

THE BLUE GUIDES

Paul Gulielm

BRITTANY

EDITED BY

FINDLAY MUIRHEAD

AND

MARCEL MONMARCHÉ

15 MAPS AND PLANS

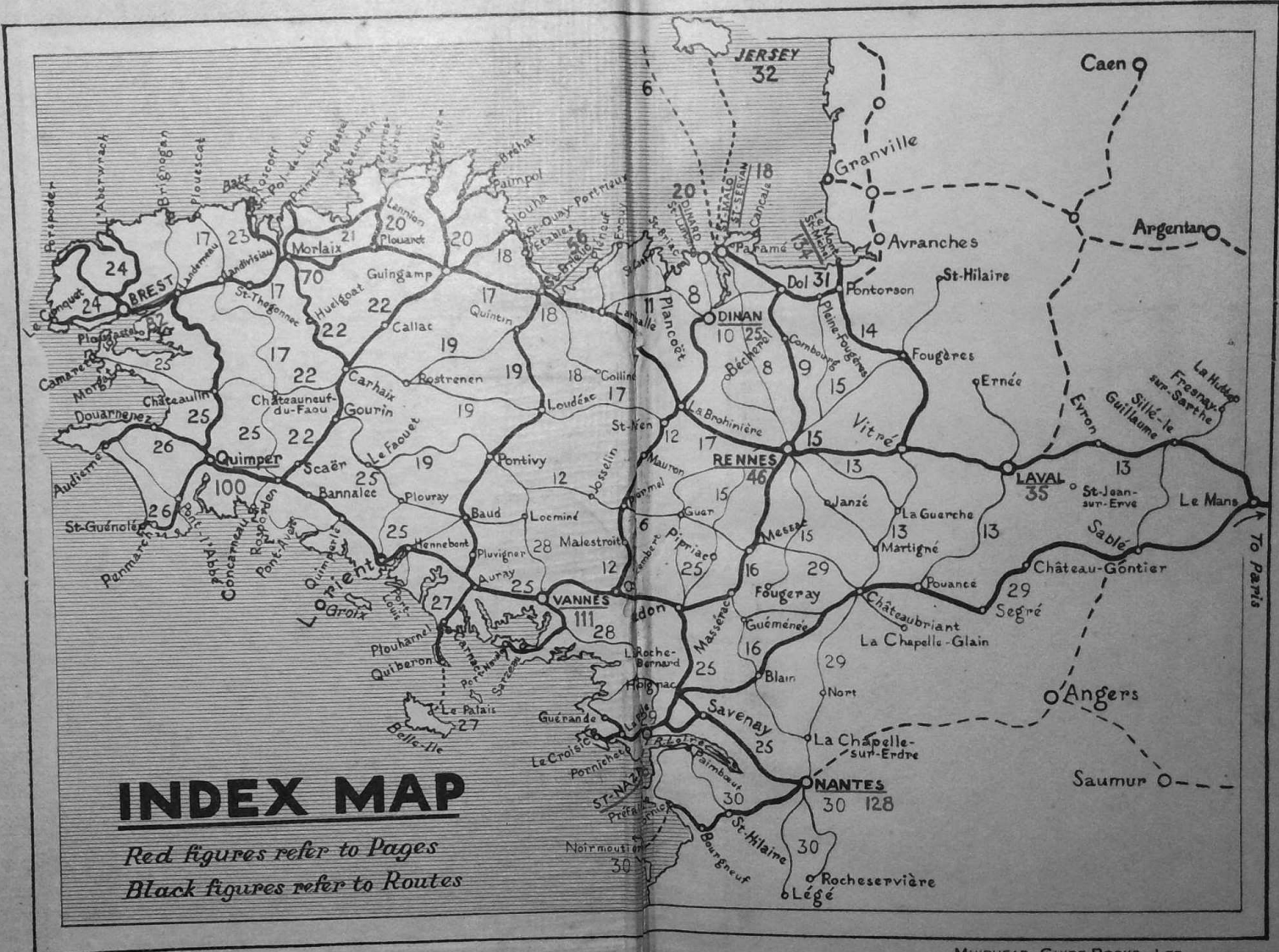
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Paul Guillemin

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NEW INTERNATIONAL SERIES

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PREFACE

BRITTANY, with which the present volume deals, is one of the most interesting and most self-contained of French provinces, with strongly marked characteristics of scenery, people, and customs, and a romantic history. Its wealth of gaunt and impressive pre-historic monuments is famous. It contains several fine churches, though none, perhaps, of the first rank, and its architecture exhibits many interesting peculiarities. Its proximity to England and its easy accessibility thence recommend it to those whose holidays are short, while the numerous picturesque coast resorts with good bathing beaches, ranging from the fashionable Dinard downward in pretension and prices, offer fresh suggestions for the usual domestic month at the seaside. As in the companion volume on NORMANDY and in the other Blue Guides, the book is arranged in a series of routes, planned so as to show the ready means of access to the chief centres of interest; while for those who settle for a time in one spot, the system of cross-references and the copious index afford an easy guide to the excursions that may be made in the vicinity as well as farther afield.

For the benefit of those who may wish to visit Paris on their outward or homeward journey the routes to Brittany via Paris are given, as well as the direct routes, and a brief summary of what is to be seen and done in Paris is added. A visit to the Channel Islands may likewise be combined with a visit to Brittany, and a description of these interesting islands, with their steamer connections with France, is included in the volume. Finally, though according to the Breton saying, "Le Couesnon, par sa folie, a mis le Mont en Normandie," a visit to Mont-St-Michel is the chief excursion from St-Malo, and is therefore described in the following pages.

At the head of the chief railway routes in our text the corresponding road routes are briefly indicated, with mileages, so that motorists and cyclists will find the Guide conveniently adapted to their needs.

HOTEL CHARGES, following the exchange value of the franc, are liable to considerable variations when stated in francs and centimes, though, when reduced to their equivalents in British currency, they have oscillated comparatively slightly during the last few years. In the present volume, therefore, these charges (taken from printed tariffs and the hotel-bills of visitors) are estimated and stated in shillings and pence, with a view to giving the traveller a

reasonably definite idea of what his hotel-expenses are likely to be. It must be understood, however, that these prices, so expressed, correspond only approximately to the charges in francs at the current rate of exchange. In cases where prices are practically fixed in francs (e.g. admission to museums, etc.) the charges are stated in francs.

Under a mutual arrangement between the Blue Guides and the Guides Bleus, much of the topographical description in the following pages is based upon information in the volumes edited by M. Marcel Monmarché for Messrs. Hachette of Paris, to whom are due also most of the town-plans in the present volume. In the preparation of this SECOND EDITION, which has been revised and brought up to date, the Editors have received suggestions and assistance from many sources; they are especially indebted to the Rev. C. Hammer Jenkins, whose intimate knowledge of Brittany is based on a residence there of many years.

No one is better aware than the Editors of the difficulty of avoiding errors, and suggestions for the correction or improvement of the Guide will be gratefully welcomed.

Advertisements of every kind are rigorously excluded from this and every other volume of the Blue Guide Series.

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Explanations.

MAPS AND PLANS. For convenience in handling the Guide on the spot, the maps and plans throughout the text are inserted, as far as practicable, immediately *after* the matter to which they relate.

TYPE. The main routes are described in large type, smaller type being used for branch-routes and excursions, for historical and preliminary paragraphs, and (generally speaking) for descriptions of minor importance.

ASTERISKS indicate points of special interest or excellence.

DISTANCES are stated cumulatively from the starting-point of each route or sub-route. They are given in miles and, for the chief stages or points, also in kilometres (8 km. = 5 m.).

POPULATIONS are given according to the census of 1926.

ABBREVIATIONS. In addition to generally accepted and self-explanatory abbreviations, the following occur in the Guide:

Av. = Avenue.
Boul. = Boulevard.
c. = centime, circa (about).
cent. = century.
Ch. G.C. : Chemin de Grande Communication.
D. = dinner.
fr. = franc.
Fr. = French.
gr. = gramme.
in. = inch.
kg. = kilogramme.
km. = kilomètre.

l. = luncheon.
m. = mile.
pens. = pension (*i.e.* board and lodging).
Pl. = Plan.
R. = room.
rfmts. = refreshments.
Rte. = route.
Rte. Dép. = Route Départementale.
Rte. Nat. = Route Nationale.
s.s. = steamship.
Ste. = Sainte.

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HISTORICAL SKETCH OF FRANCE

Roman Period. The foundations of modern France may be said to date from the passage of the Alps by the Romans in 121 B.C. and the establishment of the province of Gallia Narbonensis; but the whole of France as we now understand it did not pass under the control of Rome until after Caesar's decisive defeat of VERGINGETORIX at Alésia in 52. The speech, the culture, and the roads of Rome soon spread over Gaul, and in the 2nd cent. the country was Christianized. The barbarian mercenaries (Franks) called in to defend the frontiers of the declining Roman Empire soon wearied of their alliance with the degenerate Gallo-Romans, and in the 5th cent., after the repulse of Attila and his Huns at the Catalaunian Fields, they became masters of the land, the most powerful tribe being the Salian Franks under their leader Merovius.

Merovingian Period. The descendants of Merovius under Clovis defeated the Romans at Soissons (486) and the Alemanni at Tolbiac (496), and soon afterwards adopted the religion of the beaten Gauls. The division of the kingdom among Clovis's sons resulted in the bloody conflict between Austrasia (Lorraine and the Rhineland) and Neustria (N.W. France). Internecine struggles weakened the Merovingian dynasty and the ruling power passed into the hands of the mayors of the palace. Greatest of these was the Austrasian CHARLES MARTEL, who checked the tide of the Arab invasion near Poitiers in 732; his son PEPIN THE SHORT (752-768) deposed the last of the Merovingians and founded a new dynasty.

Carlovingian Period. CHARLEMAGNE (768-814), the son of Pepin, in close alliance with the Pope, widely extended his dominions, and in 800, being supreme in France, Germany, and Italy, was crowned Emperor of the West. The system of dividing the central power, which was to bring so much trouble to France, soon disintegrated Charlemagne's empire, and in 843, by the treaty of Verdun, the portion of his territories that was destined to become the realm of France fell to his grandson CHARLES THE BALD (840-877). Further division ensued and France became little more than a collection of feudal states, the situation being worse complicated by the invasion of Northern pirates, who won for themselves

the duchy of Normandy (912). In 987 the Carolingian monarchy disappeared before the overlordship of the Duke of France (*i.e.* Ile-de-France), HUGH CAPET (987-996).

House of Capet. The next 150 years were occupied in the struggle betwixt the central power and the subordinate feudal lordships, while a new factor arose with the wealth and influence of the great cities. In 1154 the marriage of Henry II of England to Eleanor of Guienne, who brought him about one-third of France as her dowry, began the long struggle between the King of France and his greatest vassal the King of England. PHILIP AUGUSTUS (1180-1223) won back a great part of the lost provinces from John of England; but his energetic reign was followed by a century of intermittent wars and attempted reforms which endured until the extinction of the direct branch of the Capetians in 1328.

House of Valois. The claim of PHILIP OF VALOIS (1328-1350) to the throne of France was disputed by Edward III, who invaded France, routed the French army at Crécy (1346), and inflicted another defeat on JOHN II at Poitiers in 1356. The ravages of the French and English soldiery aroused both peasants and burgesses to revolt and, immediately after Poitiers, Étienne Marcel, provost of the merchants, raised the standard of rebellion in Paris, while the land was tormented by the Jacquerie or peasants' rising. Both disturbances were quelled, and in 1360, by the treaty of Brétigny the King of England abandoned his right to the French throne. The prudence of CHARLES V (1364-80) was in a fair way to settle the troubles of his stricken kingdom, but the fatal madness of his son CHARLES VI (1380-1422) resulted in the division of the country between rival regents, which developed into the struggle between the Burgundians and the Armagnacs. Henry V of England, seizing the occasion, invaded France, defeated a French force at Agincourt (1415), and by the treaty of Troyes (1420) received the hand of Catherine, daughter of King Charles, together with the right of succession to the French throne. But England in its turn was thrown into civil conflict, and a new champion arose to defend the rights of CHARLES VII (1422-61). JOAN OF ARC (1412-31), born at Domrémy in 1412, raised the standard of France, and, after a brilliant campaign, defeated the English at Orleans in 1429. Captured at Compiègne in 1430 by the Burgundians, she was delivered to the English and burned at the stake in Rouen. But her campaign continued its success, and by 1453, of all the once extensive English possessions in France, Calais alone remained.

With LOUIS XI (1461-83) modern French history begins. This brilliant and unscrupulous politician, relieved from the English menace, proceeded to crush the great feudal lordships that encroached upon his sovereignty. Greatest of these was the duchy of Burgundy, ruled by CHARLES THE BOLD (1433-77), the scion of

a younger branch of the House of Valois and a worthy opponent of Louis. The peace of Péronne (1468) gave Charles a momentary advantage, but Louis managed to alienate Charles's English allies by the treaty of Picquigny (1475), and, after Charles's death before the walls of Nancy, speedily overwhelmed his successor and entered Dijon in triumph. Louis quickly mastered his lesser adversaries, and brought Artois, Franche-Comté, Provence, Anjou, and Maine into direct allegiance to the crown. CHARLES VIII (1483-98), LOUIS XII (1498-1515), and FRANCIS I (1515-47) were occupied largely with indecisive campaigns in Italy, and the only real result of their campaigns was the establishment in France of the literary ideas and artistic conceptions of the Italian Renaissance. Charles and Louis were successive husbands of Anne de Bretagne, whose dowry, the important duchy of Brittany, was formally united to France in 1532, on the death of her daughter, wife of Francis I. The reign of HENRI II (1547-59) saw the acquisition by France of the Three Bishoprics and of Calais, and the conclusion of the Italian wars; but under FRANCIS II (1559-60) arose the bitter struggle of the religious wars which darkened the remaining years of the century. The oppression of the Protestant Huguenots culminated under CHARLES IX (1560-74) with the Massacre of St. Bartholomew (Aug. 23rd and 24th, 1572), and the reign of HENRI III (1574-89) saw the bitter struggle of the 'three Henri's': the king, the ultra-Catholic Henry of Guise, and the Protestant Henry of Navarre.

House of Bourbon The struggle ended in the assassination of Henri III and the accession of Navarre as HENRI IV (1589-1610). He signaled his success by the promulgation of the Edict of Nantes (1598), awarding liberty to the Protestants, but was obliged to accept conversion to the Church of Rome before he could assume royal power. The admirable reforms and economies instituted by Henri and his minister Sully were brought to naught by the extravagant favourites of his successor, LOUIS XIII (1610-43), until the advent of CARDINAL RICHELIEU (1624). The great minister's chief aims were the establishment of absolute royal power, and the suppression of Protestant influence in politics. The latter was achieved by the capture of La Rochelle in 1628, while the insurrections of the great nobles were repressed with heavy penalties. Richelieu next turned his attention to the house of Austria, which under the great Emperor Charles V had enlarged its powers by encroaching on the boundaries of France. The entry of France into the Thirty Years' War, in alliance with Gustavus Adolphus of Sweden, with the ostensible object of aiding the German Protestants, was followed by the martial successes of the Great Condé and the capture of Artois, Picardy, Alsace, and Roussillon. Richelieu died in 1642 and Louis in the following year. LOUIS XIV (1643-1715), aided by CARDINAL MAZARIN, continued his predecessor's policy

with success. Meanwhile, however, the expenses of campaigning were causing trouble at home, and after the treaty of Westphalia (1648), which assured to France the possession of Alsace and the Three Bishoprics, the civil war known as the Fronde broke out in France. Condé, having quarrelled with the court party, allied himself with Spain, who had not subscribed to the Westphalian treaty, but the victory of Turenne, the royal leader, at the battle of the Dunes (1658) forced the Spaniards to sign the treaty of the Pyrenees, ceding Artois and Roussillon to France. At the death of Mazarin, in 1661, Louis announced his intention of governing without a prime minister, and, ably seconded by subordinate commanders, entered upon a series of campaigns which increased the territory of France, but depleted the national wealth. A rapid campaign in 1667-8 secured the possession of many towns in Flanders, while the Dutch War of 1672-8 ended in the peace of Nimeguen and the absorption of Franche-Comté. The less successful campaign against the League of Augsburg (1686-97) and the War of the Spanish Succession (1701-13), in which the French forces suffered at the hands of Marlborough and Prince Eugene, though Marshal Villars won a victory at Denain after the withdrawal of the English from the war, brought Louis's long reign to a disastrous close. The marriage of Louis XV (1715-74) to Maria, daughter of Stanislas Leczinski, the deposed king of Poland, drew France into the war of the Polish succession. Stanislas was consoled for the loss of his throne by becoming duke of Lorraine for life; and on his death (1766) the province passed to the French crown. Next followed the War of the Austrian Succession, in which Louis was allied with Frederick the Great of Prussia, in opposition to England and Holland, who supported the cause of Maria Theresa, Empress of Austria. In spite of a brilliant victory at Fontenoy (1745), the French gained little from the war, which saw the increase of English maritime power and the expansion of the kingdom of Prussia. The Seven Years' War (1756-63) brought disaster to the French arms in three continents, with the loss of some of the most flourishing colonies. Louis XVI (1774-92) on his accession found the people enraged by his predecessor's extravagance and want of military success, and his character, though well-meaning, was too weak to cope with the situation, more especially as he was handicapped by an extravagant wife and unwise counsellors. In spite of a successful foreign policy, which gave support to the Americans in their struggle against England and won back some of France's lost colonies, the **Revolution** began at Versailles with the transformation of the States General into a NATIONAL ASSEMBLY (June 17th, 1789), when the third estate swore not to disband until a constitution had been given to the country. The stubborn resistance of the privileged classes provoked an insurrection of the populace of Paris, which

culminated in the fall of the Bastille (July 14th, 1789). After an ineffectual attempt to flee the country in 1790, Louis was forced to recognize the CONSTITUENT ASSEMBLY, which straightway proceeded to frame a constitution. The queen and the nobles sought aid from abroad, but the assembly declared war on Austria and Prussia before they could invade the country. The revolutionary armies were at first unsuccessful, and the exasperated people declared the monarchy at an end, and the power passed to the more advanced republicans, who established the CONVENTION on the very day when the tide of war turned in France's favour at the battle of Valmy. Royalist insurrections were countered by the institution of the ruthless *Committee of Public Safety* (March 1793) and a régime of terrorism endured until July 27th, 1794, the date of the fall of Robespierre. In the following year the DIRECTORY of five members assumed power, and General Bonaparte first came into prominence as leader of the French campaign against the Austrians in Italy. A series of brilliant victories ended in the peace of Campo-Formio in 1797, and Bonaparte directed his attention to the resistance of England. After an ineffectual attempt in 1799 to destroy the British fleet at the battle of the Nile, he returned to France, and, finding the Directory generally detested, established the CONSULATE by the coup d'état of Nov. 9th and 10th, 1799, becoming himself First Consul the following year. A new constitution (1802) awarded Bonaparte the consulate for life, and on May 18th, 1804, he caused himself to be declared Emperor of the French.

First Empire. Brought face to face with a new coalition of England, Austria, and Russia, NAPOLEON I crushed the two last at Austerlitz in 1805 and imposed on them the humiliating peace of Pressburg, only to find that his fleet had been destroyed in the same year at Trafalgar. Immediately afterwards Prussia united herself with the Allies, a move which was answered by the crushing defeat of her armies at Jena and Auerstädt (1806). A further campaign against the Russians ended in the Agreement of Tilsit between Napoleon and the Czar. Meanwhile the Spaniards by their resistance to Joseph Bonaparte, who had been declared King of Spain by his brother, had induced England to send an army to their assistance. The success of the British forces tempted Austria to renew her struggle, but the battles of Essling and Wagram completed the destruction of Austrian power, and the peace of Vienna (1809) marks the apogee of Napoleon's power. A succession of disasters followed. A suicidal expedition into Russia led to the annihilation of the French army by 'Generals January and February' at the crossing of the Beresina (1813), while the British army drove the French foot by foot out of the Peninsula, crushing them finally at Toulouse (1813). In the same year the defeated Prussians made a final effort, won a great success at Leipzig, and

in 1814 invaded France. By the treaty of Fontainebleau, Napoleon abdicated and retired to the island of Elba.

House of Bourbon (restored). The treaty of Paris (May 30th, 1814) cancelled almost all the conquests of the Republic and the Empire. This was the first humiliation of the reign of Louis XVIII (1814-24), and another followed when, in 1815, Napoleon escaped from Elba for the 'Hundred Days' (March 26th-June 24th), which, however, ended after Waterloo (June 18th) in his banishment to St Helena. CHARLES X (1824-30) proved that the Bourbons could 'learn nothing and forget nothing,' and the reactionary ordinances of St-Cloud, suppressing the liberty of the press, led to the 'July Revolution' of 1830 and the loss of the throne.

House of Orleans. LOUIS-PHILIPPE (1830-48), son of 'Philippe-Egalité' d'Orléans of the Revolution, was chosen head of the 'July Monarchy,' and completed the conquest of Algeria, begun by his predecessor. The conservative policy of Guizot, however, did not suit the temper of the French, and the 'February Revolution' of 1848 overthrew the last king of France.

Second Republic and Second Empire. The moderate provisional government which succeeded was soon abolished (June, 1848) and Louis Napoleon, nephew of the Emperor, was elected president of the republic; taking advantage of the sentimental prevalence of the 'Napoleonic idea' throughout the country he achieved his celebrated 'coup d'état' in Dec. 1851. Next year a plebiscite accepted him almost unanimously as emperor. NAPOLEON III (1851-70) adopted the skilfully misleading motto of 'L'Empire c'est la paix.' As a fact his reign is a succession of wars. In the Crimean War he allied himself with England and Turkey against Russia (1854-6). In 1859 he undertook the deliverance of Italy from the Austrian oppressor, and having won Italian friendship by the conquest of Lombardy, threw away his advantage by demanding Savoy and Nice in payment. A succession of trying campaigns in Syria, Indo-China, and Mexico enfeebled the French armies, so that in 1870-71 they fell an easy prey to the extending power of Prussia and an inglorious campaign ended with the capitulation of Sedan and the loss of Alsace and Lorraine. Attributing their humiliation to the unwisdom of the Emperor, the infuriated French nation deposed him, and on Sept. 4th, 1870, the Third Republic was established.

