgeways is most unusual when compared with other towns of other counties which were obviously important centres of the ridgeway system of their regions. Ridgeways did not as a rule cross rivers unless the latter had cut through an important ridge along which a ridgeway ran. But at Launceston, apart from the river Kensey on which it stands, three other rivers, the Ottery, the Tamar, and the Cary, meet within two miles of the town. Furthermore the town stands on the S., not on the N. bank of the Kensey, thus making it necessary for four out of the six ridgeways which approach it to cross in the immediate neighbourhood of the town two rivers instead of one. Yet the town was a centre of ridgeways coming to it from the W., the N., and the NNE. The two western ridgeways join eventually and go forward to meet Road 1.

One running NNW. also goes to meet Road 1. Another running N. goes to meet the important Devonshire ridgeway Road 1. Another running NNE. also meets that Devonshire ridgeway. Another running E. is only traceable as a ridgeway for a few miles.

But the most remarkable feature of this local road system is that there is no trace of a ridgeway running S. or even in a southerly direction from Launceston. For example the town is not linked up in any way with a remarkable ridgeway running SE. through the S.E. part of the county to Saltash on Plymouth Sound (the Hamaoze) though this ridgeway is at one point within five miles of Launceston.

This local road system provides a problem as mysterious as that of the Roman roads in SE. Devonshire. All that can be done here is to give the courses of the Launceston ridgeways and to leave the general question concerning them unanswered. Nature may perhaps have provided an answer in the form of the unusual difficulties presented by the disposition of the ridges on the one hand and the rivers on the other in this eastern part of the county.

ROAD 37

Ridgeway along the S. watershed of the Kensey River
(see Map) 13 m.

Tumulus at 8 m. and at Kittow Moor, and between Kittow Moor and Hallworthy.

ROAD 37A

(See Map) 8 m. 5 fur.

Tumuli at 4 fur., at 7 fur., and a camp close to Polyphant.

ROAD 38

On the N. watershed of the Kensey River (see Map)
5 m. 4 fur.

ROAD 38A

Ridgeway to Camworthy Water (see Map) 2 m. 2 fur.

ROAD 38B

Local Ridgeway (see Map) 2 m. 2 fur.

ROAD 39

Link with Road 1

From Launceston runs N. by W., mr., for 7 fur. Then N. by W. by minor road through Lowley Wood for 7 fur. (1 m. 6 fur.) to cross the River Ottery at Yealmbridge. Then NNE., mr., for 4 fur. (2 m. 2 fur.) to Ladycross. Then NNW., mr., for 1 m. 5 fur. (3 m. 7 fur.) to a point just N. of Langdon Cross. Here it must have left the modern road in an arc eastwards, no t., to get round the head of a stream, rejoining the mr. just S. of Bennacott, 1 m. (4 m. 7 fur.). Then N. by W., mr., for 3 m. 5 fur. (8 m. 4 fur.) to join Road 1 close to Street. Tumuli on this section of the road at 2 m. and 3 m. 1 fur.¹

HIGHWAYS OF SOUTH-EAST CORNWALL

ROAD 44

The great Ridgeway of E. Cornwall

Starts from Saltash on Plymouth Sound (the Hamoaze). Runs W. on the line of the more northerly of the main roads out of Saltash for 1 m. 1 fur. Then first NNW. and later NW., mr., for 1 m. 6 fur. (2 m. 7 fur.) to crossroads SW. of the village of Botus Fleming. Then N., mr., for 1 m. 7 fur. (4 m. 6 fur.) to Paynter's Cross. Then NNW., mr., via the village of St. Melion and leaving Callington $\frac{1}{2}$ m. to the W. along the foot of Kit Hill for 5 m. 1 fur. (9 m. 7 fur.) to Kellibray. The part of this section along the foot of Kit Hill must be the dry weather line of this part of the track. The real ridgeway would pass higher up the slope of the hill. (On this section a camp near the road at 3 m. 2 fur.) Then generally NW., mr., via Bray Shop and Coad's Green for 7 m. (16 m. 7 fur. to Example Cross). (In this section a camp $\frac{3}{4}$ m. beyond Coad's Green.) Then W. by N., mr., for 1 m. 4 fur. (18 m. 3 fur.) to Plush. Here the ridgeway

¹ Roads 40, 41 and 42, though of the Launceston Series, are really Devonshire roads.

made a loop S. following lanes for 1 m. 5 fur. (20 m.) and joining the main road again just short of Five Lanes. Then W., mr. or t., for 2 m. 5 fur. (22 m. 5 fur.) when it comes to an end, like other Cornish ridgeways do, after going for a short distance into that, to wayfarers, forbidding boggy district round the Cornish Tors. The last two miles of it must have been little more than a cattle track to and from the moors.

