

There has been a dispute often repeated whether the road shall go by Lyddington or Stoke park, it has been more than once order'd, that as the difficulty of Stoke park way ~~are~~ the hills, we should first, level the two hills between Uppingham and the brand, which will shew in some measure what the expence will be, and how convenient when done, to this determination I think we ought to stand, and if it ever was enter'd, must unless we give notice of repealing that order. In the mean time it may be of use to lay together the reasons on both sides, which may be done much better coolly at home than in the hurry of a meeting.

For the Lyddington way is said, 1st It is the levellest road, 2^d It does the least damage to the fields for from the top of the Brand to the end of Lyddington, crosses no field; whereas Stoke park lyes all on stref from the beginning of Lyddington cow-pasture. 3^d that the Lyddington way will cost less making for all across the brand will want nothing, and the rest of the way there is plenty of gravel, beside as there is no other considerable road at Lyddington, they can afford to allow more than 3 days statue work for the road, and the town is not oblig'd to be mended by the turnpike, but the Stoke ^{park way} will want mending almost all the way, for the brand hills must be lower'd or it will not be passable, and that red stone being apt to crumble there are no good materials but at the gravel pit against Stoke grounds it is a long carriage to the ends. 4th It cannot go by Stoke Park for that is only a bridle way, beside the act says it is to mend the Post road which goes through Lyddington. 5th the road ought to benefit as many towns as may be.

For the Stoke park way 1st it is the nearest. 2^d it is over the firmest ground; 3^d The hills may be lower'd. 4th It will be a damage to Uppingham to have the road go through Lyddington, ^{the} being higher ground and firmer land it will take less mending. 6th it will cost less keeping when once made; 7th Lyddington teams will tear up the road with muck cart.

The 1st argument for Lyddington way & 3^d for Stoke park, we may put together. Hills being very inconvenient for carriages, which we should encourage to come our road, now in this the Lyddington way is at present best, for there is only one hill down the brand, answer'd by Gally hill the other way, whereas there are two steep hills beside in the Stoke park way, which are scarce practicable. There is only one way to cure this, which is to level the Stoke hills: this is to be done two ways. 1st by actually

lowering the hills by taking off earth from the top of the hill and laying it at the bottom to raise it. this is an effectual way, but I doubt very expensive; the brand hill & Stoke park are incapable of it, for I suppose no body thinks of digging a holloway quite across the brand, or from Stoke park to the gravel pits. Lyddington cow pasture being a short hill may indeed be served so. let us see the expence, a bridge over each hollow may be easily made, and the earth from the top of the hill will make a terrace to take off 12^t of the bottom of the hill, then as for the top. a cubit yard is reckon'd a load, and if the top must be lower'd 12^t. we cannot lay the breadth of the hollow to dug less than 12 yards for the banks must not be left perpendicular. this breadth and depth will want lowering about 200 yards long. in all 200 into 12. in 4 cubith yards or loads of earth.

$\frac{200}{12}$ digging, carrying and spreading will hardly cost less than 6^d.
 $\frac{2400}{4}$ but we will lay it at 4^d a load 9600 groats is 160^l. this with
 $\frac{9600}{4}$ half the charge of building the two bridges which must have along wall at each end for supporting so high a new made bank, will be the expence of forming half a mile of road between the two hollows. which when settled will still want covering; and the hill will still remain $\frac{2}{3}$ of its present height. The Brand and Stoke park hills as I said will not be actually, but as they are higher than the cow pasture to make them convenient ought to have as much laid out of them. let us see now supposing them done what will be the case; all the upper parts of the hills being actual deep hollow ways. if there comes a great snow driven with an East wind, it will be fill'd and the road absolutely impassible. the other way is without lowering the top of the hills only to take off the earth at the brow and lay it at bottom this is easily done and without much expence, but though it will make the hills passable they will be still inconvenient as the hills having only 12^t raised at bottom will still remain $\frac{5}{6}$ of the present height. and steep. now if a team comes from the South Caldecot he will the Lyddington way come on level ground above 2 miles and then has one high hill up the brand; and if going Southward no hill to go up at all only one down. the Stoke park way $\frac{1}{2}$ of a mile from Caldecot begins to ascend, the gally hill is pretty steep and cannot be alter'd, and is a long draught all ascending quite to Stoke park this hill will always answer the Lyddington hill. when you are at top, you have 2 hills still to go down