Third Republic. The history of the Republic began inauspiciously with the siege and surrender of Paris (Jan. 1871), and the establishment of order was delayed by the *Insurrection of the Communists* in Paris (March 18th-May 29th, 1871), but the trouble subsided and Adolphe Thiers was declared President of the Republic. From 1871 to 1914 France enjoyed the general material prosperity of the later 19th century. In 1905 was established the 'Entente

Cordiale' between France and Great Britain. From the great war of 1914-18 France emerged victorious though sorely stricken, and the Treaty of Versailles restored to her the provinces she had lost in 1871.—For a summary of the operations on the French front during the war, see the *Blue Guide to North-Eastern France*.

GOVERNMENT AND ADMINISTRATION

By the constitution of 1875 the supreme legislative power in the French Republic is vested in the *Chamber of Deputies*, elected by male adult suffrage for a period of four years, and the *Senate*, indirectly elected by delegates of public bodies for a period of nine years; while the chief executive power is exercised by the *President of the Republic*, elected for a term of seven years by the two houses united in *National Assembly*. For administrative purposes France is divided into 90 *Départements* (including those restored by the treaty of Versailles) formed arbitrarily in 1790 out of the old provinces or military governments, and with few exceptions named after some natural feature, generally a river. Each department is administered by a 'préfet,' appointed by the President and assisted by a 'conseil général,' and its chief town is the seat of the 'préfecture.' Departments are subdivided into *Arrondissements*, each with its 'sous-préfet' and its 'sous-préfecture.' The arrondissement is the electoral unit and elects one representative to the Chamber of Deputies, or one for every 100,000 inhabitants when the population exceeds that figure. The *Canton*, a subdivision of the arrondissement, is the judicial unit, under a 'juge de paix.' Each canton sends one representative to the 'conseil général' of the department and one to the 'conseil d'arrondissement,' but is not otherwise an administrative division. The canton includes a number of *Communes*, or parishes, each presided over by a 'maire,' and the commune is the administrative unit of local government. In large towns, as in England, the maire is a dignitary of much importance, but in villages he often follows a humble calling. In Paris the chief magistrate is the *Préfet de la Seine*, though each of the twenty arrondissements into which the city is divided has its local 'maire.'

RULERS OF FRANCE

RULERS OF FRANCE

Merovingians.

- 481-511. CLOVIS, king of the Franks.
511-752. KINGS of Paris, Neustria, Austrasia, Burgundy, etc.

Carlovingians.

- 752-768. PEPIN THE SHORT.
768-814. CHARLEMAGNE.
814-840. LOUIS THE DEBON-AIR.
840-877. CHARLES THE BALD.
877-879. LOUIS THE STAM-MERER.
879-882. LOUIS III [and CAR-LOMAN].
882-884. CARLOMAN.
884-888. CHARLES THE FAT.
[888-898. COUNT ODO (Eudes) of Paris.]
898-922. CHARLES THE SIMPLE.
[922-936. ROBERT and RODOLF, kings of the barons.]
936-954. LOUIS D'OUTREMER.
954-986. LOTHAIR.
986-987. LOUIS V.

House of Capet.

- 987-996. HUGH CAPET.
996-1031. ROBERT.
1031-1060. HENRI I.
1060-1108. PHILIP I.
1108-1137. LOUIS VI (le Gros).
1137-1180. LOUIS VII (le Jeune).
1180-1223. PHILIP AUGUSTUS.
1223-1226. LOUIS VIII.
1226-1270. LOUIS IX (St. Louis).
1270-1285. PHILIP III (le Hardi).
1285-1314. PHILIP IV (le Bel).
1314-1316. LOUIS X (le Hutin).
1316. JOHN I.
1316-1322. PHILIP V (le Long).
1322-1328. CHARLES IV (le Bel).

House of Valois.

- 1328-1350. PHILIP VI.
1350-1364. JOHN II (le Bon).
1364-1380. CHARLES V (le Sage).

- 1380-1422. CHARLES VI (le Bien Aimé).
1422-1461. CHARLES VII (le Vic-torieux).
1461-1483. LOUIS XI.
1483-1498. CHARLES VIII.
1498-1515. LOUIS XII.
1515-1547. FRANCIS I.
1547-1559. HENRI II.
1559-1560. FRANCIS II.
1560-1574. CHARLES IX.
1574-1589. HENRI III.

House of Bourbon.

- 1589-1610. HENRI IV.
1610-1643. LOUIS XIII.
1643-1715. LOUIS XIV.
1715-1774. LOUIS XV.
1774-1792. LOUIS XVI (d. 1793).

Revolution and First Empire.

- 1792-1804. FIRST REPUBLIC.
1804-1814. NAPOLEON I.

House of Bourbon.

- 1814-1815. LOUIS XVIII.
1815. NAPOLEON I ('the Hundred Days').
1815-1824. LOUIS XVIII.
1824-1830. CHARLES X.

House of Orléans and Second Republic.

- 1830-1848. LOUIS PHILIPPE I.
1848-1852. SECOND REPUBLIC.

Second Empire.

- 1852-1870. NAPOLEON III.

Third Republic.

- Presidents:* Adolphe Thiers, 1871-73. — Marshal MacMahon, 1873-79. — Jules Grévy, 1879-87. — Sadi Carnot, 1887-94. — J. Casimir-Périer, 1894-95. — Félix Faure, 1895-99. — Émile Loubet, 1899-1906. — Armand Fallières, 1906-13. — Raymond Poincaré, 1913-20. — Paul Deschanel, 1920. — Alexandre Millerand, 1920-24. — Gaston Doumergue, 1924.

BRITTANY

BRITTANY (*Bretagne*) was the ancient duchy and province consisting of the N.W. peninsula of France, now included in the departments of the Ille-et-Vilaine, Côtes-du-Nord, Finistère, Morbihan, and Loire-Inférieure; and its name is still generally used to designate the region. It is commonly divided into Upper Brittany (*Haute Bretagne*), to the E. of St-Brieuc, Pontivy, and Lorient, where French is spoken, and Lower Brittany (*Basse Bretagne*), a sea-girt Celtic fastness in which the Breton tongue persists. The coast scenery is striking and in places grand, but a large part of the interior consists of tracts of undulating heath broken by sombre ravines and clothed here and there by remnants of the original Armorican forest, with its memories of Merlin and King Arthur. On these inland plateaux and their S.W. slopes are grouped the most important of the rude stone monuments for which Brittany is famous; and here too must be sought the survivals of Breton costume, folklore, and habit, now fast disappearing. Lower Brittany also is the land of the 'Pardons,' among the most curious of religious assemblages, and of the bone-houses or ossuaries in which pagan superstitions have been imperfectly assimilated to Christian rites. Although there are few outstanding buildings, the parish churches of the whole province are of much interest; many of them are dedicated to the early missionaries from Britain and Ireland. The people of the coast and of the numerous islets are hardy fishermen, some of them sailing as far afield as Newfoundland and Iceland. Pasturage covers most of the upland country, where agriculture is rude and civilization generally is in a backward state. The coast resorts, such as St-Malo, Paramé, Dinard, Concarneau, Quiberon, Belle-Ile, La Baule, and Le Croisic, are either served by steamer or are easily reached from the main railway lines that skirt the coasts. A network of single-line and narrow-gauge railways covers the interior.

HISTORY. Among the earliest inhabitants of Brittany, of whom little is known, were the builders of the rude stone monuments, a strange and nameless race whom some have thought to be an offshoot of Ligurian stock, and the ancestors of the Bigaudens (p. 102). With the coming of the Celts about the 6th cent. B.C.

the earliest light is thrown upon the peninsula, which became known as Armorica (*ar-mor*, 'near the sea') and was inhabited by the Namneti (around the mouth of the Loire), the Redones (in the valley of the Vilaine), the Curiosoliti (near that of the Rance), the Osismi (on the Atlantic seaboard), and the Veneti (on the gulf of Morbihan). The Veneti, the earliest Breton sailors, were almost exterminated by Caesar, who saw in them serious rivals to Roman trade with Britain and the Mediterranean. Armorica was at first prosperous under the Romans, but it was ruined by the demands of Imperial taxation, and the Roman withdrawal left the country at the mercy of raiding pirates. It was about 460 that the earliest British settlers, fugitives from the Picts and Scots, landed on the Breton coast. Later bands of emigrants, some led by monks or warriors, others in flight from the Saxons and Angles, continued to arrive, and in the course of two centuries Armorica had become 'Second Britain' or simply Brittany, a half-Christianized group of colonies with British princes, institutions, and speech. Nominally the immigrants yielded a grudging allegiance to the Frankish kings, but in fact their territory became a rallying-ground of Celtic sentiment and Celtic fervour. It was only in 843, however, that Nominoé, lieutenant of the province, led a successful revolt against Charles the Bald and was crowned king of the Bretons at Dol. The kingdom broke up at the death of his nephew Salomon (d. 874), thanks chiefly to Norman invasions, but it was reunited by the victories of Count Alain of Vannes and his godson Alain Barbe-Torte ('Wrybeard'), who expelled the Normans in 938. These are the earliest figures which stand out from the mists of Breton legend. The rulers of the province now contented themselves with the title of dukes of Brittany and a nominal sway over the great feudal countships of Léon, Cornouaille, Penthièvre, Rennes, and others, from which in turn the baronies of Fougères, Vitré, and the eastern frontier held their fiefs. The accession of William the Conqueror as king of England brought renewed troubles to Brittany, and the duchy was forced gradually into the position of a subordinate state between France and England, bargaining with each in turn, only to be a battleground for both. Duke Conan III was defeated by his rebellious nobles (1148), and Conan IV called in the aid of Henry II of England, in whose favour he abdicated (1166). Arthur of Brittany, murdered by King John at Rouen in 1203, was the son of Constance, Conan's daughter, and of Geoffrey Plantagenet, Henry's son. His half-sister Alice was married to Pierre de Dreux, who became the first of a new line of dukes under French protection. The death of Duke John III (1341) precipitated the fierce War of the Succession in which John de Montfort (d. 1345) and his wife Jeanne of Flanders ('Jeanne la Flamme') claimed the fief of Brittany against Jeanne, wife of Charles of Blois and Duke John

III's official heir. The war became a trial of strength between Edward III of England, who took the part of De Montfort, and Philip VI of France, the uncle of Charles; and during its course most of the towns of Brittany were drenched in blood. One of the greatest captains in French history, Bertrand Du Guesclin (c. 1320-80), served in the ranks of Charles, but he was taken prisoner in the decisive battle of Auray (1364), when his master fell. The younger John de Montfort now became Duke John IV of Brittany, but his claim was opposed by another redoubtable warrior, Olivier de Clisson (1336-1407), who had at first served the English, but went over to Charles V in 1370. The war died away in vendettas against the ruling house, but not before a third great soldier, the Constable de Richemont, afterwards Arthur III of Brittany (1393-1458), had arisen. Duke Francis I (1442-51) is remembered chiefly for having handed over his brother, Gilles de Bretagne, on a charge of favouring the English, to a mortal enemy, who starved him to death (p. 56). In the reign of Duke Francis II (d. 1448) the young Henry Richmond, afterwards Henry VII of England, and his uncle Jasper Tudor, Earl of Pembroke, sought refuge in Brittany after the battle of Tewkesbury (1474) and were detained as prisoners for fourteen years. The heiress of Francis II was the famous Anne of Brittany (1477-1514), 'la petite Brette,' who was married to two French kings in succession—Charles VIII and Louis XII—becoming queen of France but remaining also duchess of Brittany. Her eldest daughter Claude was invested with the duchy and brought it in dowry to her husband, afterwards Francis I of France, and when their son Henri II succeeded to the throne in 1547 the king of France and the duke of Brittany were one. The formal union of Brittany and France had, however, taken place in 1532 on the death of Claude.

The Breton people, who retained their own 'parlement' until the Revolution, at all times jealously claimed the fulfilment of the marriage contract in which Louis XII pledged himself and his heirs to respect "the liberties, franchises, usages, and customs" of the duchy, and risings against French infringements were numerous. The nobles under Mercœur called the Spaniards to their aid during the wars of the League. The imposition of the 'gabelle' under Louis XIV incited the insurrection of the 'Bonnets Rouges,' the cruel suppression of which suggested to the facile pen of Mme de Sévigné some comments of ironical pity for the 'poor Bretons' who decorated the oak-trees of their native land; and during the Revolutionary period the grandsons of the same peasantry lay ambushed behind the same trees in defence of their priests, thus prolonging until the early days of the Consulate the wars of the Vendée and the 'Chouannerie.' It was on the Breton coast that the ill-fated counter-Revolutionary expedition of 1795 (see p. 107)

was landed under the protection of the English fleet. The political fusion of Brittany and France was completed in the 19th cent., but the old province remains a stronghold of Catholicism, bitter in its opposition to the secular tendencies of the State. Among the heroes of Dixmude at the outset of the war (1914) were the Breton marines serving under Adm. Ronarc'h.

RACE AND LANGUAGE. The manifold nature of Lower Brittany is expressed in the Celtic proverb "Kant bro, Kant giz; Kant parrez, Kant iliz" ("A hundred regions, a hundred manners; a hundred parishes, a hundred churches"). Like the landscape, the Breton population is full of contrasts; and the differences between the Breton types of Léon, Cornouaille, or the Vannetais are only the larger expressions of a parochialism that varies from hamlet to hamlet, if not from farm to farm. Underlying all these differences, however, is the profound harmony that springs from an accord between the country and its people. The Breton—whether the ocean-bound fisherman or the wrinkled old market-woman in her fine linen coif—completes and perfects Brittany. Jules Michelet observes that "on this granite land walks a primitive race of men, fine as pebbles." This delicacy of type, rather than hardness, is the characteristic Breton trait. From a conformation of the soil that manifests "more nerves than flesh" springs a peasantry with a reserve of keen imaginative feeling, deep religious sentiment, and sunset melancholy to which Ireland, with its kindred climate and racial origins, offers perhaps the closest parallel. The gravity and even sternness of the people are most marked in Finistère, the 'land's end' of the peninsula; but along the S.W. shore and about the inland sea of Morbihan a certain vivacity of temperament breaks through.

The Breton dialects are many, but all of them are founded upon the Celtic, and hence it is that so many place-names resemble those of Wales or Cornwall. Among the most familiar prefixes are *Lann* or *Lan* (Llan), 'the church-place,' marking the grant of territory made to a saint or church-builder; *Plou* or *Ple*, 'the parish,' indicating the settlement of an immigrant clan; and *Tre*, 'the homestead' round which a hamlet grew up. *Loc* is an abbreviation of 'locus penitentiae,' a hermitage; and *Pen*, as in Welsh, signifies 'a head.' The Breton language is taught and used in some ecclesiastical schools, but a movement to extend its use to the State schools has so far been unsuccessful. It has inspired a rich popular literature, amid which stands out the 'Barzaz-Breiz' of M. de la Villemarqué (1839), a collection of traditional ballads that has been challenged on the score of literal authenticity, but remains a vivid revelation of the Armorican temperament and folklore. There is a chair for the study of the Celtic language in the university of Rennes.

LIFE AND CUSTOMS. The old Breton costumes, which in some districts were bright and very picturesque, are now rarely to be seen, but the provincial headgear of the women, with its interesting local differences of design, is still worn. Many of the finest examples of the 'lits-clos,' or closed bedsteads, have found their way from the farmhouses to museums or private collections; they are in use in some parts of the interior. The ancient Breton musical instrument is the 'binou,' a bagpipe of melancholy note, used to accompany country dances and often represented in the old stained-glass windows, woodcarvings, etc. A good deal of superstition remains, especially in relation to the menhirs and dolmens of the province. The cult of the dead is almost universal, and Death himself is spoken of in hushed tones as 'Ankou,' the driver of a coach that picks up souls by the roadside.

THE SAINTS. The 'Seven Saints of Brittany' are St. Malo, St. Samson, St. Briocus, St. Tugdual, St. Paul Aurelian, St. Corentin, and St. Paternus (Padarn), representing the dioceses of St-Malo, Dol, St-Brieuc, Tréguier, St-Pol-de-Léon, Quimper, and Vannes respectively. Since, however, nearly every British or Irish immigrant who founded a church was locally canonized, this list by no means includes all the Breton saints. There are dedications to such figures in British history as St. David (the patron saint of Wales), St. Gildas, the historian, St. Nonna or Nonita (St. David's mother), St. Winwaloe, St. Ronan, St. John of Beverley, St. Mawgan, St. Maglorius, St. Brendan of Clonfert, St. Eoghan, St. Teilo, St. Tigernach, St. Curig, etc.; and also to St. Budoc, St. Cadoc, St. Cornelius, St. Yves, St. Roch, and many others. Many Breton canonizations are not recognized in Rome. The legends of the saints are always ingenious and often entertaining.

PARDONS. These picturesque religious ceremonies, which are annually celebrated at the various churches, chapels, and shrines of Lower Brittany, from Guingamp westward, attract crowds of pilgrims, eager to pay their devotions and present their offerings to the local saints. They are seldom held in large towns, but often in remote corners of the country, and they afford an admirable opportunity of studying the Breton peasant and of seeing the picturesque Breton costumes. The most elaborate and characteristic Breton pardons take place in the department of Finistère, and the most famous of all is that of Ste-Anne-d'Auray (p. 95), a shrine of the Virgin's mother. The pardons are sometimes accompanied by festivals, fairs, wrestling matches, or horse-races (as at Gourin, Irvillac, Pleyben, and Pont Aven), and sometimes by a 'benediction of the sea' (as at Concarneau, Ile de Groix, and Tréboul). At Locronan (p. 100) every seventh year the whole circuit of the sacred forest of St. Ronan is made by thousands of pilgrims in procession and the pardon lasts a week.—

The following is a list of the more important pardons, with their dates.

- Brest*: 2nd Sun. in July; 1st Sun. after Aug. 15th.
Carnac: 2nd and 3rd Sun. in September.
Chapelle St-Carré: Whitsunday and Whitmonday.
Châteauneuf-du-Faou: last Sun. in August.
Combril: 2nd Sun. in September.
Concarneau: Sun. after Sept. 14th.
Dirinon-St-Nonne: 2nd Sun. after Corpus Christi.
Faouët, Le: Pardons of the Chapelle Ste-Barbe, last Sun. in June; Chapelle St-Fiacre, 4th Sun. in July; Le Faouët, 1st Sun. in October.
Folgoët, Le: 1st Sun. in Aug., 15th Aug., 7th and 8th September.
Fouesnant: July 26th to Sun. following.
Gourin: last Sun. in Sept. and 3 days following.
Guingamp: Sat. before the first Sun. in July.
Groix, Ile de: Benediction of the sea, June 24th.
Huelgoët: 1st Sun. in Aug. and 3 following days.
Irvillac: 3rd Sun. in October.
Locminé: Sun. nearest June 27th and 2 following days.
Locronan: Pardon de la Petite Troménie annually, 2nd Sun. in July; de la Grande Troménie, every 6 years (next, 1930).
Moncontour: Whitsuntide.
Paimpol: Pardon des Islandais, Feb.; Pardon de St-Yves, May 19th.
- Plougastel-Daoulas*: Easter Monday; June 24th and 29th; 1st Sun. in July and Sept.; 1st Sun. in October.
Pont-Aven: 3rd Sun. in September.
Pont-l'Abbé: 3rd or 4th Sun. in July; 4th Sun. in September.
Pontivy: Sun. after Sept. 8th.
Quimper: Aug. 15-17th.
Quimperlé: 2nd Sun. in May; 3rd Sun. in September.
Roscoff: 3rd Mon. in July; Aug. 15th.
Rumengol: March 25th; Trinity Sun.; Aug. 15th; Sept. 8th.
Ste-Anne-d'Auray: March 7th; Whitsunday; July 25-26th (Grand-Pardon).
Ste-Anne-de-la-Palue: last Sat. and Sun. in August.
St-Eloi (near Landerneau): Horse pardon, June 24th.
St-Eloi (near Corlay): Horse pardon, June 24th.
St-Eloi (near Sizun): Horse pardon, Wed. after Whitsunday.
St-Herbot: Fri. before Trinity Sunday.
St-Jean-du-Doigt: June 23rd-24th.
St-Nicodème: 1st Sat. and Sun. in August.
St-Pol-de-Léon: 1st Sun. in September.
Spézet: Ascension Day; Trinity Sun.; 1st Sun. of May and July.
Tréguier: May 19th.

CALVARIES AND OSSUARIES. Characteristic of Brittany are the famous *Calvaries*, which are to be seen not only in the cemeteries around the churches and chapels, but often also by the roadsides and at cross-roads. Many of these are single Crosses, usually accompanied by subsidiary statuettes, others are elaborate groups on elevated platforms, representing the three Crosses of Golgotha, with the Virgin, St. John, angels, and worshippers at the foot, and with reliefs of the Passion or from the life of Christ. They date mainly from the 16th and 17th centuries. Among the most remarkable are those of Plougastel-Daoulas (1602), Guimiliau (1581), Pleyben (1632), Plougonven (1554), and St-Thégonnec (1610).—The *Ossuaries* or 'reliquaires' are bone-houses intended for the reverent preservation of the bones of the dead exhumed to make room for later arrivals. They are sometimes attached to churches, sometimes detached buildings in the cemeteries. The earliest seems to be the ossuary of St-Ivy, dating from the end of the 15th cent., the latest that at Gourin, erected in 1773.

STONE MONUMENTS. Brittany possesses the greatest wealth of megalithic monuments in the world, and from the Breton tongue have been derived several of the names by which they are known. The first of them is the single upright stone or 'menhir' ('a high stone'), of which many thousands are standing, some of them rudely carved, others here and there adorned with Christian symbols. The largest of all lies prone and shattered near Locmariaquer (p. 106). The 'alignment' consists of a row or rows of menhirs arranged avenue fashion in two or more files; the most famous examples are those of Carnac (p. 104). In the 'cromlech' ('curving stones') the menhirs are arranged in the form of a circle, which is generally found at the end of an alignment and is thought to be connected with the altar and the mysteries of ancestor worship. The 'dolmen' ('table-stone'), wrongly called a cromlech in parts of Great Britain and Ireland, is formed by one or more flat stones laid horizontally on the tops of a number of upright stones, the whole composing a roofed and wholly or partly enclosed chamber, probably sepulchral. It is likely that dolmens as we know them represent chambered tumuli stripped of their covering by erosion. Good examples exist in various parts of Brittany, especially near Carnac and on the islets of the sea of Morbihan (p. 113). The 'allée couverte,' or covered way, is a variant of the dolmen or an approach to it. The 'tumulus' or barrow was used for burial long after the period when the menhirs were set up; the finest examples again are found near Carnac and Locmariaquer. The 'lech,' often found in Breton churchyards, is a small menhir regularly cut, and thought to have been set up after the earliest Briton immigration. The stone is sometimes of portable dimensions, and inscriptions are frequent. The stone basins or 'sacri-ficial stones' found in some cromlechs are explained by some archaeologists as the work of rain and erosion. Various 'rocking-stones' and 'ringing stones,' some of them artificially placed, exist.

