

Wylde Eagle and Sawley, to whom the survey and estimate of the Lyddington & Stoke park roads was committed, report that the Lyddington way will cost 380 or if gravel fail 500<sup>th</sup> more than than the Stoke park way, that all the parts will cost much the same, and that a small expence in taking<sup>th</sup> the brows of the hills and with it raising the hollows will make the hills passable.

What induced them to bring in so great an estimate I pretend not to say, but own I cannot believe it. for near 500<sup>th</sup> a mile as their estimate the Lyddington way is. is a very high computation and as that part is certainly not the worst miles we have to mend nor do materials lye amiss, so that we have no reason to suppose the road will cost less from end to end; again the estimate made before the procuring the act was 250<sup>th</sup> a mile, if then that estimate was little more than half the truth we may expect the whole expence which was there laid at 16000<sup>th</sup>, and which it has been since said we should save a great deal out of. ought if these men have estimated true to be 30,000 an expence the tolls will have much ado to pay for. but that their estimate cannot be true I think appears from this, they say all parts of the road will cost much alike, consequently the first half mile from the parting of the roads at the North end, will cost 240<sup>th</sup> whereas if they had laid it at 240 pence they would have been much nearer right, it being across a dry heath and as good already as they can make it.

I had in my former paper which I read twice at the meetings, shown the absurdity of what was at first proposed, that we should actually lower Stoke park hills, and carry the tops into the hollows; from the immense expence which would attend it, therefore they now only propose to raise a bank

in the hollows, and take off the brows of the hills to make them  
tolerable, and one of the surveyors shew'd me his plan, in which  
a broad flat resting place was to be made in the middle of  
each hill, which plainly supposes the hills will be still inconve-  
nient, and so I think they must be. This way indeed is good  
where we meet with steep hills which we cannot avoid, but if  
we can without much inconvenience I think we certainly should.  
If we go the Stoke park way, in about 4 measured miles from  
Caldecot to Upping<sup>ham</sup>, there are 5 hills to go up and 4 to go down  
which is much too many; we cannot indeed avoid going up  
3 hills, and down 2. but that is a reason why we should not  
<sup>add</sup> 2 very steep ascents and descents to them. and indeed whoever  
travells North and South in Rutland must needs go up and down  
hill oftener than he chuses.

As I think the advantage any particular town may receive  
by the ~~road~~ going near or far from it, may be some motive for its  
going that way, so it ought not <sup>at the road</sup> be the only or principal motive  
for settling it, as the general benefit should be prefer'd to the  
private interest of any particular part. This I mention because as  
some may <sup>have</sup> own a further inducement for the Lyddington way,  
the benefit Lyddington may receive by it; so as far as I can find,  
more have, though they do not own it, one principal motive for  
going by Stoke park, that they think Uppingham may suffer by  
travellers calling at Lyddington. but as to my self and most  
of those who on the division were for the Lyddington way; we  
had no property either at Uppingham Stoke or Lyddington; and  
I can answer for my self, it was not my motive; but that that  
being the levellest, was the most convenient way.

There was another argument used at the meeting, for the  
Stoke park way; which by its not being much urged, I imagine

was not look'd upon as very strong; that if you go by Manton and Lyddington, there is another road between those towns as near, that is by Glaiston and Bisbrook, and therefore passengers will go that way and so pay no toll at Aiston gate; the full strength of this argument I know not for we do find that people will go round about and worse roads to escape paying. the way to prevent this is to make our roads good and shorten the distance as much as we can which in particular may be done between Preston & Manton bridge, by saving about half a ~~mile~~ out of 2 miles. and further Bisbrook is noted for <sup>the</sup> worst roads in Rutland, & very steep hills, so that whether they will go that way to save a shilling I cannot say, but much doubt whether they would be hired to go it for half a crown.

What gives me a worse opinion of the fitness of the Stoke park way is the unfair methods taken to carry it. persons fetch'd a great way off to vote for it, who knew nothing of either way. and the overbearing method of carrying it. those who had any thing to say for the Lyddington way, as I had, could not say half they had. few hearken'd to them and they were still less regarded. In short there was much noise and little argument.