ROAD 45

Ridgeway to the W. of Saltash (see Map) 3 m. 6 fur.
Runs down to the St. Germans River.

ROAD 46

The Landulph Ridgeway (see Map)

ROAD 47

The Torpoint Ridgeway (see Map) 10 m. 3 fur.

This is an old track of considerable length which runs up from Plymouth Harbour to the moors N. of Liskeard, and then, like other ridgeways, peters out soon after reaching the edge of them.

ROAD 48

The Cremyll (Plymouth Harbour) Branch Ridgeway (see Map) 5 m. 2 fur.

ROAD 49

Branch Ridgeway (see Map) 8 m. 2 fur.

Camp on the road.

ROAD 50

Branch of Road 49 (see Map) 2 m.

ROAD 51

Branch of Road 49 (see Map) 1 m. 1 fur.

ROAD 52

Quethiock Ridgeway. Local (see Map) 1 m. 6 fur.

ROAD 53

Short Branch of Road 49 (see Map) 1 m. 4 fur.

ROAD 54

The Liskeard-East Looe Ridgeway (see Map) 6 m. 6 fur.

ROAD 55

Branch of Road 54 (see Map) 1 m. 6 fur.

ROAD 56

Piece of moorland Ridgeway (see Map) 1 m. 3 fur.

ROAD 57

Moorland Ridgeway (see Map) 2 m.

ROAD 58

An indeterminate Ridgeway (see Map) 11 m. 4 fur.

ROAD 59

The West Looe Ridgeway (see Map) 9 m. 3 fur.

Camp near the road.

ROAD 60

Branch of Road 59 (see Map)

Runs to camp near West Looe. Example of a short ridgeway connecting a camp with a main ridgeway.

ROAD 61

Polruan Ridgeway. Branch of Road 59 (see Map)

Barrow close to it.

ROAD 62

Polperro Ridgeway. Branch of Road 61 (see Map) 2 m.

ROAD 63

*Branch of Road 59 to Fowey Harbour (see Map)
4 m. 4 fur.*

ROAD 64

St. Veep Ridgeway. Branch of Road 59 (see Map)
5 m. 4 fur.

ROAD 65

Lostwithiel Ridgeway (see Map) 11 m.

ROAD 66

Branch of Road 65 (see Map) 2 m.

ROAD 67

The Fowey Ridgeway (see Map) 8 m. 7 fur.

For the first half mile the modern road is probably in what was the line of the dry weather track, the true ridgeway running along the comb of the hill to the S. of it. A camp E. of the road.

ROAD 68

Link Ridgeway from Road 1 to St. Austell and beyond (see Map) 10 m. 7 fur.

Camp and tumulus near the road.

ROAD 68A

The Bodmin and Bodmin Moor Ridgeway (see Map)
11 m. 2 fur.

This runs past Bodmin and is connected with the town by a short stretch of road. Castle Camp on the road. Tumuli at 2 m. and $4\frac{1}{2}$ m. from Cookland.

RIDGEWAYS OF THE SOUTH-WEST AND WEST

ROAD 69

A Penrhyn Ridgeway (see Map) *mr.* 4 m. 2 fur.

Runs SSW. from Penrhyn and then SSE. to Mawnan.

ROAD 70

Branch of Road 69 (see Map) 2 m. 5 fur.

ROAD 71

The Penrhyn-Helston Ridgeway (see Map) 8 m. 6 fur.

Ancient burial mound on the road.

ROAD 71 (*continued*)*The Helston-Lizard Point Ridgeway*

From Helston runs SSE. for 3 m. 4 fur. along the main road as far as Belassack. (Camp $1\frac{1}{2}$ m. NE. of the road at this latter point.) Then SE., main mr., to Burnoon, 6 fur. (4 m. 2 fur.) Then SSW. for 4 fur. (4 m. 6 fur.) to crossroads at 274 ft. altitude.¹ Then E., minor mr., for 3 fur. (5 m. 1 fur.) to crossroads. In the next few miles made evidently a large loop E. to avoid the upper waters of a stream, its course being followed at the present day by parish boundaries.

Went E. by S., parish By. but no t., for 1 m. 3 fur. (6 m. 4 fur.) to Dry Tree. (Three groups of barrows N. of this section of the old way.) Then SW., parish By. and track closely following it, for 2 m. 3 fur. (8 m. 7 fur.) to crossroads where the road from Mullion village joins the main road to the Lizard. (In this section two groups of barrows near the road on the N., and three groups on the S.) Then due S., main mr., for 5 m. 3 fur. (14 m. 2 fur.) to the lighthouse at Lizard Point. (On or near this section are four barrows immediately W. of the road, and three barrows to the E. of it.)