BOOKS AND MAPS

The following brief list gives the names of a few books, mostly of recent publication, that may be found useful or suggestive by those planning a visit to North-Western France or by the traveller in that interesting region.

- GENERAL DESCRIPTION. 'The Land of Pardons,' by A. Le Braz (1910, etc.).— 'A Book of Brittany' and 'Brittany,' by S. Baring-Gould (1901-2).— 'La Bretagne,' by Charles Le Goffic (1921).— 'La Bretagne,' by L. Gallouédéc (1917).— 'La Bretagne,' by G. Geoffroy (1905).— 'A Vagabond Voyage through Brittany,' by Mrs. Lewis Chase (1915).— 'Off Beaten Tracks in Brittany,' by E. Davies (1912).— 'Brittany and the Bretons,' by G. W. Edwards (1911).— 'Vagabond Days in Brittany,' by L. Richardson (1913).— 'The Bretons at Home,' by F. M. Gosling (1909).— 'Picturesque Brittany,' by N. Bell (1906).— 'Rambles in Brittany,' by F. Milloun (1905).— 'Ma Bretagne,' by P. Desportes (1914).— 'The Fascination of Brittany,' by L. E. Waller (1911).— 'Things seen in Normandy and Brittany,' by Clive Holland (1925).

HISTORY. 'Histoire de Bretagne,' by *A. de la Borderie* and *B. Pocquet* (1896-1914; 6 vols.). — 'La Bretagne Province,' by *B. Pocquet du Haut-Jussé* (1913). — 'Histoire de Bretagne,' by *Charles Langlois* (1900, etc.). — 'Vie des Bretons dans l'Armorique,' by *A. Bouët* (1918). — 'La Bretagne et les Pays Celtiques,' by *G. Dottin*. — 'Histoire du Peuple Breton,' by *Y. Sébillot* (1903). — 'Tragic Episodes of the French Revolution in Brittany,' by *L. T. G. Lenôtre* (1912).

OTHER ASPECTS. 'Légendes Bretonnes,' by *M. de Château-Verdun* (1908). — 'Les Noms des Saints Bretons,' by *J. Loth* (1910). — 'Vies des Saints de la Bretagne Armorique,' by *F. A. Legrand* (1901). — 'Coutumes Populaires de la Haute-Bretagne,' by *P. Sébillot* (1886, etc.). — 'La Basse-Bretagne' (a study of the people), by *C. Vallaux* (1907). — 'Vieilles Pierres Bretonnes,' by *H. Waquet* (1920). — 'Chansons et Danses des Bretons,' by *N. Quélin* (1889). — 'Chants Populaires de la Basse-Bretagne' (with French translation), by *F. M. Luzel* (1890).

See also 'Mémoires d'Outre-Tombe,' by *Chateaubriand*; 'Souvenirs d'Enfance et de Jeunesse,' by *Renan*; 'Mme de Sévigné en Bretagne,' by *André Hallays* (1914).

FICTION. 'Les Chouans' and 'Béatrix,' by *Balzac*. — 'Par les Champs et les Grèves,' by *Flaubert*. — 'Pêcheurs d'Islande' and 'Mon Frère Yves,' by *Pierre Loti*. — 'Le Roman d'un Jeune Homme Pauvre,' by *Octave Feuillet*. — 'Derniers Bretons,' 'Foyer Breton,' and other stories by *Émile Souvestre*. — 'Guenn,' by *B. W. Howard*. — 'Change Partners' and 'Face of Clay,' by *H. A. Vachell*. — 'La Brière,' by *A. de Chateaubriant*; etc.

MAPS.

The best map for motorists is Bartholomew's **CONTOUR MOTORING MAP OF FRANCE** (1 : 1,000,000; Northern and Southern Sections in one case 15/), with distances from point to point marked in kilometres. For cyclists and motorists a convenient map is the **CARTE AU 200,000e**, published by the Service Géographique de l'Armée, with well-marked colours (3 fr. per sheet). Another good road-map is the **CARTE DU TOURING CLUB FRANÇAIS** (1 : 400,000; 3 fr. per sheet). Touring maps in common use in France are the **CARTES TARIDE** (1 : 250,000; good conventional signs) and the **CARTE ROUTIÈRE MICHELIN** (1 : 200,000).

Maps for pedestrians include the **CARTE D'ÉTAT MAJOR AU 80,000e**, each sheet of which is divided into four quarter-sheets (70 c. each engraved on zinc, 2 fr. each engraved on copper). The **CARTE D'ÉTAT-MAJOR AU 50,000e** is a simple enlargement of the preceding (1 fr. per quarter sheet). A new map in eight colours on this scale is in course of publication (4 fr. 20 c. per sheet). — The **CARTE DU SERVICE VICINAL AU 100,000e** (five colours), though its scale is smaller, is much more easily read than the Etat-Major map; it is for sale by most railway bookstalls and local booksellers (1 fr. 50 c. per sheet or 1 fr. 90 c. in case).

Useful little maps of local interest are often to be obtained gratis or for a small charge from the Syndicats d'Initiative (p. xxxiv).

PRACTICAL INFORMATION

I. PASSPORTS. CUSTOM HOUSE. MONEY AND EXPENSES.

Passports are necessary for all travellers entering France, and must bear the photograph of the holder. British Foreign Office passports (7/6), valid for five years, and renewable for five years more (fee 1/ per year), are issued at the Passport Office, 1 Queen Anne's Gate Buildings, Dartmouth Street, London, S.W. 1 (10-4, Sat. 10-1), or may be obtained for a small additional fee through any tourist agent. There is a branch Passport Office at 36 Dale Street, Liverpool. The wife and young children of a traveller may be included on his passport without additional charge. Irish Free State passports (7/6; valid as above) are issued by the Ministry of External Affairs, No. 6 Hume St., Dublin. In the United States passports are issued by the Bureau of Citizenship, State Department, Washington, D.C.

British or Irish passports do not require the visa of a French consul, but American passports do (charge 46/8); French Passport Office in London, 51 Bedford Square, W.C. 1.

Identity Cards. A foreigner intending to remain in France more than 2 months should apply to a préfecture of police for a 'carte d'identité' (100 fr.; four photographs required). Tourists may arrange this matter through the landlord of their hotel or pension.

Custom House. Dutiable articles should always be declared, but trouble is avoided by excluding them from one's luggage. Matches and automatic cigar-lighters are forbidden, and tobacco is dutiable, but small quantities of tobacco, cigars, or cigarettes are usually passed free. Hand luggage is examined on landing, both on outward and homeward journeys, and in some cases (enquire on booking) also registered through luggage. A personal appearance at the examination is very desirable.—Returning travellers may be reminded that the list of articles dutiable or forbidden in England includes tobacco, silk and artificial silk in all forms, spirits (including cordials and perfumes), sweetmeats, clocks, watches, scientific instruments, saccharin, and drugs, such as morphine or cocaine. Half-a-pint of spirits and ½ lb. of tobacco are usually passed free, if declared.

Money. The unit is the franc (fr.) subdivided into 100 centimes (c.). Since the War the gold coins have vanished entirely and the silver coins almost entirely from circulation, their place being taken by a great expansion of paper currency. Bank-notes for 5, 10, 50, 100, 500, and 1000 fr. are issued by the Banque de France. The silver coinage (½ fr., 1 fr., 2 fr., 5 fr.) is largely replaced by yellow metal tokens (*jetons*) for 50 c., 1 fr., and 2 fr., issued by the Chamber of Commerce

of Paris, and by provincial tokens representing the same values. There are nickel coins of 5, 10, and 25 c., and copper coins of 5 c. and 10 c. The 5 c. copper piece is the "sou" of popular commerce, and prices are frequently quoted in sous (10 sous = $\frac{1}{2}$ fr., 20 sous = 1 fr., 100 sous = 5 fr.). — The notes and tokens issued by provincial Chambers of Commerce should be got rid of in their own neighbourhood, as they are not always accepted elsewhere.

Money for an extended tour may be conveniently carried in the form of a letter of credit from a bank. The travellers' cheques issued by the chief American express companies and the Association of American Banks and the circular notes of Messrs. Cook may likewise be mentioned. A supply of French change, for gratuities and other incidental expenses of the journey, should be obtained before leaving home. British bank and treasury notes are accepted at all the larger hotels, but are exchanged to best advantage at a good bank. — British postal orders are not negotiable in France. — The clearing of cheques on London occupies about a week, or on the provinces ten days.

The normal exchange prior to 1914 made 25 fr. the approximate equivalent of £1 or \$5, but the rates are now much more favourable to Great Britain and the United States. The current rate is quoted in the financial columns of the daily papers.

Expenses. Though for English and American tourists, favoured by the exchange, the cost of actual travel is comparatively light, the cost of living has much increased since the War. The cost of a tour in Brittany, in average comfort and including an average amount of travelling, need not be more than 15/-20/ per day, and with some management and care may be considerably less. Residence in the leading hotels of the frequented tourist and health resorts will make it considerably more. — For hotel charges, comp. pp. v, xxviii.

II. RAILWAYS AND OTHER CONVEYANCES.

Railways. The principal railways in the part of France described in this handbook are the *Chemin de Fer de l'Etat* and the *Chemin de Fer d'Orléans*, besides which there are numerous light railways belonging to smaller companies, such as the *Chemins-de-Fer Départementaux*, etc. On the main routes corridor coaches are the rule and the long distance expresses have restaurant and sleeping cars of all three classes. The service of trains on Sun. is the same as on week-days. Some of the 'rapides' carry first-class or first and second-class passengers only, and to others second or third-class passengers are admitted only for journeys of more than a certain minimum distance. The 'express,' not so fast as the 'rapide,' carries all classes. The 'omnibus' is the ordinary stopping train. 'Trains légers' are rail motors. — The third-class carriages are

inferior to English third-class carriages, but the second class is comfortable. — Seats in expresses may be reserved in advance ('garde-places,' 1-2 fr. per seat).

Smoking carriages are labelled 'fumeurs'; but smoking is permitted also in other compartments unless a passenger objects. Ladies' compartments are marked 'dames seules.' The guard is called 'conducteur'; a porter is usually 'porteur.' — The right to a seat in a compartment is established by placing any article of luggage or apparel on it (but not a newspaper). The right to open or close a window is held to be vested in the person sitting nearest to it. — The attendant reserves places (by tickets taken in advance) for meals taken in the dining-car ('wagon-restaurant'; one class only; lunch or dinner 15 fr., wine extra), into which luggage may not be taken. — The principal stations have 'buffets,' where good plain meals may be obtained; the 'buvette' is a simple refreshment bar.

SLEEPING CARS. On the most important 'trains de luxe' the International Sleeping Car Co. run comfortable *Wagons-Lits* for which a supplementary charge is made above the 1st class fare. The *Lits-Salons* or *Lits Toilettés* of the railway companies, running also on less important trains, are not so comfortable, and the supplement is nearly as high. *Couchettes* (1st class on the P.L.M., all classes on the P.O. and Etat railways) are compartments with extensions to the seats, for which a much smaller supplement is charged.

FARES on French railways are at present calculated at the rates of 45 fr. 5 c. (1st class), 30 fr. 40 c. (2nd class), and 19 fr. 80 c. (3rd class) per 100 kilometres (62 m.), in addition to which a tax of 25 c. is levied on all fares over 10 fr., 50 c. over 100 fr. The fares (minus the tax) for the principal routes are quoted in this handbook; but as distances are given both in kilometres and miles for all important stations the fare between any two places may be easily reckoned. — Return tickets, valid for 2 days and upwards according to distance, are issued at a reduction of 20% (1st class, 25%). Children between the ages of three and seven travel at half fares. Family return tickets, issued at reduced rates, should be applied for four days in advance. On most light railways the fare is 17 c. per kilometre.

The *Indicateur Chaix* (see below) contains a table (*barème*) showing the single and return fare for every distance up to 1200 km. (745 m.). — The fares on the light railways vary considerably.

TIME TABLES. *Bradshaw's Continental Guide* (eight times annually; 3/6) and *Cook's Continental Time Table* (monthly; 2/6) are the leading English international time tables. The best French time tables are the unwieldy but useful *Indicateur Chaix* (weekly 4½ fr.) and the various *Livrets Chaix* (monthly 1½ fr.-2½ fr.) for the different companies. Railway time in France is West Europe time, which is the same as Greenwich or English time, and summer time in France begins on the same date as in England. The twenty-four hour system, reckoned from midnight to midnight (so that 1 p.m. is 13 o'clock, etc.), is in operation on French railways, and is adopted in French time-tables.

LUGGAGE. The traveller who carries hand luggage only will save time and avoid trouble. All larger packages must be 'registered,' i.e. handed in, weighed, and provided with an official label, the counterfoil of which ('bulletin d'enregistrement') is retained by the passenger and produced at the destination. The charge for registration is 1 fr. 30 c.; bicycles are carried as ordinary luggage.

The free allowance of luggage is 30 kg. or 66 lb. for each ticket (20 kg. for each half-ticket).—Passengers need not see their registered luggage transferred at stations where they change trains; it very seldom fails to arrive punctually. Valuable luggage should, however, be insured.—The left luggage office or cloak-room (charge 55–85 c. per day per package) is known as the 'consigne.'

LIGHT RAILWAYS. Many of the little watering-places on the coast and other out-of-the-way points are connected by light railway with the main line. The trains are slow and generally have only two classes; the services are arranged to meet local needs. Their time tables appear in the *Indicateur* and *Livrets Chaix* (p. xxvii).

Motor Coaches. Considerable tours in Brittany may be made by motor-coach. In 1927 a coach (fare 490 fr.) plied once weekly in July, twice weekly in Aug., from Dinard to Vannes (and vice versa), via St-Brieuc, Morlaix, Brest, and Quimper (5 days). Motor coaches radiate also from the principal centres to the points of interest in the neighbourhood. Motor-cars for hire, see p. xxxi.

Tourist Agents. General information, including the leaflets issued by the local 'Syndicats d'Initiative' (p. xxxiv), may be obtained at the *Office Français du Tourisme* (London branch, 56 Haymarket, S.W. 1; Paris office, 17 Rue de Surène, 8e). There are many tourist agents who sell railway tickets and circular tour tickets and provide information, and, for the payment of an inclusive sum, relieve the traveller of all trouble and anxiety with regard to transport and hotel accommodation. Tours to suit all purses are arranged by the tourist agencies in London mentioned below, several of which have branches in other towns. Travellers who join a party with a fixed itinerary pay considerably less than those who are 'conducted' independently with an itinerary of their own choosing.

Thomas Cook & Son, Berkeley St., W. 1, Ludgate Circus, E.C. 4, 125 Pall Mall, S.W. 1, 378 Strand, 86 Oxford St., 122 High Holborn, 81 Cheapside, 21 Kensington High St., etc.; *Pickford's Ltd.*, 205 High Holborn, W.C. 1, 156 Brompton Rd., S.W. 3, etc.; *Sir Henry Lunn Limited*, 5 Endsleigh Gardens, N.W. 1; *George Lunn Tours Ltd.*, 74 Wigmore St., W. 1; *American Express Co.*, 6 Haymarket, S.W. 1, and 16 Bury St., E.C. 3; *Dean & Dawson*, 81 Piccadilly and 26 Aldersgate St.; *Frane*, 92 Southampton Row, W.C. 1; *Polytechnic Touring Association*, 309 Regent St., W. 1; *Bennett's Travel Bureau*, 66 Haymarket, S.W. 1. Several of the large London 'stores' likewise have touring departments. The London office of the *International Sleeping Car Co.* is 20 St. James's St. S.W. 1.

III. HOTELS AND RESTAURANTS

First-class hotels with every modern luxury are to be found at the fashionable resorts of Dinard, Paramé, and La Baule, with charges varying from about 10/ for a single room, and from c. 7/6 to c. 10/ for luncheon or dinner. The leading hotels at the other chief summer resorts, such as St-Malo, St. Lunaire, Perros-Guirec, and Morgat, and in the larger towns, such as Rennes, Brest, Nantes, Morlaix, Quimper, and Vannes, are good and not so expensive. In the smaller towns

and in the country districts the hotels are generally clean and fairly comfortable, without being luxurious. Most little sea-bathing resorts have quite good though generally unpretentious hotels, but timely application is necessary to secure accommodation in the season. The principal meal is taken at mid-day in country districts. Cider, the national drink of Brittany, frequently takes the place of vin ordinaire, especially in the smaller hotels. The inscription 'T.C.F.' displayed by a hotel indicates its inclusion in the list of the Touring Club de France (comp. p. xxxiv).—The gratuities expected by hotel servants amounts roughly to 10 per cent. on the amount of the bill. In some hotels 10 per cent. is added to the bill for 'service,' and at these gratuities need not be given.

TAXE DE SÉJOUR. At certain holiday resorts and tourist centres a daily 'residence tax' is levied upon the visitor for periods of not more than 28 days. The tax, varying from 2 fr. at hotels de luxe to 30 c. at hotels of the fourth class, is added to the hotel bill. There is sometimes also a very small 'taxe additionnelle.'

RESTAURANTS AND CAFÉS. The larger towns, and some of moderate size, contain restaurants where travellers may prefer to lunch or dine; but in the smaller places meals are best obtained in the hotels. The charge at a first-class restaurant is about 25 fr. for a table-d'hôte meal; good cooking is, however, often found at much more inexpensive establishments. The larger railway buffets provide good table-d'hôte meals from noon until 3 o'clock and from 6 to 9 p.m., and serve meals à la carte at other hours.—The cafés are generally situated in the principal squares, and in the larger places music is one of their chief features. Note-paper and postage-stamps can be obtained from the waiters.—The head waiter ('maitre d'hôtel') should not be addressed as 'garçon,' a term reserved for his subordinates.

IV. POSTAL INFORMATION

	In France.	Abroad.
LETTERS .	50 c. for 20 gr.; 75 c. for 50 gr.; 1 fr. for 100 gr.; then 30 c. per 100 gr. 40 c.; reply 80 c.	1½ fr. for 20 gr.; then 90 c. per 20 gr.
POST CARDS .	25 c. (with not more than 5 words).	90 c.; reply 1 fr. 80 c.
PICTURE POST CARDS .	20 c. each, up to 60 gr.	90 c. 30 c. per 50 gr.
NEWSPAPERS .	20-25 c. per word according to distance (minimum 2 fr.) with a tax of 1 fr.	To Great Britain, 1 fr. 25 c. per word.
TELEGRAMS .		To New York, 5 fr. 60 c. per word.

Letters may be sent by AIR MAIL at the following additional charges: up to 20 gr., 40 c.; 20-50 gr., 70 c.; 50-100 gr., 1 fr.; then 20 c. per 100 gr.

Post offices are generally open from 8 a.m. to 7 p.m. on week-days and are closed on Sun. and recognized holidays.

Correspondence marked 'poste restante' (to be called for) may be addressed to any post office, and is handed to the addressee on proof of identity (passport or identity card) and payment of a fee of 30 c. for each letter or package. The surname of the addressee should be very clearly written and no 'Esq.' should be added. Letters are registered ('recommandé') for a fee of 1 fr. in France, 1 fr. 25 c. for abroad. Registered letters are not delivered without proof of identity.—Postage stamps are on sale at most tobacconists' shops. Letter-boxes, often very inconspicuous, are painted blue.

V. MOTORING AND CYCLING

Motoring. Motorists and motor-cyclists proposing to tour in France will save much trouble by joining the *Automobile Association* (Fannum House, 66 Whitcomb St., London, W.C. 2) or the *Royal Automobile Club* (Pall Mall, S.W. 1). Members of the former (the 'A.A.') pay an entrance-fee of 21/ and an annual subscription of 42/ (motor-cycles, half these fees); associate members of the Automobile Club pay an annual subscription of 42/. These societies arrange for the issue to their members of 'triptyques' or entry-permits ('carnets de passage' when they apply to more than one country), which reduce the frontier formalities to a minimum; and they furnish also the international driving licences and the nationality and description plates required by the terms of the International Convention. Each car should have two white lights in front and a red rear light. The number plate must be illuminated at night. The horn should be high-toned.

SHIPMENT FEES vary according to the weight and bulk of the car: from Southampton to *Le Havre, Cherbourg, or St-Malo*, minimum (at owner's risk) £4; from Newhaven to *Dieppe* £4 15/. Motor-cycle from Southampton to *Caen, Le Havre, or St-Malo* 8/7; from Newhaven to *Dieppe* 12/; from Dover or Folkestone to *Calais or Boulogne* 20/. No motor spirit may be shipped either in the tank or in tins, but a supply of 'essence' (not 'pétrole') may be obtained on the quay at the port of entry. Some motorists buy only a small supply on the quay and fill up at one of the larger establishments in the town.

Immediately on ENTERING FRANCE the motorist must obtain a 'laissez passer' at a Bureau des Contributions Indirectes, stating the proposed duration of his stay, and paying at the rate of 2 fr. 50 c. per day. A 'permis de circulation' extending the period (if necessary, to the last day of the current quarter) may be obtained on payment at the rate of 20 c. per horse-power per day. If a new quarter be entered (quarter days Jan. 1st, April 1st, July 1st,

Oct. 1st) the motorist must at once pay a quarter's tax on his car at ordinary French rates (36-52 fr. per horse-power per annum; cycle-cars 120 fr. per annum), for which he will receive another 'permis de circulation.' It is important to conform to these regulations without a day's delay, and also, when crossing a frontier (especially by other than a main road), to see that the triptyque or carnet is properly stamped by the customs officials.

The ROADS in France, especially the 'routes nationales' or main highways maintained by the State, are excellent for motoring or cycling as regards gradients, though the surface has in many cases been suffered to deteriorate. The roads next in importance are the 'routes départementales' and 'grandes routes' or 'grandes chaussées.' Distances in kilomètres are given on the usual stones and on the guide-posts. Warning signs, which are for the most part self-explanatory, are placed on the right-hand side of the road. There is no speed limit for motor-cars in France, but drivers are expected to slow down at the sign 'Ralentir' outside villages and, in fact, whenever prudence demands it. Drivers should halt at once on hearing the gendarme's whistle.

The RULE OF THE ROAD in France is to pass on the right and to overtake on the left. At forks and cross-roads right of way must be given to traffic on the 'routes nationales' or other great roads; when there is no 'superior' road, to traffic coming from the right.