and up, which will be inconvenient. I have been the longer on this article, because it is my full belief we shall never be at the expence of actually lowering the hills, and if we do not it will never be good. The 2^d reason for Lyddington way, the damage done to the fields I dont think there is much difference; the way from Lyddington towns end to Ash hedge corner is $1\frac{1}{2}$ mile, the Stoke park way is over the cowpasture, all the ground the road is made of is of course taken from the pasture, but ~~crossing~~ ~~thru~~ is not so much damage as plowd lands, and if the hill is really lower such a hollow way will secure droves from trespassing. but it will be some inconvenience to have the pasture part^{ly} by such a great ditch, however the main streß does not begin till Stoke park corner. and from thence to Ash hedge is not very different distance from the Lyddington way. The 3^d reason for the Lyddington way, and 2^d & 5th for Stoke park all relating to the charge belong to one another. The Stoke park way being firm ground from the Brand to Stoke park, if it was not hilly would be easily mended, but as it is hilly, it will take as much levelling as the expence would be on a leveler though worse ground. the part from Stoke Park to Snelson is but dirty and I do not think will take much less than the lower way. The Lyddington way goes easy down the hill, so the brand will want no mending being as good as we can make it, unless it be a little smoothing down the hill, and at bottom near the town. through the town will want mending, but seems to have a good foundation; the mile and half from Lyddington to Ash hedge is clay and as such will require to be well cover'd, yet does not seem to me worse ground than ordinary, for it is not boggy, nor has any great torrent coming down to tear up the road. on the whole it does not appear to me that Lyddington way will take more mending than Stoke park way will mending and levelling; supposing materials alike, how that is I know not. the gravel pit by Stoke grounds is a long way from the brand, and unless that flinty place by the spring in the beginning of Lyddington cowpasture is a natural bed of flints I question whether there are any good materials at that end. What the people of Lyddington say that the turnpike is not obliged to mend through the town, and that Lyddington will allow more than 3 days statute work that way, seems not well grounded. We are to mend from Uppingham to Lockingham & Lyddington town is part of the way; and though there are instances where turnpikes do not mend through a town, in general I think they do. as to the 4th reason for Lyddington way, I suppose we cannot properly go a horse way only; those

who have been acquainted with that part know best whether Stoke park way is so by right, or only that waggons did not much chive to go it. that Lyddington is the old post way does not signify much, for we are not confined to that otherwise we could ^{not} go by Manton which undoubtedly is no part of it. Then the 5th for Lyddington way, and 4th for Stoke park. I think we as commissioners for the road, should not enter into a quarrel between two towns, but what is best for the road; I think if we can benefit any town without hurting the road, it is proper to do it, but the benefit of the road ought chiefly to be regarded, but Uppingham need not much fear Lyddington, for though some few should call there; Uppingham is the principal place, both as being the market, and it is better situated for the roads, being on the crossing of the 2 roads. The first argument for Stoke park way is that it is the nearest, and on measuring, it is one furlong nearer in 3 miles. but in this there seems to me to be objection against that way; for Stoke park is so much nearer the straight line, that the reason it saves only one furlong must be, that the distance is increased by going up hill and down, which is much the worst way of lengthening the road; and as we thought the Martinthorp way not eligible because of the hills, though it saves 2 furlongs in 2 miles; so Stoke park way seems less eligible, because it saves less distance, and lyes over much worse hills, and such as we shall have much ado to make any better than Gunthorp is now.

The 6th and 7th arguments for Stoke park way are indeed the strongest for a road which lyes through a great open field town, will necessarily be more carted, and consequently more worn. so that though I think it is probable Lyddington way will cost no more making, not perhaps so much as Stoke park way because the hills will cost so much lowering, yet I think it must cost more keeping, but that will not in my mind balance the inconvenience of the hills which still remain. for as hilly roads are inconvenient especially for carriages though Lyddington way may cost most mending, it will bring more passengers along the road than will pay for it. The Lyddington people say, as they ^{have} no other considerable road, they can afford more than 3 days statute work, and as it is through their town where there is so much stress, it is reasonable they should, we might ^{make} such an agreement with them; or as the chief wear is when the roads are wet, that they shall not cart muck between Martinmas & Lady day except in a frost.