ROAD 72

The St. Kevern Branch Ridgeway. Branch of Road 71 (see Map) 9 m. 5 fur.

Probably branched off from Road 71 at a bend in a modern road about $\frac{3}{4}$ m. E. of Crossways which is about $1\frac{3}{4}$ m., NNE. of Mullion.¹ From there ran NE., mr., for 1 m. to crossroads at Lodge. Then main road the whole way first SE. and then generally E. to St. Kevern and then beyond to the coast for 8 m. 5 fur. (9 m. 5 fur.) via Traboe Cross and Zoar.

¹ Course in this part very uncertain.

ROAD 73

Branch Ridgeway to Helston. Branch of Road 1
(see Map) 2 m. 6 fur.

ROAD 74

Branch of Road 1 (see Map)

Leaves Road 1 $2\frac{1}{2}$ m. ESE. of Marazion. Runs first N. and then NNW., nr., for 4 m. to near Canon's Town. There the traces of it give out. But it must have run originally into the extreme W. part of the county. Probably but little used even in ancient times, and fell out of use in modern times.

RIDGEWAYS OF THE EXTREME WEST OF THE
COUNTY

ROAD 75

Local Ridgeway (see Map) 1 m. 2 fur.

ROAD 76

The NW. Ridgeway

Ran from near St. Just to St. Ives. This is the main ridgeway of this part of the county. As a route it can never have been much used in so thinly populated a district. Still its line is still traceable in the shape of modern roads, tracks, and parish boundaries. It passes through a very desolate region.¹ Yet the remains of antiquity near it show that to some race of prehistoric times it was a highway of at least *some* importance.

At its W. end the first traces of it are in the form of modern lanes or tracks branching off from the modern main coast road 1 m. N. of St. Just village. It follows the track first E. for 1 m. and then ENE. for 7 fur. (1 m. 7 fur.) to a point on Woon Gumpus Common. (Just S. of that section of the road are a barrow and two stone circles.)

There can be no doubt that for the next few miles the ridgeway is represented at the present day by

¹ I traversed it once on a dark afternoon in the beginning of autumn. On that day it seemed the weirdest road I ever traversed, a highway of

a dead world. No habitation is on its line, and for nearly ten miles I did not meet a single human being.

parish boundaries which run along the watershed.¹ This section, no apparent t.,² runs NE. for 2 m. 2 fur. (4 m. 1 fur.). But for the whole distance there runs south of it a modern track which may represent the dry weather line of the old way. The true line of the ridgeway ran by Carn Down. (On this stretch of the road, or close to it, are a cromlech and a camp.) After this the old way is still marked by parish boundaries running ENE. for 1 m. 1 fur. (5 m. 5 fur.) to crossroads $1\frac{1}{2}$ m. SE. of Treen. After that the line is uncertain; but a zigzag track running ENE. for 7 fur. (6 m. 4 fur.) to Mill Down may be on it. Then SSE., t., for 2 fur. (6 m. 6 fur.) to a barrow. (At this point Road 77 runs off.) After that its course is represented by a parish By. which runs NE. for 3 fur. (7 m. 1 fur.). From this point the ridgeway is marked by parish boundaries running the whole way to St. Ives. First NE. to a cromlech, and then NE. for 1 m. (8 m. 7 fur.) to meet a modern road running up from Towedhack village. Then for 3 fur. (9 m. 2 fur.) NE. to the summit of Rosewall Hill. Then for 1 m. 7 fur. (11 m. 1 fur.) along parish By. in a zig-zag line to St. Ives.

ROAD 77

The Ludgvan Ridgeway. Branch of Road 76 (see Map)
3 m. 2 fur.

ROAD 78

The Penzance Ridgeway (see Map) 4 m. 3 fur.

Total Length of Ridgeways in Cornwall

The total length of the Cornish ridgeways is 507 m. 4 fur. of which 485 m. 6 fur. or 93 per cent. are represented by modern roads or tracks. These figures do not represent the parochial ridgeways, roads of perhaps only a few furlongs in length affording communication between villages and their outlying lands.

¹ Anyone who knows the boundaries of the lands of village communities (parishes) in the Saxon charters will know that they are never determined by the summit line of a ridge, but frequently by roads, whether ridgeways or otherwise. Those who laid these boundaries

down sought as much precision as could be attained; and the summit of a ridge did not give that precision.

² i.e. no track is shown on the map. But I rather fancy that there was one when I traversed the line twenty years ago.