GENERAL HINTS. In spite of statements to the contrary, tyres to fit British cars are not always easily obtained in France; spares should therefore be taken. If spare parts have to be sent out after the car, this is best arranged through the A.A. or the Royal Automobile Club. Old parts must be re-exported with the car. The best 'essence' is known as 'Tourisme' and is obtained from pumps (by the 'bidon') or in sealed tins. The 'bidon' or usual tin holds 5 litres, or just over a gallon (1.1 gal.). In warm climates a thicker oil should be used than at home. A spare tin of water should always be carried. Shock-absorbers are a prudent addition though 'casses,' or drainage gullies, across roads are not so frequent as formerly. Frontiers should be crossed only at hours when the custom-houses on both sides are open. Customs formalities take $\frac{1}{2}$ - $\frac{3}{4}$ hr.

CARS FOR HIRE are available in most towns of any size, at variable charges, ranging from 3 fr. per kilometre, or roughly 5 fr. per mile, upwards. Light cars may perhaps be hired at lower rates. It is desirable to fix the length of the journey beforehand with a map, as estimates of distances by car-owners generally err on the liberal side.

Cyclists entering France with their machines must have a passport, and are required to deposit the amount of the customs duty on their machines. This latter formality may be avoided by obtaining a 'customs ticket' (issued free

to members) from the *Cyclists' Touring Club* (3 Craven Hill, London, W. 2). All cycles should have a bell or horn and a lamp, and must bear also a tax-disc (3 fr. per year for each seat; motor cycles 12 fr.) and an identification disc with the owner's name and address. Foreign cyclists, who must obtain a 'permis de circulation' (2 fr.) from the customs authorities or at any tobacconist's, are exempted from the 3 fr. tax.

Glossary of Motoring and Cycling Terms. The following short glossary of technical terms is intended to be a help in time of trouble, especially in out-of-the-way places where English is not understood. The words in italics are feminine in French.

AXLE, *essieu*
 BACK FIRE, *retour de manivelle*
 BEARING, *coussinet, palier*. Ball bearing, *coussinet à billes*
 BELL, *grelot, sonnette*
 BELT, *courroie*
 BOLT, *boulon, cheville*
 BONNET, *capote*
 BRAKE, *frein*
 BROKEN DOWN, *en panne*
 BUCKLED WHEEL, *roue voilée*
 CAMSHAFT, *arbre à cames*
 CARBIDE carbure
 CARBURETTER, *carburateur*
 CHECK VALVE, *soupape de détente*
 CLUTCH, *embrayage*
 COCK or TAP, *robinet*
 COG WHEEL, *roue dentée*
 COIL, *bobine*
 CONDENSER, *condensateur*
 CONNECTING ROD, *bielle*
 COUPLER, *bielle*
 CRANK, *manivelle*. Crank pin, *boulon de manivelle*. Bent crank, *manivelle faussée*
 DIFFERENTIAL GEAR, *engrenage différentiel*
 ECCENTRIC ROD, *tige d'excentrique*
 EXHAUST, *évacuation, échappement*
 FIRING (in carburetter), *allumage*
 FORK, *fourche*, Hollow fork, *fourche creuse*
 FRAME of motor, *châssis*. Of bicycle, *cadre*
 FRICTION, *frottement*
 GEAR, *engrenage*. Out of gear, *désengrené*. Gear up, *multiplier*
 HANDLE, *poignée, manette*
 HUB, *moyeu*
 IGNITION, *allumage, ignition*
 INDUCTION VALVE, *soupape d'induction*
 JACK, *cric*
 LAMP BULB, *ampoule*
 LEVER, *levier*
 LIFTING TACKLE, *palan, guindeau*

LINCH PIN, *clavette*
 LUBRICATING OIL, *huile à graisser*
 LUBRICATOR, *graisseur*
 MISFIRE, *raté*
 MUDGUARD, *garde-crotte, paracrotte*
 NUT, *écrou*
 PACKING, *garniture*
 PATCHES (rubber), *pastilles*
 PEDAL, *pédale*
 PETROL, *essence* ('*Tourisme*')
 PIPE, *tuyau*
 PISTON PIN, *clapet du piston*
 PLUG, *bouchon*. Contact plug, *cheville de contact*
 PRESSURE GAUGE, *manomètre*
 PUNCTURE, *perforation*
 REPAIRS, *réparations*
 RIM, *jante*. Hollow rim, *jante creuse*
 RUBBER, *caoutchouc*. Rubber solution, *dissolution*
 SCREW, *vis*
 SHAFT, *arbre*
 SIDE-SLIP, *dérèpage*
 SILENCER, *silencieux*
 SKIDDING, *patinage*
 SOCKET, *douille*
 SPANNER, *clef*
 SPARKING PLUG, *bougie*
 SPLIT PINS, *goupilles doubles*
 SPOKE, *rayon*
 SPRING, *ressort*
 SPROCKET CHAIN, *chaîne à hérisson*
 STEERING WHEEL, *roue directrice*. Steering bar, *guidon*
 STUFFING BOX, *boîte à garniture*
 SUCTION BOX, *boîte d'aspiration*
 SWITCH, *interrupteur*
 THROTTLE valve, *étrangleur*
 TYRE, *caoutchouc, pneu*. Deflated tyre, *pneu dégonflé*
 VALVE, *soupape, valve*
 VICE, *étau*. Hand vice, *étau à main*
 WASHER, *rondelle*
 WATER JACKET, *poche d'eau*
 WRENCH, *adjustable, clef anglaise*

VI. GENERAL HINTS

Season. For the ordinary visitor the best months for Brittany are June to September. The bathing-season proper lasts from July to September (inclusive) and August is much the most expensive month. At the fashionable resorts the height of the season is sometimes very short.

Plan of Tour. From *St-Malo*, the chief port of entry, excursions should be made *viâ Dol* to *Mont St-Michel* and by the *Rance* to *Dinan*. Travellers approaching from Paris may conveniently visit *Laval, Vitré*, and *Fougères* in Eastern Brittany. The main line from *Rennes* (Paris) to *Brest*, joined at *Lamballe* by the line from *Dol* (Normandy), traverses Northern Brittany from E. to W., *viâ St-Brieuc, Guingamp*, and *Morlaix*, affording easy access to the interesting N. coast (Rtes. 18, 20, 21) and to *Finistère*, with its *Calvaries, pardons*, and characteristic peasantry, while branch-lines diverge on the S. for Central Brittany (Rtes. 19, 22). The circuit of the province is completed by the line from *Brest* to *Nantes*, which follows the W. and S. coasts, with innumerable opportunities for interesting deviations, and runs *viâ Châteaulin* (for the *Crozon Peninsula*), *Quimper* (for *Douarnenez* and the *Pointe du Raz*), *Rosporden* (for *Concarneau*), *Quimperlé*, *Auray* (for the famous megalithic monuments of *Carnac* and *Locmariaquer*), and *Vannes* (for the *Morbihan*). From *Nantes* we may regain *St-Malo* *viâ Rennes*, or *Paris* *viâ Le Mans* or *viâ Tours* and *Orléans*.—Brittany contains innumerable churches, though none to compare with the great cathedrals of Normandy; but Breton architecture presents many interesting characteristics. *Quimper, St-Pol-de-Léon, Tréguier, Dol*, and *Nantes* are important for their churches or cathedrals; and there are notable churches also at *St-Brieuc, St-Malo*, and *Vannes*. Among the castles may be mentioned those of *Dinan, Fougères, Josselin, Pontivy, Vitré, Combourg*, and *Kerjean. St-Malo, Vitré, Fougères, Dinan, Guérande*, and *Concarneau* still retain, or partly retain, their ancient walls. *Dinard, La Baule*, and *Paramé* rank as the most fashionable watering-places; next come such places as *St-Enogat, St-Lunaire, St-Cast, Le Val-André, Perros-Gutrec*, on the N. coast, and *Pornic, Pornichet, Quiberon, Concarneau*, and *Morgat*, on the S. coast, followed by a long list of smaller and less pretentious seaside resorts.

Golf Courses. Between *St-Briac* and *St-Lunaire* (18 holes), p. 20; at *Penguen*, near *St-Cast* (18 holes), p. 28; at *Ste-Marguerite*, near *Pornichet* (9 holes), p. 119; between *La Baule* and *Le Pouliguen* (18 holes), p. 119; at *Sables-d'Or-les-Pins* (18 holes), p. 30; at *Les Noëles*, near *Nantes* (9 holes), p. 123.

Language. Except in out-of-the-way districts the traveller who knows no language but English will meet with few difficulties in N.W. France. English is very generally under-

stood in the towns, and especially at the hotels; but familiarity with French will add much to the traveller's enjoyment.

Public Holidays. General public holidays in France are New Year's Day, Easter Monday, Ascension Day, Whit Monday, July 14th (Fête Nationale), Assumption Day (Aug. 15th), All Saints' Day (Nov. 1st), Armistice Day (Nov. 11th), and Christmas Day. In addition there are various local holidays.

Syndicats d'Initiative. The 'syndicats d'initiative,' to be found at all tourist resorts, are associations formed to attract and assist the visitor by supplying him (usually gratis) with details of local attractions and excursions, small local guide-books and maps, and other useful local information. The pamphlets and leaflets issued by these syndicats may be obtained in London at 56 Haymarket, S.W. 1 (see p. xxviii).

Touring-Club de France. Tourists derive a number of advantages by joining the *Touring-Club de France* (65 Avenue de la Grande-Armée, Paris; 20 fr. per annum), probably the largest association of its kind in the world. Motorists and cyclists who are members of the Club are relieved of many tiresome formalities on entering or leaving France, and their garage expenses are lower in the hotels affiliated to it.

Weights and Measures. The metric system, a uniform decimal system of weights, measures, and coins, was legalized in France in 1801 and became obligatory in 1840. The *mètre* is the unit of length, the *gramme* of weight, the *are* of land-measurement, the *litre* of capacity. Greek prefixes (*déca-*, *hecto-*, *kilo-*, *myria-*) are used with these names to express multiples; Latin prefixes (*déci-*, *centi-*, *milli-*) to express fractions (kilomètre=1000 mètres, millimètre=1000th part of a *mètre*).

For approximate calculations the *mètre* may be taken as 39 inches, the litre as 1½ pint, the hectolitre as 22 gallons, the hectare as 2½ acres, 15 grammes as ½ oz., and 5 kilomètres as 3 miles.

I. APPROACHES FROM ENGLAND

ROUTE	PAGE
1. London to Paris viâ Dover and Calais - -	1
2. London to Paris viâ Folkestone and Boulogne -	2
3. London to Paris viâ Newhaven and Dieppe -	4
4. London to Paris viâ Southampton and Le Havre -	4
5. London to Cherbourg or Caen viâ Southampton -	5
6. London to St-Malo viâ Southampton - - -	5
7. Paris - - - - -	6

Railway and Steamer Services. A visit to the Channel Islands (see Rte. 32) may be conveniently combined with a visit to N.W. France; Jersey has regular steamer communication with *Granville*, *St. Malo*, and *St. Brieuc*, Guernsey with *Cherbourg* and *St-Brieuc*.—The direct routes from England to N.W. France are those to *Dieppe*, *Le Havre*, *Cherbourg*, *Caen*, and *St-Malo*. Steamers of the Atlantic Transport Line from London (Ilbury) to New York touch weekly at *Boulogne* (9 hrs.; 'one class' steamer only, 30/-) and occasionally at *Cherbourg* (16 hrs.; £4).—The main approach from Paris to N. Brittany is described in Routes 13 and 17 (Paris to *Brest*).—Travellers from America may proceed by transatlantic liner direct to *Cherbourg* or *Le Havre*.

Air Services. FROM LONDON (Croydon Aerodrome) TO PARIS (Le Bourget Aerodrome), 2½ hrs. A. *Imperial Airways Ltd.*, thrice daily (twice on Sun.) in summer, twice daily (except Sun.) in winter; fares in summer £6 6/, return £11 (from Paris, 750 fr., 1375 fr.), in winter £4 15/, return £9 (575 fr., 1100 fr.). In 1927-28 there was also a second class winter service: £3 15/, return £7 10/ (465 fr., 930 fr.). Passengers are conveyed by motor car, free of charge, between the aerodromes and 13 Charles St., S.W. 1 in London and 38 Avenue de l'Opéra in Paris. — B. *Air Union*, thrice daily (once on Sun.) in summer, twice daily (once on Sun.) in winter; fares in summer £6 6/ first class, £5 5/ second class; in winter (second class only), as above. Free conveyance between the aerodromes and 32 Haymarket in London and the Grand Hôtel in Paris. — By both services the free luggage allowance is 30 lbs. (14 kg.); excess luggage 4d. per lb., or by luggage plane in advance at cheaper rates.

FROM SOUTHAMPTON (Woolston) TO GUERNSEY (Marine Air Port). *Imperial Airways Ltd.*, twice daily (once on Sun.); in winter, Thurs. only, returning on Fri.) in 1 hr. 40 min. (£3, return £5 10/). Free luggage allowance 30 lbs.; excess as above.

Places and full information may be obtained at the aerodromes or, in London from the Lepariel Travel Bureau (27 Piccadilly, W. 1), Cook & Son (Berkeley St., etc.), the American Express Co. (6 Haymarket, S.W. 1) in Paris at 38 Avenue de l'Opéra (*Imperial Airways*), 2 Rue Galilée (*Air Union*), Cook & Son (2 Place de la Madeleine, etc.), the American Express Co. (11 Rue Scribe), etc.

I. FROM LONDON TO PARIS VIÂ DOVER AND CALAIS

282½ m. Daylight service twice daily (incl. Sun.) in 7½-8½ hrs. (fares c. 70/10, 49/8, 34/7, subject to alteration with the rate of exchange). Luggage registered to Paris is examined at Calais. — Seats in the trains to and from Dover (1; Pullman car 3/6), deck-cabins on the steamers (from 20/), and seats in the trains between Calais and Paris (2/) may be reserved in advance (Paris office, 14 Rue du Quatre-Septembre). Holders of 2nd or 3rd class tickets may travel 1st class on the steamer on payment of 3/6.

The journey from London (Victoria, S.R., East Station), viâ Tonbridge, Ashford, and Folkestone, to Dover (76½ m. in 1½-2 hrs.), is described in the *Blue Guide to England*. At Dover the boat-trains run on to the Marine Station on the Admiralty Pier, whence the steamer crosses the Channel to (21 m.) Calais in 1¼-1½ hr. (fares from Dover, c. 18/8, 14/10).

98 m. (158 km.) **Calais** (*Central-Hôtel; Terminus; Grand; du Commerce*), the nearest French town to England and the most populous (62,195 inhab.) in the department of the *Pas-de-Calais*, is a fortified seaport with large lace and tulle factories. The *Old Town* (Calais-Nord) lies near the harbour; farther S. is the manufacturing quarter of *St-Pierre*.

Among the interesting monuments of Calais are the *Old Hôtel de Ville* (rebuilt 1740), the church of *Notre-Dame* (14-15th cent.), the *Hôtel de Guise*, and Rodin's group of the *Burghers of Calais*, who in 1347 offered their lives to Edward III in ransom for the town.

From Calais to *Dunkirk*, to *Anvin*, and to *Lille* (Tournai, Brussels), see the *Blue Guide to North-Eastern France*.

On leaving the Gare Centrale at Calais the train passes through the *St-Pierre* quarter, and at (99½ m.) *Les Fontinettes* diverges to the right from the *Dunkirk* line and begins a long ascent. — 102½ m. *Fréthun*; — 108 m. *Caffers*. — 113½ m. *Marquise-Rinxent* is the station for the little town of *Marquise* (*Hôt. du Grand-Cerf*), 1½ m. W., with marble quarries, and for (7 m. N.W.; omnibus) the seaside resort of *Wissant* (*Grand-Hôtel; *Des Bains; etc.*), near *Cap Gris-Nez*, the nearest point to England (20½ m.). — 119½ m. *Wimille-Wimereux*. *Wimereux* (*Hôt. Splendid; Grand; de la Plage; des Bains, etc.*), a small but fashionable watering-place, was a hospital base in 1914-18. This was the last home of British G.H.Q. in France (1919).

At (121 m.) *Terlinchun* were the first rest-camps of the B.E.F. in Aug. 1914, grouped around the *COLONNE DE LA GRANDE-ARMÉE*, ¾ m. S.E., a marble column (174 ft.) surmounted by a statue of Napoleon I, and recalling that emperor's projected invasion of England. — 123 m. *Boulogne-Tintelleries* is a station where passengers by some trains alight for Boulogne. — 123½ m. (199 km.) *Boulogne-sur-Mer* (Gare Centrale), and thence to (282½ m., 456 km.) *Paris* (Gare du Nord), see Rte. 2.

2. FROM LONDON TO PARIS VIA FOLKESTONE AND BOULOGNE

256½ m. Day service (incl. Sun.; in the season on Fri. night also) in 7½-8 hrs. 65/, 46/, 32/4, varying with the rate of exchange. Luggage registered to Paris is examined there. — Seats and cabins may be reserved (as viâ Calais); transfer from 2nd or 3rd class to 1st class on the steamer, 3/6.

The route from London (Victoria, S.R., East Station), viâ Tonbridge, Ashford, and Folkestone Junction, to *Folkestone*

Harbour (72½ m. in 1¼ hr.), is described in the *Blue Guide to England*. At Folkestone the boat-trains run alongside the steamer, which crosses to (26 m.) *Boulogne* in 1¾ hr. (fares from Folkestone, c. 17/6, 13/8).

98½ m. (160 km.) **Boulogne-sur-Mer** (*Hôt. du Pavillon-Impérial; Folkestone; Meurice; du Louvre; etc.*), the chief fishing-port in France and a busy industrial centre (52,823 inhab.), is also a popular and gay summer resort. The *BASSE VILLE*, or lower town, on the right bank of the *Liane*, is the visitors' quarter, with most of the hotels, restaurants, and shops; the suburb on the W. bank is known as *Capécure*; and to the W. of the harbour is the *Plage*, with the *Etablissement des Bains* and the *Casino*. From the *Place Dalton*, in which stands the church of *St-Nicolas* (13-18th cent.), the steep *Grande Rue*, passing the *Musée*, ascends to the quiet **HAUTE VILLE*, still enclosed by ramparts of the 13th century. Here stand the *Palais de Justice* (1852), the *Hôtel de Ville* (1754 and 1894), with its belfry, and the *Cathedral* (*Notre Dame*), built in 1827-66 on the site of the ancient cathedral (12-15th cent.) destroyed at the Revolution. In the old *Château* (now barracks), at the N.E. angle, Louis Napoleon was confined in 1840.

From Boulogne to *St-Omer*, *Arras*, etc., see the *Blue Guide to North-Eastern France*.

On leaving Boulogne the train at first follows the valley of the *Liane*, crossing the stream at (101½ m.) *Pont-de-Briques*, whence a tramway runs to the little resort of *Hardelet-Plage*. — We pass a great military cemetery (11,300 British graves) just before reaching (115½ m., 187 km.) *Étaples* (*Hôt. des Voyageurs*), a small fishing-port on the estuary of the *Canche* and an important British base during the War. A tramway connects it with (4 m.) *Le Touquet*, or *Paris-Plage* (*Hôt. Atlantic; Golf-Hôtel; etc.*), a small but highly fashionable watering-place and golfing resort. *Étaples* is the junction also for *Arras*. — We cross the *Canche*. 122 m. *Rang-du-Fliers-Verton* is the junction for *Bevck-Plage* (*Hôt. du Casino; etc.*), another favourite seaside resort, 3½ m. W. by branch line. — 133 m. *Rue* is noteworthy for the beautiful 15th cent. *Chapelle du Saint-Esprit*. — From (139 m.) *Noyelles-sur-Mer*, on the estuary of the *Somme*, branch lines diverge to *Dompierre*, *St-Valery-sur-Somme*, and *Le Crotoy*. — 147 m. (237 km.) *Abbeville* (*Hôt. de la Tête-de-Bœuf; de France*), an ancient town (20,244 inhab.) on the *Somme*, was an important British base during the War. The fine church of **St-Vulfran*, a late-Gothic building of the 15-16th cent., has a striking Flamboyant façade. *Abbeville* is a junction for *Dompierre*, *St-Pol*, and *Le Tréport* (p. 18). — 158 m. *Longpré-les-Corps-Saints* is likewise connected with *Le Tréport* by a branch line. — 166½ m. *Picquigny* is prettily situated on the *Somme*, below the ruins of its castle.

175 m. (292 km.) **Amiens** (*Hôt. Univers; Carlton; Commerce*; etc.), an ancient city (87,263 inhab.) with a famous **Cathedral* and the interesting *Musée de Picardie*, is fully described in the *Blue Guide to North-Eastern France*. — At (178 m.) *Longueau* we quit the valley of the Somme and leave the railway to Arras and Lille on the left. — 187 m. *Ailly-sur-Noye* is the nearest point of the railway to the battlefields of 1918 (3 m. E.). — 207 m. *St-Just-en-Chaussée* is the junction for several local railways. — 216 m. *Clermont-l'Oise* (*Buffet-Hôtel*), birthplace of Charles the Fair (1298–1328), has an interesting church of the 14th cent. and later and a keep of a once famous castle. — 226 m. (363 km.) **Creil** (*Buffet; Hôt. du Chemin-de-Fer*), with large railway workshops, is the junction for Compiègne and Brussels, Beauvais, etc. — 233 m. (373 km.) **Chantilly** (*Hôt. du Grand-Condé; d'Angleterre*; etc.), famous for its **Château* and collections, is also the 'Newmarket of France.' — 256½ m. (414 km.) **Paris** (*Gare du Nord*), see Rte. 7.

3. FROM LONDON TO PARIS VIÂ NEWHAVEN AND DIEPPE

225½ m. Daylight service daily (incl. Sun.) in 8½ hrs. (c. 54/1, 38/9; no 3rd class). Nightly service in 9½ hrs. (c. 54/1, 38/9, 26/10). Luggage registered to Paris is examined there.—Pullman car seats (2/6 extra) in the trains to and from Newhaven, 1st class berths (1/ extra) on the steamers, and seats (2/ extra) in the trains between Dieppe and Paris may be reserved in advance. Transfer from 2nd class to 1st class on the steamer, 8/9; from 3rd class to 2nd class, 6/2. Private cabin from 25/. 1st class couchettes (10/4 extra) on the night service between Dieppe and Paris.

From London (Victoria, S.R., West Station) viâ Croydon, Redhill, Wivelsfield, and Lewes to *Newhaven Harbour* (56½ m. in 1½ hr.), see the *Blue Guide to England*. The boat-trains run alongside the steamer which crosses to (65 m.) *Dieppe* in 3¼–4 hrs. (fares from Newhaven, 35/, 26/2, 19/10). — *Dieppe* and thence to **Paris**, see the *Blue Guide to Normandy*.

4. FROM LONDON TO PARIS VIÂ SOUTHAMPTON AND LE HAVRE

340½ m. Service every night (except Sun.) in 15 hrs. (c. 59/10, 40/10; no 3rd class). Holders of 2nd class tickets may travel 1st class on the steamer on payment of 10/. Berths (from 1/) and cabins (from 35/) on the steamer, and seats in the trains between Le Havre and Paris (2/), may be reserved in advance. Baggage registered to Paris is examined there.

Le Havre may be reached also by French liner from *Plymouth* (64/1, 48/9), and vice versa.

From London (Waterloo, S.R.) viâ Woking, Basingstoke, and Winchester, to (79 m., in 1¼–3¼ hrs.) *Southampton*, see

the *Blue Guide to England*. From *Southampton* the steamers, starting at 11.30 p.m. (passengers may embark after 8 p.m.), cross to (120 m.) *Le Havre* in 6¾ hrs. (fares from *Southampton* 38/3, 27/11). At *Le Havre* the railway station is some distance from the steamer-quay, but through-passengers are conveyed (free) from one to the other by tramway.

Le Havre and thence to **Paris**, see the *Blue Guide to Normandy*.

5. FROM LONDON VIÂ SOUTHAMPTON TO CAEN OR CHERBOURG

To **Caen**, 212 m. Service on Mon., Wed., and Fri. (Whitsuntide to end of Sept.) in 11¼–14 hrs. (52/10, 36/4; transfer from 2nd class to 1st class on the steamer 11/6), returning on Tues., Thurs., and Sat. at night. Return-tickets by this route are available to *Southampton* from *Le Havre* (Rte. 4), *St-Malo* (Rte. 6), or the Channel Islands (Rte. 32).

From *Southampton* the steamers cross at night to (125 m.; in c. 8 hrs.) *Ouistreham* and thence ascend the canal to (133 m.; in c. 9 hrs.) **Caen** (fares from *Southampton* 41/11, 30/3). **Caen**, see the *Blue Guide to Normandy*.

To **Cherbourg** 162 m. Transatlantic liners from *Southampton* touching at *Cherbourg* accept passengers for the latter port (£3, £2, £1 10/; enquire of the Cunard, White Star, Canadian Pacific, or United States Lines. On Tues., Thurs. and Sat., from June 15th to Sept. 30th., a motor service (9.30 a.m.) in connection runs from *Cherbourg* to *Dinard* (7½ hrs.; 185 fr. 50 c.), luggage being sent by train.

From London (Waterloo, S.R.) to (79 m.) *Southampton*, see the *Blue Guide to England*. The liners steam in c. 5 hrs. to (83 m.) *Cherbourg*, where passengers are landed by tender after some delay (1–1½ hrs.). **Cherbourg**, see *Blue Guide to Normandy*.

6. FROM LONDON TO ST-MALO VIÂ SOUTHAMPTON

230 m. Service in 10 hrs. (56/, 40/8; twice weekly in each direction, Oct. to May; three times weekly, Whitsuntide to July; daily, except Sun., during the season). Holders of 2nd class tickets may travel 1st class on the steamer on payment of 14/. It is advisable to secure a berth several weeks in advance. This is the favourite approach to Brittany; travellers bound W. from *St-Malo* usually change at *Dol* or *Miniac* and *Lamballe*, but tickets may be taken viâ *Rennes* at a small extra charge. Passengers' luggage is conveyed from the quay at *St-Malo* to the station (¼ m. distant) by railway omnibus, and passengers should be at the station ¼ hr. before the train starts.

From London (Waterloo, S.R.) to (79 m.) *Southampton*, see the *Blue Guide to England*. The steamers make the passage to (151 m.) *St-Malo* by night in c. 8 hrs., arriving in the early morning. — **St-Malo**, see Rte. 8.

7. PARIS

PARIS, the capital of France, is situated on the *Seine*, 92 m. from the sea. It is divided into two unequal parts by the river, which forms the Ile St-Louis and the Ile de la Cité near the centre of its course through the city. The N. bank (Rive Droite) is of principal interest to the tourist, but the S. bank (Rive Gauche) figures much more prominently in the life of the city than does the Surrey side of the Thames in London. Paris is fully described in the *Blue Guide to Paris*; the following condensed information is intended for travellers passing through Paris as a stage in the exploration of France.

Railway Termini. The stations at which travellers from England arrive in Paris are the GARE DU NORD, Rue de Dunkerque (trains from Calais and Boulogne), and the GARE ST-LAZARE, Rue St-Lazare (trains from Dieppe and Le Havre). — Other important termini are the *Gare de l'Est*, for the main line to Bâle, the *Gare de Lyon*, for the main lines to Geneva, the Riviera, and Italy, the *Gare d'Orsay*, for the Orléans railway; and the *Gare des Invalides* and the *Gare Montparnasse*, for trains of the Ouest-État railway to Brittany, etc.

Hotels (often full in summer). The following list contains a selection of hotels suited to passing travellers, arranged alphabetically in five categories. **ADJOINING THE RAILWAY TERMINI.** *Anglo-Américain* (R. 4/, B. 1/8), 119 Rue St-Lazare, near the Gare St-Lazare; *Est-Palace* (meublé), 84 Boul. Magenta, near the Gare de l'Est; *du Havre*, 16 Rue d'Amsterdam, near the Gare St-Lazare; *Lavenue* (R. 3/6, B. 1/), Rue du Départ, near the Gare Montparnasse; *Magenta*, 129 Boul. Magenta, near the Gare du Nord; *du Palais-d'Orsay* (R. 6/6, B. 1/6, L. 4/6, D. 5/), at the Gare d'Orsay; *Paris-Lyon-Palace* (R. 6/, D. 4/), 11 Rue de Lyon, near the Gare de Lyon; *Terminus* (R. 6/, D. 6/), opposite the Gare St-Lazare; *Terminus-Est*, adjoining the Gare de l'Est; *Terminus-Lyon* (R. 4/6, L. or D. 3/6), near the Gare de Lyon; *Terminus-Nord*, near the Gare du Nord. — **HOTELS DE LUXE** (approx. charges, R. from 15/, D. from 7/6). *Carlton*, *Claridge's*, Av. des Champs-Élysées; *de Crillon*, Place de la Concorde; *Majestic*, Av. Kléber; *Mercedès*, Rue de Presbourg; *Maurice*,

Rue de Rivoli; *Mirabeau*, Rue de la Paix; *du Rhin*, *Ritz*, *Vendôme*, Place Vendôme; *Westminster*, Rue de la Paix. — **LARGE FIRST-CLASS HOTELS** (approx. charges, R. from 7/6, D. from 7/6). *D'Albe*, Av. des Champs-Élysées; *Beau-Site*, Rue de Presbourg; *des Capucines*, Boul. des Capucines; *Chatham*, Rue Daunou; *Continental*, Rue de Castiglione; *de France et de Choiseul*, Rue St-Honoré; *Grand*, Place de l'Opéra; *des Îles-Britanniques*, Rue de la Paix; *Louvois*, Rue Lulli; *Lutétia*, Boul. Raspail (left bank); *Régina*, Place Rivoli; *Vouillemont*, Rue Boissy d'Anglas. — **OTHER HOTELS ON THE RIGHT BANK.** *Adelphi*, 6 Rue Taitbout; *Bergère et Maison-Blanche*, 32 Rue Bergère; *de Castille*, Rue Cambon; *Cecilia*, 5 Av. MacMahon; *Columbia*, Av. Kléber; *de la Grande-Bretagne*, Rue Caumartin; *de Malte*, Rue de Richelieu; *Moderne*, Place de la République; *Oxford et Cambridge*, 221 Rue St-Honoré; *Roblin*, Rue Chauveau-Lagarde; *Royal*, Av. Friedland; *Ste-Marie*, Rue de Rivoli; *St-Petersbourg*, Rue Caumartin; *de la Tamise*, Rue d'Alger; *de l'Univers et du Portugal*, Rue Croix-des-Petits-Champs; *Vignon*, Rue Vignon. — **HOTELS ON THE LEFT BANK.** *Cluny-Square*, Boul. St-Michel; *du Conseil-d'État*, Rue de Lille; *Jacob*, Rue Jacob; *Lutétia*, see above; *du Palais-d'Orsay*, see above; *du Quai-Voltaire*, Quai Voltaire; *Trianon-Palace*, Rue de Vaugirard, near the Boul. St-Michel.

Restaurants. Good restaurants of every class, representing a wide range in charges, abound in Paris, and it may be noted that meals at nearly all the hotels are open to non-residents. The following is only a brief selection.

RESTAURANTS DE LUXE. *Café de Paris*, 41 Av. de l'Opéra; *Henry*, 30 Rue St-Augustin; *King George*, 4 Place Vendôme; *Larue*, 3 Place de la Madeleine; *Meurice*, 228 Rue de Rivoli; *Montagné*, 5 Rue de l'Echelle; *Voisin*, 261 Rue St-Honoré, *Voiney-Chatham*, 16 Rue Volney. — **RESTAURANTS IN AND NEAR THE GRANDS BOULEVARDS.** *Boilaive*, Rue Geoffroy-Marie; *Café Cardinal*, 1 Boul. des Italiens; *Drouant*, 18 Rue Gaillon; *Grand-Vatel*, 275 Rue St-Honoré; *Lucas*, 9 Place de la Madeleine; *Marguery*, 33 Boul. Bonne-Nouvelle; *Noël-Peters*, 5bis Boul. des Italiens; *Ollivier*, 34bis Av. de l'Opéra; *Poccardi*, 9 Boul. des Italiens; *Prunier*, 9 Rue Duphot; *Weber*, 21 Rue Royale.

— **OTHER RESTAURANTS ON THE RIGHT BANK.** *Bœuf à la Mode*, 6 Rue de Valois; *Café de Rohan*, Place du Palais-Royal; *Durand*, 27 Av. Victor-Hugo; *Duval*, 194 Rue de Rivoli; *l'Escargot*, 38 Rue Montorgueil; *Fouquet*, 99 Av. des Champs-Élysées; *Garnier-Perroncel*, 17 Rue du Havre, near the Gare St-Lazare; *Niel*, 1 Av. Niel; *Quatre Sergents*, Place de la Bastille. — **RESTAURANTS ON THE LEFT BANK.** *Foyot*, 33 Rue de Tournon; *Lapérouse*, 51 Quai des Grands-Augustins; *de la Légion d'Honneur*, 282 Boul. St-Germain; *des Sociétés Savantes*, 8 Rue Danton; *Tavernes du Palais*, 5 Place St-Michel; *de la Tour d'Argent*, 15 Quai de la Tournelle; *de Versailles*, 171 Rue de Rennes. — The best known of the good and comparatively inexpensive à la carte restaurants known as 'restaurants de bouillon' are the *Établissements Duval*, *Boulant*, *Charrier*, etc., which have branches in every district.

Cafés, an attractive and characteristic feature of French town life, are to be found everywhere in Paris, but are most numerous and popular on the Grands Boulevards, or, on the Left Bank, in the Boulevard St-Michel.

Cabs. The tariff for taximeter motor-cabs is 1 fr. for the first 400 mètres (c. 450 yds.), then 25 c. for every 200 mètres; for waiting, 1 fr. for 3 min., then 25 c. for every 1½ min. Each article of luggage carried outside 1 fr. (maximum 3 fr.). Higher charges at night.

Omnibuses and Tramways halt only at recognized stopping-places. Except on some of the suburban tramways there are no outside seats, but passengers may stand on the 'plate-

forme arrière' behind, where smoking is permitted. During the most crowded hours it is essential to take a 'numéro d'ordre' (numbered ticket) from the apparatus at the stopping-place; this establishes the order of precedence in entering the vehicle. Fares (within Paris): 1st class, 75 c. for one section, 1 fr. for two; 2nd class, 50 c., 75 c.

Underground Railways. The elaborate and convenient system of electric railways beneath Paris includes the lines of the *Métropolitain* ('Métro') and of the *Nord-Sud*. The halts are very brief and there is frequent overcrowding. The fares (1st cl. 1 fr.; 2nd cl. 60 c.) are the same for any distance, including all necessary changes. The 1st class carriages (red) are in the centre of the train. Smoking is nowhere allowed.

River Steamers ply up and down the Seine within Paris from *Maisons-Alfort* (E.), with *Suresnes* (W.), with numerous intermediate piers. Fares 20-60 c. per section (double fares on Sunday).

Amusements. The numerous THEATRES of Paris give performances nightly (except at the Opéra), including Sun., at 8 or 8.30, and matinées starting at 1 or 2 are almost universal on Sun. and frequent on Thurs. and Sat. The journal 'Comœdia' publishes details as to prices, etc. Evening dress is usual but not 'de rigueur' in the stalls and boxes. The most notable homes of Opera are the *Opéra* and the *Opéra-Comique*; of classical plays, the *Théâtre-Français* and the *Odéon*; of modern comedy and drama, the *Théâtre-Français*, *Gymnase*, *Renaissance*, *Porte-St-Martin*, *Athénée*, *Antoine*, and *Théâtre de Paris*; and of farce, the *Palais-Royal* and *Bouffes-Parisiens*. — The leading MUSIC HALLS and CAFÉS-CONCERTS are the *Folies-Bergère*, *Olympia*, *Casino de Paris*, *Champs-Élysées*, and *Ambassadeurs* (summer only), and the *Concert Mayol*.

Post Office. Letters addressed 'poste restante' (tax 30 c.), without mention of a special post-office, should be called for at the *Hôtel des Postes* 48-52 Rue du Louvre. — The TELEGRAPH OFFICES at the Bourse, and at 103 Rue de Grenelle, near the Invalides, are open day and night.

British Embassy, 39 Rue du Faubourg-St-Honoré; **Consulate General**, 7bis Rue Lord Byron, near the Place de l'Étoile; **Passport Office**, 3 Rue de Chaillot. — **Representatives**

of Australia, 6 Rue Halévy; Canada, 17 Boul. des Capucines; Irish Free State, Rue Georges-Ville. — United States Embassy, 5 Rue de Chaillot; Consulate General, 1 Rue des Italiens; Passport Office, 18 Rue de Tilsitt. Police Headquarters, 7 Boulevard du Palais, on the Ile de la Cité. Lost Property should be enquired for at the Préfecture de Police, 1 Rue de Lutèce

(10-4); for property lost on the Métro apply at Palais-Royal station. Hours of Admission to Collections, Galleries, etc. (p. 9). Special attention should be paid to the notes in the fourth column in the following table; the majority of Paris collections are closed on Monday. The most important collections, etc., are indicated by heavier type.

The key to the topography of Paris is a straight line drawn roughly from W. to E., just N. of the Seine, following the Avenues des Champs-Élysées, Rue de Rivoli, Rue St-Antoine, and Rue du Faubourg-St-Antoine, and cutting Paris into two approximately equal parts. To the N. of this line the Grands Boulevards form an irregular semicircle from the Place de la Concorde to the Place de la Bastille, while to the S. a smaller arc is described by the Boulevard Henri-IV and the Boulevard St-Germain. The heart of Paris lies within the oval thus defined. The main N. to S. artery of traffic is formed by the Boulevards de Strasbourg, de Sébastopol, du Palais, and St-Michel.

THE GRANDS BOULEVARDS FROM THE PLACE DE LA CONCORDE TO THE PLACE DE LA BASTILLE. From the *Place de la Concorde, one of the largest and most beautiful squares in the world, the Rue Royale leads N. to the 'classic' church of the Madeleine (1842), in the Place de la Madeleine, where the Boulevards proper begin. The Boulevard de la Madeleine, running E., is continued by the aristocratic Boulevard des Capucines, the centre of club-land and journalistic activity. Midway along its course is the busy Place de l'Opéra with the façade of the sumptuous Opéra (1861-75) as its architectural background on the left. The Avenue de l'Opéra leads S. from here to (c. ½ m.) the Place du Théâtre-Français (p. 10) and the Palais-Royal (p. 10). The Boulevard des Italiens, which continues the line of the boulevards to the E., is the liveliest of them all. The Rue Laffitte, on the left, leads N. to Notre-Dame-de-Lorette, beyond which is the hill of Montmartre, crowned by the basilica of the Sacré-Cœur. On the S. side is the Opéra-Comique, rebuilt in 1899 after a fire. The short Boulevard Montmartre is the favourite haunt of the Parisian actor. As we proceed E., viâ the Boulevard Poissonnière and the Boulevard de Bonne-Nouvelle, the crowd begins to thin. The Porte St-Denis, a triumphal arch erected in 1671, commemorates the victories of Louis XIV in Germany and Holland. The short Boulevard St-Denis is crossed by the busy thoroughfare formed by the Boulevards de Strasbourg (l.) and de Sébastopol (r.), the former leading to the Gare de l'Est and the latter to the Châtelet. Beyond the Porte St-Martin, another triumphal arch of Louis XIV (1674), the Boulevard St-Martin leads past numerous theatres to the

†Closed on Monday.	Sunday.	Week Days.	Free unless otherwise stated.
†Archives Nationales -	1-4	12-4	Sun. and Thurs. only.
†Balzac's House -	1-5	1-5	2 fr.; Sun. and Thurs. free.
†Beaux-Arts, École des -	12-4	—	—
†Bibliothèque Nationale -	—	9-12, 1.15-4	Medals Thurs. and Sat. only.
Bourse -	—	12-4	Business ends at 3 p.m.
Chambre des Députés -	10-5	10-5	In vacation.
†Chantilly, Château de -	1-5	1-5	2 fr.; Sat., Sun., and Thurs. only; closed in winter.
†Conciergerie -	10-12, 1.30-4	10-12, 1.30-4	2 fr.; Sun. and Thurs. aft. free.
Fontainebleau, Pal. de -	11-4, 5	11-4, 5	1 fr.; gardens all day.
Gobelins, Manuf. des -	1-4	1-4	1 fr.; Sun. and Thurs. free.
Hôtel de Ville -	2-4	2-4	—
†Institut de France -	—	2-4	Tues. and Wed. only.
†Invalides -	1-4, 5	1-4, 5	2 fr. on Tues. and Wed.; closed Sat.
†Jardin des Plantes (Menagerie) -	11-4, 5	11-4, 5	2 fr.; Sun. and Thurs. aft. free; closed on Mon. and Wed.
†Maisons-Laffitte, Chât. -	10-12, 2-4, 5	10-12, 2-4, 5	2 fr.; Sun. and Thurs. aft. free; closed on Fri. morn.
†Malmaison, Chât. de -	10-12, 1-6	10-12, 1-6	2 fr.; Sun. and Thurs. aft. 50 c. Winter 11-12, 1-4.
†Mint -	—	1-3	Tues. and Thurs. only.
Musée des Arts Décoratifs -	10-4, 5	10-4, 5	2 fr.; Sun. free.
† " des Arts et Métiers -	10-4	12-4	Closed on Fri.
† " Carnaulet -	10-4, 5	10-4, 5	2 fr.; Sun. and Thurs. aft. free; closed Tues. morn.
† " Cernuschi -	10-4, 5	10-4, 5	—
† " de Cluny -	10-4	10-4	2 fr.; free Sun. and Thurs. aft.
† " d'Ennery -	1-4, 5	1-4, 5	Sun., Tues. and Thurs. only; closed in Aug.
† " Galliera -	10-4, 5	10-4, 5	2 fr.; free Sun. and Thurs. aft.; closed Tues. morn.
† " Guimet -	12-4, 5	12-4, 5	2 fr.; free Sun. and Thurs.
† " Gustave-Moreau -	10-4, 5	10-4, 5	2 fr.; free Sun. and Thurs. aft.
† " Henner -	10-4	10-4, 5	—
† " Instrumental -	—	2-4	Mon. and Thurs. only.
† " Jacquemart-André -	1-4	1-4	2 fr.; Sun. free; closed Tues. and Sat.
† " du Louvre -	9-5.30	9-5.30	2 fr.; free Sun. and Thurs. aft.
† " du Luxembourg -	10-4, 5	10-4, 5	—
" de l'Opéra -	—	1-4	Closed in July and Aug.
" Rodin -	1-4, 5, 6	1-4, 5, 6	2 fr.; Sun. free.
† " Victor-Hugo -	10-4, 5	10-4, 5	2 fr.; free Sun. and Thurs. aft.
† Notre-Dame, Towers -	9-4, 5	9-4, 5	2 fr.; free Sun. and Thurs. aft.
† Panthéon -	10-4, 5	10-4, 5	2 fr.; Sun. and Thurs. aft.
† Petit-Palais -	10-4, 5	10-4, 5	free; closed Tues. morn.
St-Denis, Tombs -	12-4, 5	12-4, 5	Gratuity. Basilica all day.
† Sainte-Chapelle -	10-12, 1.30-4, 5	10-12, 1.30-4, 5	2 fr.; Sun. and Thurs. aft. free.
† St-Germain, Musée -	10-4, 5	2-4, 5	2 fr.; Sun. and Thurs. free.
Sèvres, Musée -	10-4, 5	1-4, 5	1 fr.; free Sun. and Thurs. aft.; closed Sat.
† Trocadéro, Casts -	10-4, 5	10-4, 5	2 fr.; free Sun. and Thurs. aft.; closed Tues. morn.
† " Ethnographical -	12-4, 5	12-4, 5	Sun., Tues., Thurs. only.
Museum -	10-4, 5	10-4, 5	2 fr. Sun. and Thurs.
† Versailles, Palais de -	10-4, 5	10-4, 5	3 fr. aft. free.
† " Trianons -	11.30-5.30	11.30-5.30	2 fr.; free Sun. and Thurs. aft.; War Museum, 1-4, 5.
† Vincennes, Château de -	10-4, 5	10-4, 5	—

Place de la République, in which rises the striking *Monument de la République* (1883). From the square the less attractive *Boulevards du Temple, des Filles-du-Calvaire*, and *Beau-marchais* lead S. to the *Place de la Bastille*, where the semicircle of the boulevards ends. This Place occupies the site of the *Bastille*, a redoubtable stronghold and state-prison, whose fall on July 14th, 1789, is annually celebrated by the *Fête Nationale*. The *July Column* here commemorates the victims of the Revolution of July 1830.

FROM THE PLACE DE LA CONCORDE TO THE BASTILLE BY THE RUE DE RIVOLI. From the Place de la Concorde the *Rue de Rivoli* runs S.E., skirting the N. side of the *Jardin des Tuileries*, which intervenes between it and the river. The E. portion of these formal gardens occupies the site of the Palace of the Tuileries, destroyed in 1871. The *Arc de Triomphe du Carrousel* was formerly the main entrance to the palace courtyard. — The Rue de Rivoli now skirts the N. side of the ****Louvre**, where artistic and archaeological collections of world-wide fame are housed in one of the largest and most magnificent palaces in the world, the construction of which extended over three centuries from c. 1546. In the Place du Palais-Royal to the N. of the Louvre are the *Théâtre-Français* or *Comédie-Française* (1786-90) and the **Palais-Royal**, dating in part from 1629-34. Opposite the E. entrance of the Louvre is the church of *St-Germain-l'Auxerrois* (13-16th cent.), from the tower of which was rung the signal for the massacre of St. Bartholomew in 1572. The Rue de Rivoli runs on E., past the *Place du Châtelet* (r.), an approach to the Cité (p. 11), and the graceful *Tour St-Jacques* (1508-22), to the **Hôtel de Ville** (1874-84), just E. of which is the church of *St-Gervais-St-Protais* (16th cent.), the first building in Paris to be struck by a German shell in 1918. The region between our main thoroughfare and the river at this point abounds in fine old mansions of the 16-17th centuries. The Rue de Rivoli is continued by the picturesque *Rue St-Antoine*, from the N. side of which the Rue de Sévigné leads to the ***Musée Carnavalet**, with collections illustrating the history of Paris, and the Rue Birague to the ***Place des Vosges**, one of the most charming relics of 17th cent. Paris, containing the *Musée Victor-Hugo*.

THE CENTRAL QUARTERS. The quarters between the Boulevards and the Louvre are traversed from W. to E. by three main thoroughfares. On the N. the Rue du Quatre-Septembre leads from the Place de l'Opéra to the **Bourse** or *Stock Exchange* (1808-27), beyond which its line is continued by the Rue Réaumur to the ***Conservatoire des Arts et Métiers**, the Science Museum of Paris. In the centre the Rue des Capucines and the Rue des Petit-Champs lead from the Boul. des Capucines, across the Avenue de l'Opéra, to the ***Bibliothèque Nationale**, with 3½ million books and a fine

collection of medals and gems. On the S. is the long and interesting Rue St-Honoré. Between this street and the Rue des Capucines, on the N., is the dignified *Place Vendôme* (c. 1700), with the *Vendôme Column* (1806-10), whence the Rue de la Paix, famous for its luxurious shops, runs N. to the Place de l'Opéra. Farther E. the Rue St-Honoré passes the front of the Palais-Royal (see above), and ends near the **Halles Centrales** or *Central Markets*, to the S.E. of which is the beautiful ***Fontaine des Innocents** (1550). Just E. of the Halles the broad Boul. de Sébastopol runs N. and S., and in the region to the E. are the *Hôtel de Rohan* (1712) and the **Archives Nationales** or *Record Office*, in the *Hôtel de Soubise* (1706-12), surrounded by the once fashionable streets of the curious old *Quartier du Temple*.

FROM THE PLACE DE LA CONCORDE TO THE ARC DE TRIOMPHE. The centre of this fashionable quarter is traversed by the broad *Avenue des Champs-Élysées*, offering a magnificent vista closed by the ***Arc de Triomphe** (1806-36), the largest triumphal arch in the world, in the centre of the *Place de l'Étoile*. In the E. half of its course this avenue passes through a spacious park, with the *Palais de l'Élysée*, the official residence of the President of the Republic, on the right, and on the left the **Petit-Palais**, containing the art collections of the city of Paris, and the **Grand-Palais**, used for annual art exhibitions.

The Place de l'Étoile is the meeting-point of twelve broad avenues, flanked by opulent mansions. The fashionable Avenue du Bois-de-Boulogne, and the Avenue de la Grande-Armée, which extend thence westwards, are approaches to the *Bois de Boulogne*, in which are the race-courses of *Auteuil* and *Longchamp*. — The quarter to the N. of the Champs-Élysées is intersected by the Avenue Friedland and the Boulevard Haussmann, a broad modern thoroughfare which leads back to the Opéra (p. 8). The ***Musée Jacquemart-André**, at No. 158 Boulevard Haussmann, illustrates French and Italian Renaissance art and French art in the 18th century. Farther N. again are the wealthy quarters round the *Parc Monceau*, whence we may reach *Montmartre* by the line of the *Outer Boulevards*.

THE ISLANDS IN THE SEINE AND THE LEFT BANK. The *Ile de la Cité*, the oldest part of Paris, may be reached from the Place du Châtelet (p. 10) via the Pont au Change. On the right of the Boulevard du Palais, the continuation of the bridge, is the huge **Palais de Justice** (mostly 18th cent.), incorporating the beautiful 13-14th cent. ***Sainte-Chapelle** (stained glass) and the old prison of the *Conciergerie*. At the E. end of the island is the ****Cathedral of Notre-Dame**, built in the 12-14th centuries. The most beautiful features of the interior are the three great rose-windows (13th cent. glass), the 17th cent. stalls, and the choir-screen of 1351.

The towers command a fine *View of Paris. Behind the cathedral a bridge crosses an arm of the Seine to the *Ile-St-Louis* with its quiet 18th cent. streets. From the farther end of this island we may reach the Place de la Bastille (p. 8) by the Boul. Henri-IV, or we may cross to reach the left bank at the beginning of the Boulevard St-Germain.

The Boulevard St-Germain describes a shallow curve towards the W. and soon reaches the Cluny Gardens, in which stands the ***Musée de Cluny**, housed in a beautiful 15th cent. mansion. The museum consists of a varied collection of the productions of ancient arts and crafts, and adjoins the ruins of the Roman *Palais des Thermes*.

To the N. of the Boulevard, on either side of the Rue St-Jacques, are the interesting churches of *St-Séverin* and *St-Julien-le-Pauvre*, while to the S. is the academic quarter, with the **Sorbonne** (1885-1900), the *Collège de France* (1610-1778), and the *Bibliothèque St-Geneviève* (1850). Opposite the last is the domed **Panthéon** (1764-90), the burial-place since 1791 of distinguished citizens of the Republic. A little to the E. is the picturesque part-Gothic, part-Renaissance church of *St-Étienne-du-Mont*.

Just beyond the Cluny Gardens the Boul. St-Germain intersects the *Boulevard St-Michel*, the chief street of the *Latin Quarter*, leading S. to the *Observatory*. On its W. side are the *Luxembourg Gardens*, in the N. part of which are the *Palais du Luxembourg*, now the seat of the French Senate, and the ***Musée du Luxembourg**, with a collection of modern French painting and sculpture. Nearly opposite is the *Théâtre de l'Odéon*. Hence we may return past the imposing church of *St. Sulpice* (1646-1777) to reach the Boul. St-Germain opposite the Romanesque church of ***St-Germain-des-Prés**, the oldest church in Paris.

To the W. extends the old-fashioned *Faubourg St-Germain* with many mansions of the old aristocracy. The boulevard traverses this quarter and strikes the river at the Quai d'Orsay, near the Pont de la Concorde, facing which is the **Chambre des Députés**, or *Palais-Bourbon* (1789), used as the House of Parliament since 1815. Farther W. along the quay are the *Foreign Ministry* and the *Esplanade des Invalides*, an open space ending on the S. in front of the façade of the **Hôtel des Invalides**, a home for disabled soldiers, which incorporates the ***Musée de l'Armée**, the church of *St-Louis* (1671-74), and the ***Dôme des Invalides** (1735) with Napoleon's tomb. Still farther along the Quai d'Orsay is the spacious **Champ de Mars**, laid out c. 1770 and made into a park in 1913-14. At the river end, opposite the Trocadéro, rises the **Eiffel Tower** or *Tour Eiffel*, the tallest structure in the world (984 ft.).

For numerous other places of interest in and near Paris, such as the *Mint*, the *École des Beaux-Arts*, the *Musée Guimet*, the *Musée Galliera*, the *Trocadéro*, the *Jardin des Plantes*, the *Gobelins Factories*, *Vincennes*, *St-Denis*, *Versailles*, *Chantilly*, *Malmaison*, *Fontainebleau*, *St-Germain*, etc., see the *Blue Guide to Paris*.

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8. ST-MALO, ST-SERVAN, AND DINARD

To ST-MALO from London via Southampton, see Rte. 6; from Jersey, 33 m., steamer 3 times weekly in 3 hrs., see p. 134; from Guernsey, once a week in 5 hrs.; from Paris via Rennes, 282 m. (456 km.), railway in 9½-11 hrs., or via Folligny, 246½ m. (397 km.) in 10-13 hrs.

To DINARD from St-Malo, see p. 15; from Paris via Rennes and Dol, 299½ m. (482 km.) in 9½-10½ hrs., via Folligny and Dol, 263½ m. (424 km.) in 12½-13½ hrs., or via Rennes and La Brohinière, 292½ m. (471 km.) in 12 hrs.

ST-MALO (13,087 inhab.), a Channel port and fortress and a frequented watering-place, occupies a granite promontory at the mouth of the Rance, opposite Dinard. The town proper, a maze of quaint and narrow streets of 17-18th cent. houses, is enclosed by walls. The narrow isthmus, known as *Le Sillon*, joining it to the mainland is flanked by docks on one side and by the broad sandy beach on the other; seaward the view is varied by an archipelago of rocky islets. Modern suburbs connect St-Malo with Paramé and St-Servan. The tides in this region rise to 45-50 ft. above low-water mark, owing to the influx of the Atlantic Ocean tide added to that of the Channel.

Quay (Pl. D 2) of the Southampton and Jersey steamers, near the Grande-Porte. RAILWAY STATION (St-Malo-St-Servan, Pl. E 2), ¼ m. E. of the town.

Hotels. *HÔT. DE FRANCE ET CHATEAUBRIAND, Place Châteaubriand, pens. 10; DE L'UNIVERS, Place Châteaubriand, pens. 10; *FRANKLIN, on the sea-front, near the

Casino; DE LA DIGUE; DE COURTOISVILLE, Av. Carnot; DU CENTRE ET DE LA PAIX, 6 Rue St-Thomas, pens. 9; *CENTRAL-BENOIT, 12 Grande-Rue, D. 2/6, pens. from 7; DU LOUVRE, 9 Rue Boursain; JACQUES-CARTIER, Chaussée du Sillon; DE L'ARRIVÉE, near the station. Several of the principal hotels are closed in winter.—PENSIONS. *Bel Air*, 9 Rue de la

Victoire; *Villa Jersey*; *Casa Bella Vista*, St-Hilaire, on the Digue; etc.

Restaurants. Continental, Place Châteaubriand, in summer only; *Au Rocher-de-Cancalle*, near the fish market; *de la Duchesse-Anne*; several restaurants on the inner face of the town walls, near the Place Châteaubriand.—CAFÉS in the Place Châteaubriand.

Post Office, Square Duguay-Trouin, near the prefecture.—SYNDICAT D'INITIATIVE, 3 Rue de Dinan (Pl. C 2).—BANKS. *Banque de France*, 5 Rue d'Asfeld; *Société Générale*, Place Broussais; etc.

Conveyances. CABS from the steamer quay to the railway station, 15 fr.; outside porter, 5 fr.—TRAMWAYS to St-Servan and to Paramé and Cancalle.—MOTOR COACHES

in summer to *Mont St-Michel*, *Cap Fréhel*, *Cancalle*, etc.—STEAM FERRY to Dinard, hourly (taking heavy luggage); to St-Servan.—MOTOR LAUNCHES ('vedettes') to Dinard, every ¼ hr. (1 fr. 75 c.) from the Cale de Dinan (Pl. D 2), and to Dinan (p. 23).

Steamers to Southampton, see p. 5; to Jersey, see p. 134. The service to St-Brieuc is suspended.—MOTOR LAUNCHES ('vedettes') via Dinard to Dinan (see p. 23) 10 fr., return 15 fr. 25 c.—Excursions in summer, see local announcements.

Amusements. Casino (Pl. D 1), with concerts, gaming-rooms, entertainments, etc.—Bands in the Place du Château.—*Sea-Bathing*, cabins 5 fr.—*Sailing Boats* for hire. The amusements of Dinard and Paramé are within easy reach.

History. The islet was in the 6th cent. a retreat of Abbot Aaron, who gave refuge to St. Maclou or Malo Malovius, a Welshman, one of the earliest bishops of Aleth (now St-Servan). St-Malo became the seat of the bishopric in the 12th cent., and was afterwards contested by the kings of France, the dukes of Brittany, and the English. From Henri IV's reign onwards its maritime power grew, thanks largely to the famous corsairs, whose depredations provoked reprisals by the English in 1693, 1695, and 1758 (under the 3rd Duke of Marlborough).

Many of the old mansions of the town were built from the spoils of privateering. The see was suppressed in 1790.—Among the many famous 'Malouins,' all of them born within "a space no greater than that of the Jardin des Tuileries," are Jacques Cartier (1494-1554), the first explorer of the coast of Canada; Porcon de la Barbinais (1639-81), the 'French Regulus,' who returned to die at Algiers, whence he had been liberated on parole; Duguay-Trouin (1673-1736), one of the greatest of French sailors; Robert Surcouf (1773-1827), another corsair, successful against English shipping in the Indian ocean; Mahé de la Bourdonnais (1699-1753), governor of the French East Indies, who captured Madras in 1746; Moreau de Maupertuis (1698-1759), the geometer and philosopher, whose quarrel with Voltaire is celebrated; François-René de Châteaubriand (1768-1848), the eloquent author of 'Mémoires d'Outre-Tombe'; and Félicité Robert de Lamennais (1782-1854), the independent religious writer.

The steamers from Southampton and Jersey are berthed in the tidal harbour (Pl. D 2), below the ramparts and near the W. end of the Boulevard Louis-Martin, which leads to the station. At the N. end of the quay is a tramway station for Paramé, Cancalle, etc., and beyond stands a bronze statue of Châteaubriand, by Aimé Millet, in front of the *Casino* (Pl. D 1). One of the twin gateways of the *Porte St-Vincent*, by which we enter the old town, dates from the early 18th cent.; the other, carved with armorial bearings and a Breton motto, is modern. On the right as we enter, beneath the walls of the old Castle (p. 16), is the PLACE CHATEAUBRIAND, bordered by hotels and cafés. The room in the Hôtel de France where Châteaubriand was born may be visited (portrait and arms). The Rue St-Vincent, opposite the Porte, is the chief business street of St-Malo and leads into the heart of the town. At No. 3 is the house of the Lamennais family. On the left is a turning leading to the picturesque fish market, and on the right, as we join the Rue Porcon-de-la-Barbinais, is the 16th

cent. timber house (No. 2, Rue Jean-de-Châtillon) in which Duguay-Trouin was born. An archway on the right as we ascend leads to the Rue Duveau and the cathedral.

The former **Cathedral** (Pl. D 1), now the church of *St-Vincent*, has a W. front of the Renaissance and 18th cent., and a 15th cent. central tower (view). The modern openwork spire was intended by Napoleon I as a gift for the Church of St-Malo at Dinan, but was erected here by mistake. The church is noteworthy for the contrast between the gloomy 12th cent. nave, with its massive pillars supporting early-Gothic vaulting, and the luminous and graceful square-ended choir of the early 14th cent., surmounted by a beautiful triforium with trefoiled arches, flanked by chapels. The aisles, with their chapels, were rebuilt in the style of the Renaissance and the 17th cent. The church contains paintings (scenes from the life of St. Malo, etc.), an ivory figure of Christ opposite the pulpit, and three marble statues by Schiaffino on the high altar. A mosaic at the entrance to the choir, presented by the Prime Minister of Quebec in 1891, commemorates Jacques Cartier's departure for Canada.

To the N.W. of the cathedral opens the dull Place de l'Hôtel-de-Ville, which is flanked on the N. by the **Hôtel de Ville** (1840). This contains the library and the *Musée* (open Sun. and Thurs. 1-4, or on application), a good collection of historical portraits and engravings and modern paintings. — In the Square Duguay-Trouin, S.W. of the Hôtel de Ville, are a statue of Duguay-Trouin (p. 15) and the *Post Office*.

At the highest point of the rock of St-Malo, a little N.E. of the square, is the *Chapelle St-Aaron* (1621), said to be built on the site of the original anchorite's cell (p. 15).

A ***TOUR OF THE WALLS** ($\frac{1}{2}$ hr.), which should not be omitted, may best be begun from the Place Chateaubriand (p. 15), behind the Hôtel Chateaubriand. On the right stands the old **Castle** (Pl. D 1; 9-10 and 2-3 or 4), now offices, quadrilateral in form, with a triangular annexe called 'La Galère' pointing outwards to the neck of the isthmus. The **GREAT KEEP** (adm. 2 fr.), overlooking the sea and forming part of the earliest town wall, was breached in 1378 by the Duke of Lancaster; it contains an interesting collection of memorials of St-Malo and St-Malo worthies: autographs of Chateaubriand, Surcouf, Cartier, and others; portions of the ship on which Jacques Cartier sailed for Canada in 1535; geological and natural history specimens, etc. The *Little Keep* dates from the 15th century. On the town side, dominated by the middle keep with its watch-turrets, is a high curtain flanked by the massive *Tour Générale* and *Tour Quiquengrogne*, built in 1498 by Anne of Brittany. Beyond the latter (1.), which derives its name from the duchess's proud inscription 'Qui qu'en grogne, ainsi sera, c'est mon bon plaisir,' the *Porte St-Thomas* gives access to the *Grande Plage* (Pl. D, E 1) with

its broad sandy beach, and to the rocky islet of the **Fort National**, accessible at low tide. We ascend a flight of steps to the ramparts, and follow them to the left past the *Tour Bidouane* (Pl. C 1) and over the *Porte des Champs-Vauverts*. On this side the walls date from the 14-16th cent., with few modifications.

From the *Plage de Bon-Secours* a causeway (passable at low tide only) leads to the *Grand-Bey* (Pl. C 1), on which is the granite **Tomb of Chateaubriand**, without inscription, and to the fortified *Petit-Bey* (Pl. B 1). The larger *Ile de Cézembre*, 2 m. out at sea (motor-launch excursions in summer) is said to have been a refuge of St. Brendan, the Irish saint (p. 49).

On the Square de la Hollande, the projecting bastion on the W. side of the town, stands a statue of Jacques Cartier (p. 15), by Bateau, erected in 1905 by Canadian subscriptions. The ***View** hence includes numerous jagged rocks and islets, with the forts of St-Servan and the promontory of Dinard on the other side of the harbour mouth. To the W., in the distance, is Cap Fréhel (p. 28). We pass the *Môle des Noires* (Pl. C 2) and skirt the S. wall of the town, dating from 1708-34 (restored). The *Porte de Dinan* opens on the quay of the same name (motor-launches to Dinard, see p. 15). Extensive harbour improvements are in process opposite this quay. The *Grande Porte* (Pl. D 1), with its castellated Gothic towers, close to the landing-quay of the Southampton steamers, offers a striking perspective view of the *Grande-Rue* and the cathedral spire. Thence we regain the *Porte St-Vincent* (p. 15) and the *Place Chateaubriand*.

From St-Malo to Dinan, see Rte. 10; to Dol and Rennes, see Rte. 9; to Mont St-Michel, see Rte. 31; to Paramé and Cancale, see p. 18; to Paris, see p. 14.

ST-SERVAN (*Victoria-Hotel*, pens. 10/; *du Casino*, pens. 8/6; *du Sémaphore*; *de la Rance*), a fortified town and quiet seaside resort (11,088 inhab.) with an English church, to the S. of St-Malo, on the estuary of the Rance, is reached by tramway (2 m.) via the railway station of St-Malo-St-Servan (p. 14). On the right are the dismantled **Fort de Naye** (Pl. D 3) and the curving *Anse des Sablons* (bathing), at the further end of which rises the *Fort de la Cité* (Pl. C 3) on the site of the Gallo-Roman town of Aleth (p. 15), commanding the mouth of the Rance. The Hôtel de Ville contains a few paintings; and the church of *Ste-Croix* (1746-1840) is decorated with modern frescoes. The S. side of the isthmus connecting the *Fort de la Cité* with the mainland is occupied by a naval port and arsenal, dominated by the **Tour Solidor** (gratuity), built in 1384 by Duke John IV of Brittany, which remains in spite of restorations a good example of 14th cent. feudal architecture. It consists of three castellated and loop-holed towers joined in triangular form. The interior, with noteworthy chimney-pieces and watchmen's recesses, was used as a prison in the Revolutionary and Napoleonic wars. From the small *Port-St-Père*, at the foot of the tower, motor-

launches (1 fr. 25 c.; taking motor cars) ply regularly to Dinard and La Vicomté (p. 19).

From Malo-St-Servan to Rennes, see Rte. 9.

FROM ST-MALO TO PARAMÉ AND CANCALE, 10½ m. (17 km.), electric tramway in 1 hr. Leaving the principal tramway station near the Porte St-Vincent (Pl. D 1), the tramway passes between the Casino and the sea and, with the *Grande Grève*, the bathing-beach, on the left, runs W. along the *Sillon* (p. 14). In the suburb of *Rocabey* the branch for St-Servan diverges on the right, but we proceed straight on.

2½ m. **Paramé** (4458 inhab.), with its firm sandy beach, its 'digue,' and its casino, is a fashionable resort, much frequented by sea-bathers in summer.

Hotels. *GRAND HÔTEL DE PARAMÉ, pens. from 10/, in summer only; DE LA PAIX, pens. 8/6; BRISTOL-PALACE and its annexe the HÔT. DE LA PLAGE, pens. 6/6; DUGUAY-TRUIN; INTERNATIONAL; DES BAINS; DE FRANCE; DE L'OcéAN; BRITANNIC; REGINA; NOTRE DAME-DES-GRÈVES;

MEMPHIS; DE LA DIGUE, etc. — Numerous pensions.

Amusements. Casino, including a theatre, café, gaming-rooms, etc., and adjoined by tennis courts. — *Horse Races* and *Tennis Tournaments* in the season.

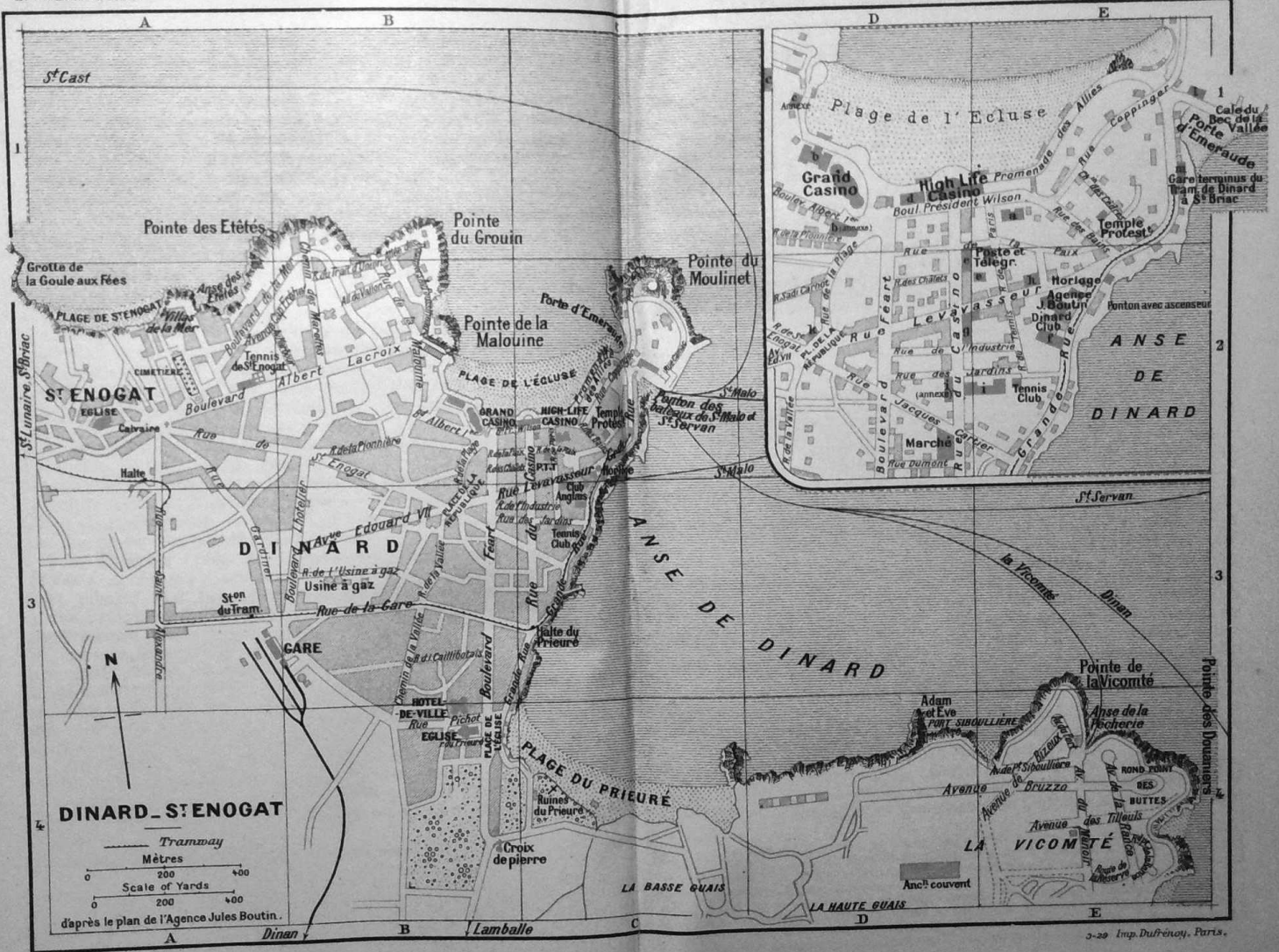
English Church.

The modern watering-place lies on the sea-front, with the casino nearly opposite the end of a short jetty. To the N.E., at the foot of the cliffs, is the 'plage' of *Rochebonne*. The tramway, quitting the sea, traverses the old town (*Paramé-Ville*), which lies inland on a hill.

Beyond *Rochebonne* a road (omnibus) goes on by the sea to (2 m. N.E.) the simple little resort of *Rothéneuf* (*Grand Hôtel*; *Terminus*; *du Centre*), situated on an almost land-locked bay, with firm sands, the special 'lions' of which are the rude rock-carvings made by Abbé Fouré, a local priest or hermit. Near the head of the haven is the picturesque Bois du Lupin, and on the E. shore is the sequestered hamlet of *La Guimorais* (*Bellevue*; *du Golfe*; *de la Guimorais*), within easy reach of three bays. To the S. of Rothéneuf, on the St-Ideuc road, is the ancestral home of Jacques Cartier.

Turning inland near *Rochebonne* the tramway follows the road from St-Malo to Avranches for some distance, then turns N. — 8 m. *St-Coulomb*. — 10½ m. **Cancale** (*Hôt. Du Guesclin*; *de la Poste*; *de l'Europe*; *du Centre*; pens. 6/6-10/), a fishing port (3463 inhab.), pleasantly situated on the bay of Mont Saint-Michel, is noted for its oysters and for the pretty headdress of the *Cancaleses*. The old town (*Cancale-Ville*) stands on the cliffs and the fishing-village (*La Houle*) on the picturesque quay at their foot. The oyster beds, replenished at the yearly 'Caravane,' in April, are exposed at low tide. From the jetty are seen (l.; off the *Pointe de la Chaine*) the black *Rochers de Cancale*, whose name occurs on so many inn-signs in France. Cancale may be reached from St-Malo also by motor-launch, while it lies 6 m. N.E. of the railway station of *La Gouësnière-Cancale* (p. 21).

A beautiful *View is obtained from the *Pointe du Grouin*, with its lighthouse, 4 m. N., at the W. extremity of the bay of Mont St-Michel.



L'Hermann del.

DINARD, at the mouth of the estuary of the Rance, opposite St-Malo, forms with the adjacent 'plage' of *St-Enogat* a commune of 7680 inhab., including a considerable English and American colony. The most fashionable of Breton summer seaside resorts, it is noted especially for its charming beach and cliff scenery and the mildness of its climate. It is becoming known also as a winter-resort, less expensive than in summer.

Hotels. HÔT. DE LA PLAGE ET DU CASINO (Pl. a; E 1), with an annexe in the town, DE DINARD, with the Hôt. de Britannia as annexe, ROYAL (Pl. b; D 1), DES TERRASSES (Pl. d; D 1), GRAND, Grande-Rue, GALLIC, new, well spoken of, CRYSTAL (Pl. c; D 1), all ranking as hotels de luxe; BRISTOL (Pl. e; D 2), DE PROVENCE ET D'ANGLETERRE (Pl. g; D 2), VICTORIA (Pl. h; E 2); WINDSOR (Pl. i; E 2); BELLEVUE; DE LA VALLÉE; DES BAINS; DE LA DIGUE; DE LA PAIX; EDOUARD-SEPT; DE LA POSTE; CHATEAUBRIAND; DES VOYAGEURS, etc.—Hotels at *St-Enogat*, see p. 20. — Numerous pensions.

Post Office (Pl. C 2), Rue de Paris.

Conveyances. CABS at the railway station or on the quay. — TRAMWAYS for *St-Enogat*, *St-Lunaire*, and *St-Briac* (p. 20) call at the station.

Motor Launches. The 'vedettes blanches' and 'vedettes vertes'

(white and green launches) ply regularly to *St-Malo* (comp. p. 15), to *St-Servan* (taking motor-cars), and to *Dinan* (comp. p. 23) and to *St-Cast* (p. 28). There are frequent excursions to *Cap Fréhel*, etc. Passengers' luggage is generally carried. — The steamers from *St-Malo* to *Jersey* (comp. p. 134) call at *Dinard*.

Motor Coaches to *St-Cast*, to *La Baule*, and to *St-Briac*. — MOTOR TOUR to *St-Brieuc*, *Morlaix*, *Brest*, *Quimper*, and *Vannes*, see p. xxviii. — MOTOR COACH at 1.30 p.m. on Mon., Wed., and Fri. in summer to *Cherbourg*, in connection with transatlantic liners (see p. 5; 4½ hrs.; 185½ fr.).

Amusements. *High-Life Casino* and *Grand-Casino*, with dramatic performances, concerts, gaming-rooms, etc. — HORSE RACING yearly in Aug. (2 days); regattas during the season. — GOLF LINKS at *St-Briac* (see p. 20).

English Church.

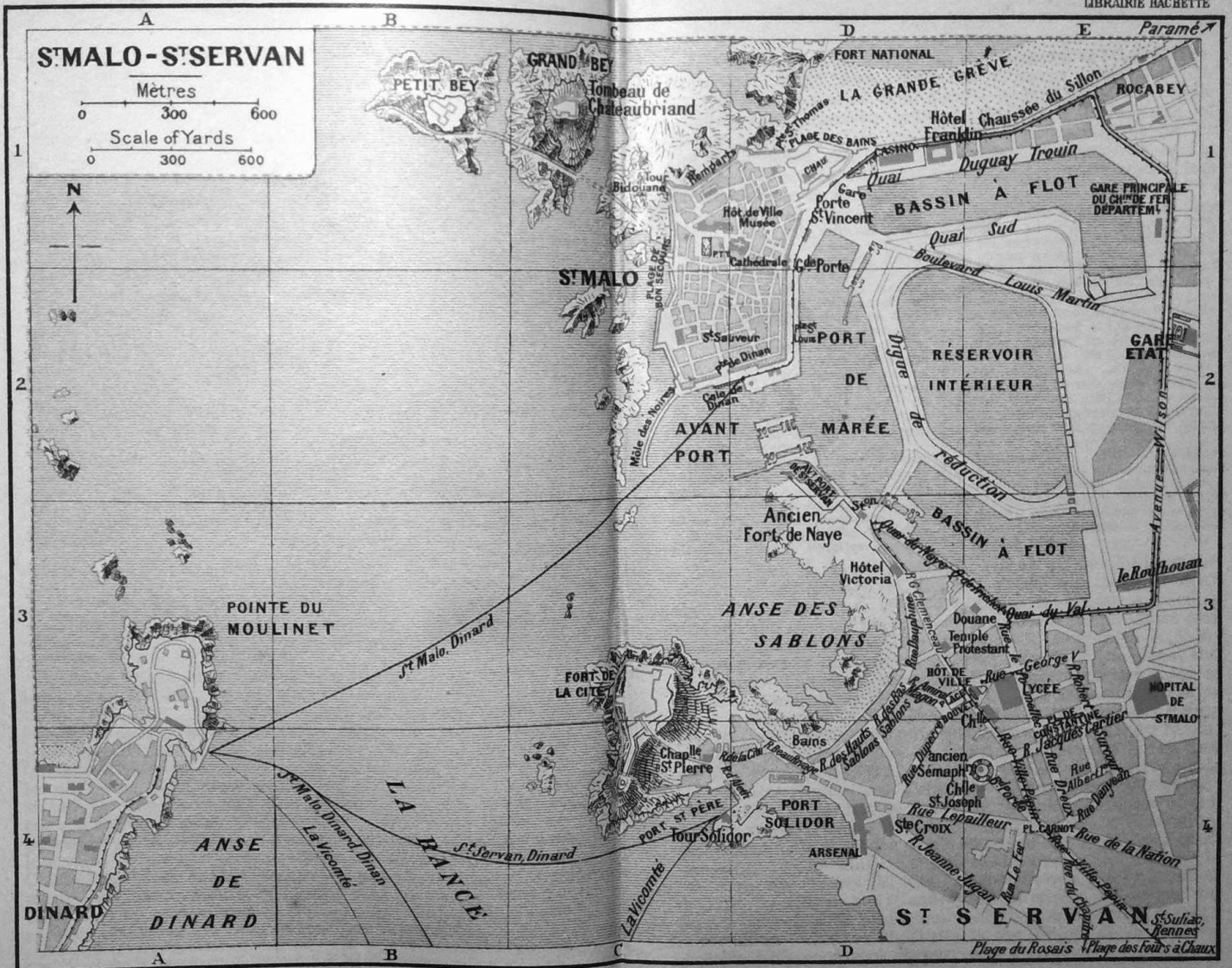
Passengers by boat disembark either at the foot of the *Carrefour de l'Horloge* (Pl. C 2, 3; green launches), or near the *Porte d'Emeraude* (Pl. C 2; white launches), a cutting through the rock at the neck of the *Pointe du Moulinet* (see below). The railway station of *Dinard-St-Enogat* (Pl. A, B 2), the terminus of the line from *Dinan*, is nearly ½ m. from the sea front. The main shopping throughfare of the town is the *Rue Levavasseur* (Pl. B 3, C 2). The fashionable life of *Dinard* is centred in the GRANDE-PLAGE or *Plage de l'Écluse* (Pl. B, C 2), a graceful semicircular bay with a sandy beach, bordered by a promenade on which stand several hotels and the two *Casinos* (Pl. B 2, C 2). On the W. are the *Pointe de la Malouine* (hotel) and *Pointe du Grouin* (fine cliff walks), and on the E. the bay is closed by the rocky isthmus of the *Pointe du Moulinet* (*View), with the *Porte d'Emeraude*. The Grande-Rue runs the whole length of the *Anse de Dinard*, the larger bay opening on the E. of the town. At its head is the *Plage du Prieuré* (Pl. C 4), named from a priory founded in 1324 by Oliver and Geoffrey de Montfort, of which the ruined chapel, with some tombs of the De Montfort family, is standing. Further E. (1 m.) is the *Pointe de la Vicomité* (hotels), with good rock scenery and a jetty (motor launches for *Dinan* and *St-Servan*).

FROM DINARD TO ST-ENOGAT, ST-LUNAIRE, and ST-BRIAC (3½ fr. return), 5 m., tramway in ¼ hr. from the Grande-Rue (Pl. C 2). — **St-Enogat** (*Grand Hôtel de la Mer*; *Michelet*, open all the year; *des Etrangers*, April–Oct.), the W. extension of Dinard, named from one of the early bishops of Aleth (comp. p. 15), is a resort of quieter character, frequented by families. The modern church has a 17th cent. belfry. The picturesque 'plage,' formed by a crescent bay, is overlooked by cliffs. To the W. of it a footpath leads to the *Grotte de la Goule-aux-Fées*, accessible from the beach at low tide; and on the small headland to the E., in terraces, are a number of 'villas de la mer,' occupied as hotel-annexes.

3 m. **St-Lunaire** (*Grand-Hôtel*, *Golf-Hôtel*, both of the first class; *d'Angleterre*; *Pens. des Deux Plages*, etc.) is another small but fashionable resort (786 inhab.; golf links), charmingly situated on the **Pointe du Décollé*, separating two bays with sandy beaches. The more frequented 'plage,' with a terrace and casino, is that on the E. of the headland. At its extremity, beyond the Trou du Décollé, is a rocky promontory with a lighthouse (restaurant and grotto). The old town, some distance inland, has a disused 11–16th cent. church with the tomb of St. Leonorius, a Welshman, said to have been the nephew of St. Briocus (p. 54), and several other 13–14th cent. monuments. Beside it stands a stone cross (14–15th cent.) with carved figures. — The tramway skirts the Plage de Longchamp, on the W. of the headland, and crosses the downs on which is the *Golf Course*.

5 m. **St-Briac** (*Hôt. des Panoramas*; *du Centre*; *de la Houle*; *de France*; several pensions), is a small fishing-port (594 inhab.) and favourite watering-place on the estuary of the Frémur. It is named after St. Briac, an Irish hermit of the 6th cent. (comp. p. 63). The hamlet of *La Chapelle*, to the N., the terminus of the tramway, lies midway between the two principal 'plages,' on the open sea and the estuary respectively; from the latter projects a miniature peninsula with a modern château. The old town, on a creek ¼ m. S., has a picturesque old mill and a modern church with a belfry of 1671. The estuary is dry at low tide and may then be crossed on foot to the opposite promontory, on which lies the little bathing resort of *Lancieux* (*Hôt. de la Plage*; *des Bains*). A bridge (in construction) over the Frémur will connect the tramway from St-Briac with the light railway on to (8 m. farther) *Le Guildo* (p. 28).

From Dinard to *Dinan*, see Rte. 10; to *Paris*, see p. 14.



L. Hermann, del.

3-20 Imp. Duffrenoy, Paris.

9. FROM ST-MALO TO DOL AND RENNES

RAILWAY, 51 m. (82 km.) in 1½-2½ hrs. (36 fr. 95, 24 fr. 95, 16 fr. 25 c.); to Dol, 14½ m. (23 km.) in 20-35 min. (10 fr. 35, 7 fr., 4 fr. 55 c.).

ROAD, 45½ m. (73 km.). — 2 m. *Paramé* (p. 18). — 12½ m. (20 km.) *Le Vivier* (see below). — 17½ m. (28 km.) *Dol* (see below). — 22½ m. (36 km.) *Combourg* (p. 23). — 31½ m. (50 km.) *Hédé* (see below). — The direct road to Rennes 44 m. (71 km.), runs S. via (9 m.; 14 km.) *Châteauneuf* and (27 m.; 44 km.) *Tinténiac* (see below) to (30 m.; 48 km.) *Hédé*, where it joins the preceding.

LIGHT RAILWAY TO RENNES, 49 m. (79 km.) in c. 4 hrs. This line, of little importance to tourists, starts at the Porte St-Vincent and runs close by the direct road for most of the way. — 3 m. *St-Servan* (p. 17). — 5½ m. *St-Jouan-des-Guérets* (p. 27). — 9½ m. *St-Suliac*, an attractive little village and port on the Rance, preserves the tomb of the Welsh St. Tysilio (fl. 600; St. Suliac in Breton) in its Gothic church. — 11½ m. *Châteauneuf* (Croix d'Or) is an old Breton village named from a ruined Renaissance château, which succeeded a castle destroyed in 1594. — Near (24½ m.) *Pleugueneuc* is the Château de Chesnay, once occupied by Lamennais (p. 15) and his disciples. — 30 m. *Tinténiac* (Hôt. du Nord) has a handsome modern church incorporating fragments of its 15th cent. predecessor. — 34½ m. *Hédé* (Hôt. de l'Écu), with a ruined castle and a well-preserved church of the 12th cent., lies c. 4½ m. E. of *Les Iffs*, a village notable for the fine stained glass in its 15th cent. church and for the castle of **Montmuran*, razed by Henry II. of England in 1168 but rebuilt in the 12-14th centuries. Du Guesclin, knighted in 1354 for his exploits in an affray before this castle, was girded with the sword and afterwards married Jeanne de Laval, his first wife, in the castle chapel (now replaced by a Flamboyant edifice). The castle later belonged to Admiral de Coligny, the victim of the massacre of St. Bartholomew in 1572. — 40½ m. *La Mézière* is the junction for (14½ m. N.W.) *Bécherel* (Hôt. du Centre), an elevated village commanding a wide view. — 49 m. *Rennes*, see Rte. 15.

St-Malo, see Rte. 8. The line runs S.E. through a typical Breton landscape, at first undulating. — 5½ m. *La Gouësnrière-Cancale*, the nearest railway station to *Cancale* (p. 18), which lies 6 m. N.E. (omnibus), is connected by a short branch line with (4½ m.) *Châteauneuf* (see above) and (6½ m.) *Miniac* (p. 23).

We cross the flat expanse of the MARAIS DE DOL, which, with its lines of windswept osiers, lies several feet below high water level. The 'marsh,' although submerged for more than 400 years, has long since been reclaimed from the sea; the embankment protecting it (20 m. long) was completed in the 18th century. From (8½ m.) *La Fresnais* an omnibus plies to *Le Vivier-sur-Mer* (Hôt. de France), a fishing-village with oyster beds, on the Bay of Mont St-Michel, 4 m. N.E. — On the right the plain is intersected by dykes; on the left rises the striking granite mass of Mont-Dol (p. 23).

14½ m. (23 km.) **DOL** (*Buffet*; *Hôt. de la Grande-Maison*, L. or D. 2/6), a quaint and characteristic Breton town (3827 inhab.) on the edge of the Marais de Dol, has a notable Gothic cathedral.

History. St. Samson or Sampson, a bishop who fled, according to legend, from the Saxon invaders of England, founded a monastery at Dol in the 6th century. Nominoé, who was here crowned king of the Bretons in 848, created the archbishopric, independent of Rome, and the town afterwards became the most important frontier fortress between Brittany and Normandy. William the Conqueror besieged it vainly in 1075, but Henry II. of England took it in 1164, and King John burned down the first cathedral (1203). The town sided with the Leaguers in the 16th cent., and with the royalists at the Revolution,

when the Vendéans gained one of their last victories here (1793). The walls were pulled down in the 18th cent., and the see was suppressed in 1790.

An avenue ($\frac{1}{4}$ m.) leads from the station to the interesting old GRANDE-RUE, which retains a few of its gabled and arcaded houses. The corn-merchant's shop almost opposite as we enter the street should be noticed. Below this (l.), overlooking a round pond, is the **Maison des Plais* or *des Palets*, one of the oldest dwelling-houses in France (11th cent.), a rare example of the domestic Norman Romanesque, with its original round-arched windows (bricked up) on the first story. Just over the way is another ancient house (Café Picrel) with a good doorway and pillars. Further down (l.) is the restored 'Maison de la Guillotière.'

The **Cathedral (St-Samson)*, a striking church mainly of the 13th cent., is interesting for the English character of its Norman-Gothic style. It occupies the site of the Romanesque church burned down by King John (see p. 21), and was remodelled in the 14-16th centuries. The severe W. front, much restored and scarcely worthy of the building, is flanked by two towers, of which that on the N. (*Vieille Tour*, rebuilt in 1520), although unfinished, is notable for the beauty of its gradation. The S. tower, of various periods, has a graceful 17th cent. corner-turret and lantern. The massive square tower above the crossing dates from the 14th century. A foliated cornice is the only ancient part of the square W. portal. A good general view of the building is obtained from the N., where it overlooks the ramparts. On the S. the main entrance is the *Grand-Porche*, the original date of which is indicated by the keystone bearing the arms of Bp. Cœuret (1405-29). Of good general design, this was ruthlessly restored in 1906, together with the charming *Petit-Porche* (13-15th cent.), on the left. — The NAVE is remarkable for the disposition of its pillars with their detached shafts, some of which are purely decorative. An arcaded triforium runs completely round the building; the clerestory is plain. — In the N. TRANSEPT is the interesting **Tomb of Bp. Thomas James (1482-1504)*, originally an important Renaissance work executed for a nephew of the bishop by the Florentine brothers Antoine and Jean Juste, who afterwards founded a celebrated school in Tours. It has been much mutilated, but preserves some beautiful friezes, including fantastic animals. The trefoil windows of both transepts bear the arms of 13-14th cent. warriors. — The CHOR, with well-restored 14th cent. stalls and a bishop's throne of the Renaissance, is enclosed by a rectangular ambulatory ending in a straight wall, with a **Stained Glass Window* (late 13th cent.) representing the Last Judgment with grotesque symbolism. The apsidal chapel is built slightly out of the straight.

Close to the road to Rennes, $\frac{1}{4}$ m. from Dol, rises the *Pierre du Champ-Dolent* (Campus Doloris), an imposing menhir, 32 ft. high above ground, probably set

up by the Celts before the Roman occupation, but fabled to mark the site of a legendary battle which had been ended by the falling of the stone from Heaven between the combatants upon the blood-drenched field.

Near the road to ($3\frac{1}{2}$ m.) *Le Vivier-sur-Mer* (p. 21; omnibus twice daily), c. 2 m. N.W. of Dol, rises **Mont-Dol* (200 ft.), a bold granite rock crowned by a modern chapel and a tower and commanding a remarkable view over the surrounding 'marais.' Once a Druid centre, then the site of a temple to Cybele or Diana, Mont-Dol was later the asylum of St. Malo, St. Sampson, St. Maglorius, and other apostles of Brittany; and it figures in the Bayeux tapestry. On one of the rocks is a footprint made by St. Michael as he sprang hence to Mont St-Michel. The village, with a 12-15th cent. church, lies on the S. slope.

FROM DOL TO DINAN, $17\frac{1}{2}$ m. (28 km.), railway in $\frac{1}{2}$ hr. — $2\frac{1}{2}$ m. *Roz-Landrieux*, station for ($2\frac{1}{2}$ m. S.) the beautifully situated Château de Beaufort. — At (5 m.) *Plerguer* is a menhir known as the 'Pierre du Domaine.' — $9\frac{1}{2}$ m. *Miniac*, beyond which we cross the light railway from St-Malo to Rennes, is also the junction for La Gouënière-Cancalle (p. 21). — Beyond ($11\frac{1}{2}$ m.) *Pleudihen* we cross the Rance by the Viaduc de Lessard (p. 27); good view of the estuary. — $13\frac{1}{2}$ m. *La Hisse*. We join the line from Dinard and cross the Argental. — $17\frac{1}{2}$ m. (28 km.) *Dinan*, see below.

From Dol to Pontorson and Mont St-Michel, see Rte. 31; to Coutances, see the *Blue Guide to Normandy*.

Beyond Dol we re-enter hilly country with many orchards and hedgerows, recalling the English southern counties. — $19\frac{1}{2}$ m. *Bonnemain*. We skirt the Etang de Trémigon (r.) with a château. — $24\frac{1}{2}$ m. *Combours (Hôt. de France; du Château)*, situated 1 m. W. of the station (omnibus), is a quaint old Breton town (1782 inhab.) with some 16th cent. houses. In the 11-15th cent. *Castle* (open on Wed., 1-5), on the shores of a lake, Chateaubriand passed his boyhood, as described in his 'Mémoires d'Outre-Tombe'; his room has been converted into a museum. — Beyond ($32\frac{1}{2}$ m.) *Montreuil-sur-Ille* we descend the fertile valley of the *Ille* and its canal, passing several small stations. — $42\frac{1}{2}$ m. *Betton*. To the E. is the Forêt de Rennes. We cross the *Ille* and skirt Rennes on the E. before joining the main line from Paris to Brest. — 51 m. (82 km.) *Rennes*, see Rte. 15.

10. FROM DINARD TO DINAN

RAILWAY, 13 m. (21 km.) in $\frac{1}{2}$ hr. (9 fr. 5, 6 fr. 40, 4 fr. 15 c.) — MOTOR LAUNCH ('vedette'), $17\frac{1}{2}$ m. (28 km.), from St-Malo in c. 2 hrs. (10 fr., return 15 fr. 25 c.). The direct ROAD (13 m.) is less picturesque than that (15 m.) nearer the left bank of the Rance.

Travellers who desire to make the excursion to Dinard and back are advised to go by railway and to return by river, for the sake of the view seaward.

Dinard-St-Enogat, see p. 19. The railway ascends the left bank of the Rance, at some distance from the estuary. — $3\frac{1}{2}$ m. *Pleurtuit* has a 14th cent. church tower. — 7 m. *Pleslin-Plouër*. At Pleslin, 2 m. W., is a line of white quartz menhirs. *Plouër* lies $2\frac{1}{2}$ m. E. of the station. — From ($10\frac{1}{2}$ m.) *St-Samson*, with its menhir, visits may be paid to the château of *La Conin-nais* (p. 27) and the ruined castle of *La Garaye* (16th cent.).

13 m. *DINAN*, an old walled town (9870 inhab.), with picturesque houses, two fine churches, and a castle, is finely situated on the edge of a tableland with a sharp declivity

towards a gorge of the *Rance*. Its position at the head of the estuary of the Rance, in a hilly and attractive Breton country, makes it a favourite centre for excursions. The English colony here, always large, has been reinforced since the War.

Hotels. DE LA POSTE (Pl. b; B 3), Place Du Guesclin, pens. 6/6; MARGUERITE (Pl. e; B 3), Place Du Guesclin, pens. 6/6; DE PARIS ET D'ANGLETERRE (Pl. c; B 1), Rue Thiers, pens. 6/6; DE BRETAGNE (Pl. a; A 2), Place Duclos, pens. 7/6; DE L'EUROPE (Pl. d; A 1), opposite the station, pens. 6/6.

Post Office (Pl. B 1), Rue Thiers. — SYNDICAT D'INITIATIVE, M. Latouche, Rue Clemenceau.

Conveyances. CABS from the station to the town, 6 fr.; to the quay, 8 fr. — MOTOR LAUNCHES for Dinard and St-Malo, see pp. 19, 15.

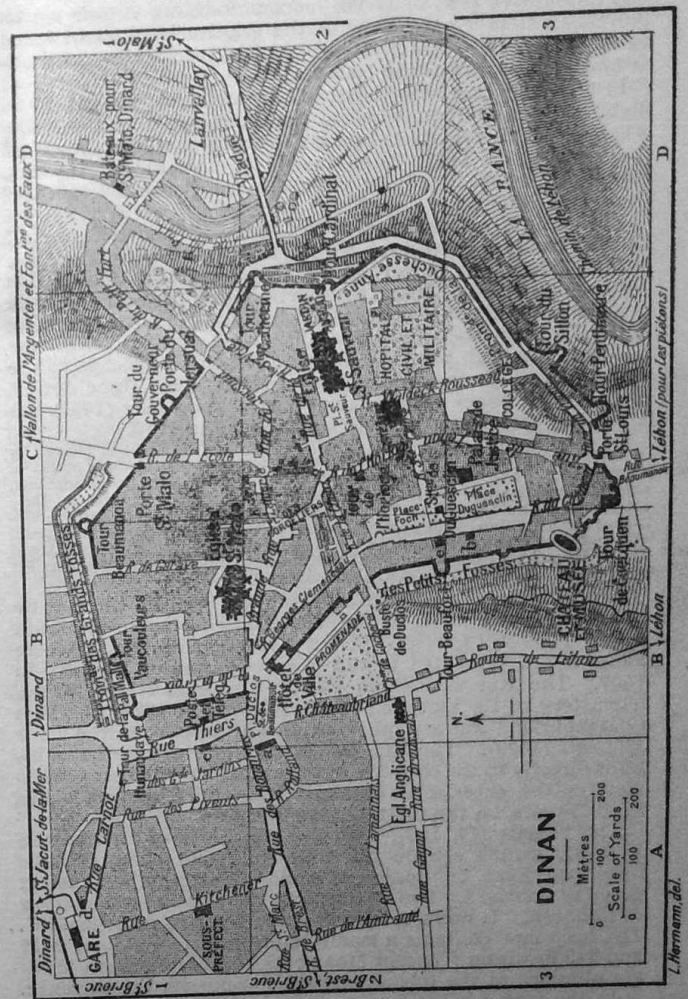
English Church (Pl. B 2), Rue Broussais.

History. Dinan, originally a feudal lordship, afterwards fortified by the dukes of Brittany, was attacked by the English in 1344 and 1364. On the first occasion the town was taken and burned; on the second occasion its fate was by agreement staked upon the result of a duel between a French and an English champion, and when Bertrand Du Guesclin vanquished Sir Thomas of Cantorbery, the English army withdrew. Henri IV occupied the town in 1598; and between 1643 and 1717 the Estates of Brittany met eight times at Dinan. During the War of American Independence a regiment of Irish rebels in the French service was quartered here. — Charles Pinot-Duclos (1704-72), author of the 'Secret Memoirs of the reigns of Louis XIV and Louis XV,' was a native of the town.

Passengers by 'vedette' from Dinard and St-Malo disembark at the old bridge (Pl. D 1; see below). — From the railway station (Pl. A 1) the Rue Carnot leads through a modern quarter to the *Promenade des Grands-Fossés* (Pl. B 1), on the N. side of the walls. The Rue Thiers (r.) ends at the *Place Duclos* (Pl. B 2), where a statue commemorates Jean de Beaumanoir, the Breton leader in the 'Battle of the Thirty' (comp. p. 31). The Hôtel de Ville in this square contains portraits of local worthies and a library. Behind it the *Promenade des Petits-Fossés* runs S., skirting the W. side of the *Town Walls, which date from the 13th cent. and later.

A circuit of the walls, which retain fifteen of their once more numerous towers and enclose a great part of the town, may be made in about an hour, and affords the best general view of the environs of Dinan.

From the *Place Duclos* we enter the old town by the *Grande-Rue*, in which rises the florid Gothic church of *St-Malo* (Pl. B 1), with a choir and transepts of 1490, a Renaissance portal, and a modern nave. The church contains two old granite fonts (one of them supported by a crouching Satan), a 17th cent. pulpit, and a score of charming 15th cent. credences in the chapels. In the *Place des Cordeliers*, farther on, is (1.) the 15th cent. gateway of the former *Couvent des Cordeliers*, now a school, with remains of late-Gothic cloisters. Here, and in the adjoining *Place de l'Apport*, on the S.E., are several striking old houses with wooden porches. The *Rue de la Lainerie*, continuing the *Grande-Rue*, leads into the crooked *RUE DU JERSUAL (Pl. C 1, 2), a picturesque 16th cent. street, ending at the *Porte du Jersual*, which dates from the 14th century. Outside the gate the equally quaint *Rue du Petit-Fort* descends to the old Gothic bridge (recently disfigured by the demolition of the middle arch) over the



Rance, near the quay for steamers and launches (see p. 24). The diminutive port of Dinan, accommodating vessels up to 100 tons, offers a good view of the granite Viaduct of Lannavalley (Pl. D 2; 130 ft. high), which carries the road to St-Malo and Dol over the Rance.

From the foot of the viaduct the town is regained by a flight of steps and a winding path, leading to the *Jardin Anglais* (Pl. C 2), which forms a terrace on the E. front of the ramparts (view). From the *Tour Cardinal*, at its S.E. corner, a road leads round the walls to the Porte St-Louis and the castle (see below).

The church of **St-Sauveur* (Pl. C 2), a Romanesque and Gothic building, preserves its original 12th cent. W. front, with a sculptured portal surmounted by a 15th cent. gable pierced by a Flamboyant window. The S. side of the nave is likewise a relic of the original Romanesque church (arcading and pillar-capitals); the charming florid Gothic chapel was added in the 15th century. All the remainder belongs to the latest Gothic period; in the apse (1507) even some details of the Renaissance may be remarked. The tower (1557) has a tall campanile in wood and slate, added in 1779.

In the interior the Romanesque S. wall of the nave (no aisle) is pierced by round-arched windows; the vaulting is wooden, and the modern pulpit of wrought iron. The N. aisle has a fine 15th cent. window, with the Evangelists, and four Breton saints below (SS. Mathurin, Armel, Yves, and Briec). Here is also a bénitier of the 12th cent., supported by four headless figures and containing carved fish within. The apsidal chapels have pendant keystones and graceful credences. A granite cenotaph in the N. aisle contains the heart of Bertrand Du Guesclin (d. 1380; comp. p. 24), with an inscription recording that his body rests "avec ceux des rois à Saint-Denis en France."

From the square in front of the church we gain the Rue de l'Horloge, a few steps to the W., named from the late 15th cent. *Tour de l'Horloge* (Pl. C 2; view; adm. 50 c.), where hangs a bell presented to the town by Anne of Brittany in 1507. The Rue de Léhon, passing the school (the former monastery of La Victoire; 1628, restored in 1877) of which Chateaubriand was a pupil, continues this street to the *Porte St-Louis* (1620). The Rue du Château (r.), within the walls, leads directly to the entrance of the castle, but the best general view of the exterior is obtained from the Promenade des Petits-Fossés, on the right, outside the gate.

The **Castle* (Pl. B 3), built by the dukes of Brittany in 1382-87, stands astride the town-wall, and comprises the huge oval *Keep*, or 'donjon of Anne of Brittany,' an ancient gateway flanked by two towers, and the massive round *Tour de Coëtquen*. It was a residence of the Duchess Anne in 1507. The keep now contains a small *Musée* (8-6 in summer, 9-12 and 2-5 in winter; except Mon.); tickets of admission (2 fr.) are obtained at the tobacconist's shop opposite the entrance.

In the former *Chapel*, with Gothic vaulting, are a curious little oratory and a stone seat known as 'Queen Anne's armchair.' — The *Salle du Duc* (24 ft. high) is adjoined by the

Salle des Gardes, in which are a monumental chimneypiece, the works of the former town clock (1498), stone carvings, and a case containing La Tour d'Auvergne's cartridge-box, a lock of Napoleon's hair, a key supposed to have been made by Louis XVI, and other relics. — The *Salle du Connétable*, on the third floor, has a small cell for the watchman and an anteroom for the gentlemen of the guard. One story higher are a look-out post and the armoury (good vaulting). — There is a splendid *View from the platform of the keep. — On the lower stories are the *Dining Hall* (containing sepulchral effigies), the *Domestic Offices*, and the gloomy *Dungeons*, including that of Gilles of Brittany (1446).

The Rue du Château leads N. to the Place Du Guesclin (Pl. B, C 3), in which is a statue (1902) of the hero, who is said to have won his fateful duel (p. 24) on this spot. On the right is the Palais de Justice.

About 1½ m. N. of the Porte St-Malo at Dinan is the *Fontaine Minérale*, in the wooded ravine of the Argenteil. — A turning 1 m. from Dinan, on the left of the road to Dinard, leads to the 15th cent. castle of *La Coninmais*, remodelled in the Renaissance style (adm. on Thurs. in summer). — *Léhon*, 1½ m. S. of Dinan, in the valley of the Rance, has an old bridge, a ruined 13th cent. castle whose enceinte encloses a modern chapel, and ruins of a priory, the church of which (restored) contains 15th cent. choir-stalls with painted panels and 14-15th cent. tombs of the lords and ladies of Beaumanoir. Hence Dinan may be regained by the river bank.

*FROM DINAN TO DINARD AND ST-MALO by river (comp. p. 23). There is a good retrospect of Dinan as we leave the Vieux-Pont. On the right is seen the *Château de Grillemont*, above a loop of the river which is cut off by a canal. Opposite *Taden* (l.) the river widens to ¼ m. — 4¼ m. *Ecluse du Châtelier*, at the head of the tidal estuary. We pass under the Viaduc de Lessard, which carries the railway from Dinan to Dol. — 7 m. *Mordreuc* (r.) gives name to a lake or 'plaine' into which the river presently widens. At its foot is a narrow strait, with a bridge to be opened in summer, 1928. The fine *Lac de St-Suliac*, nearly 2 m. wide, is next traversed. On the right is Mont Garrot (230 ft.), a bleak headland above St-Suliac (p. 21). — 10 m. *Le Mimihiç-sur-Rance* (l.), a little port. The estuary narrows to less than ¾ m. between the Pointe de Trigolay (l.) and the Bec de Puits (r.). We pass the *Ile aux Moines*, behind which is seen St-Jouan-des-Guérets (p. 21), and a glimpse of the sea is presently obtained. — Just beyond (12½ m.; 20 km.) *Ile Chevreil* a ferry connects *Jouvente* (l.) with the right bank. We round the Pointe de Cancaval and pass (l.) *La Richardais*. — 15½ m. *La Vicomté* (p. 19). On the right, opposite, is the *Rocher Bizeux* with St-Servan (p. 17). — 16½ m. *Dinard*, see p. 19. — 17½ m. (20 km.) *St-Malo*, see p. 14.

From Dinan to Dol (St-Malo, Rennes, Paris), see p. 23; via La Brohinière to Rennes (Paris), see p. 30; to Lamballe, see Rte. 11; to Floërmel (Questembert), see Rte. 12. — A light railway runs from Dinan to (21½ m.; 35 km.) *Collinée* (p. 56), joining the St-Brieuc line at Jugon (comp. p. 49).

II. FROM DINAN TO LAMBALLE

RAILWAY, 25½ m. (41 km.) in 1-1½ hr. (18 fr. 45, 12 fr. 45, 8 fr. 15 c.). — This is the final section of the railway from Lison (on the Paris-Cherbourg line) to Lamballe (on the Paris-Brest line), connecting the railway systems of Normandy and Brittany.

Dinan, see p. 23. — 5½ m. *Corsaul*. The numerous remains found near the village (1½ m. S.W.) suggest that it occupies the site of the capital of the Curiosolites, one of the chief tribes of Armorica in Caesar's time. In the church, to the right of the choir, is immured a Roman cippus, dedicated to Silicia by her son Januarius, whom she (emulating Monica, the mother of St. Augustine) had followed from Egypt.

A ruined octagonal tower, at *Haut-Bécherel*, 1 m. S.E., is perhaps the most notable Roman relic in Brittany and may represent the 'Fanum Martis' of the Theodosian Table. — About 1½ m. N.W. is the ruined castle of *Montafiant* (12th cent.).

10½ m. **Plancoët** (*Hôt. des Voyageurs*; *Restaurants* near the station), a small town (1332 inhab.) is picturesquely situated on the tidal *Arguenon*, c. 18 m. S.W. of Dinard by a good road. On the right bank of the river, close by, is the ancient mansion known as *Le Dôme*, in which the young Chateaubriand (p. 15) used to spend his holidays.

FROM PLANCOËT TO ST-CAST, 12 m. (20 km.), light railway in 1 hr., descending the valley of the *Arguenon*. — 3 m. *Créhen*, with the moated tower of the old castle of *La Touche à la Vache*. — 5 m. **Le Guildo** (*Hôt. des Pierres-Sonnantes*; *du Vieux-Château*) is noted for its group of 'ringing stones,' which give out a silvery note when struck. The picturesque ruined *Castle*, occupied in 1446 by Gilles de Bretagne and dismantled by Richelieu, occupies the traditional site of the house in which Prince Chramme and his family were burned alive in 559 (p. 109). To *Lancieux* and *St-Briac*, see below. — 8½ m. *Matignon*, where a line from Lamballe comes in (comp. p. 30). — 12 m. *L'Isle St-Cast* (*Hôt. d'Angleterre*). **St-Cast** (*Celtic Hôtel*, large, at *Penguin*; *Hôt. Royal Bellevue, Majestic*, pens. from 10; *Beauséjour, des Bains, de la Mer*, pens. from 9; *Marine, Menier, Ar-Vro*, pens. 7/6), a growing and somewhat scattered resort (2152 inhab.) includes a fishing port (*Isle St-Cast*) and a charming wooded 'plage' (*Garde St-Cast*), at the N. and S. ends of a sandy bay, as well as *St-Cast* proper, an old town a little inland, with the 12th cent. belfry of a disused church. A column near the last commemorates the victory of 1758, when a strong landing party from an English fleet was decimated by the troops of the Duc d'Aiguillon. At *Penguin*, near *St-Cast*, is a golf course (18 holes). — The chief excursion from *St. Cast* is that to ***Cap Fréhel** (236 ft.; restaurant), with its superb red granite cliffs and curious caves. The cape, 6 m. N.E. may be reached by railway to *Plévenon* (2½ m. S. of the cape; comp. p. 30) via *Matignon*; by sailing boat to *La Latte* and thence by footpath (3 m.); or by excursion motor-launch in summer coming from *Dinard* (p. 19). Motor service from *St-Cast* to *Dinard*.

FROM PLANCOËT TO LANCIEUX, 11 m., light railway. To (5 m.) *Le Guildo*, see above. — 6½ m. **St-Jacut-de-la-Mer** (*Hôt. des Dunes*; *des Bains*), an interesting old village and summer resort, at the end of a narrow peninsula, 1 m. N. *Dom Lobineau* (1683-1727), a historian of Brittany, is buried in the church. — 9 m. *Ploubalay*. — 11 m. *Lancieux*, and thence to *St-Briac* (*Dinard*), see p. 20.

Beyond *Plancoët* we cross the *Arguenon*. — 16½ m. *Landébia* has a 15th cent. church with a good portal. Its pardon takes place on the first Sun. in July. About 3½ m. S. are the massive ruins of the pentagonal castle of ***La Hunaudaye**, built in 1378 by *Pierre de Tournemine*. — The line traverses the forests of *La Hunaudaye* and *St-Aubin*.

25½ m. **Lamballe** (*Hôt. d'Angleterre, du Commerce, Bertin, de la Gare*, all simple and just opposite the station), an old town (4702 inhab.) pleasantly situated on a hillside above the right bank of the *Gouëssan*, was the capital of the Counts of *Penthièvre* from 1134 to 1420. In 1591, during an attack on the castle by the Royalists, the Calvinistic leader *François de La Noue* (*Bras-de-Fer*) was mortally wounded. *Marie Antoinette's* friend, the *Princesse de Lamballe*, who met a tragic fate in the September massacres of 1792 in Paris, was the wife of the *Prince de Lamballe*, only son of the *Duc de Bourbon-Penthièvre*. We cross the stream to reach the main street, from which the *Rue Bario* leads to the *Grande-Place*, with its old houses. The church of *St-Jean*, of the latest florid Gothic period, with an attractive octagonal tower added in the 17th cent., contains a font of 1415 and a 17th cent. white marble bas-relief of *St. Martin*. From the opposite side of the *Grande-Place* a steep street ascends to the Norman Gothic church of ***NOTRE DAME**, crowning a rocky height and supported by a modern wall in imitation of a rampart. This was originally the castle chapel (consecrated c. 1220); the rectangular choir was rebuilt in 1371 by *Charles of Blois*, the present aisles were added in the 15th cent., and the square middle tower dates from 1695. The W. portal with grotesquely decorated capitals, and the double N. portal, with a broad embrasure of round arches, date from the end of the 12th century. The impressive 13th cent. nave has large round pillars with foliated capitals and a wooden roof. In the N. aisle are a 15-16th cent. tomb recess and the white marble tomb of *Yves de Rouillé*, who restored the church in 1856, and at the end of the S. aisle is a carved and painted screen from a Renaissance rood-loft. Niches in the N. transept contain effigies of a 15th cent. knight and his lady. The double triforium on the N. side of the choir should be noticed.

To the N. of the church is a promenade occupying the site of the old castle of the counts of *Penthièvre*, dismantled by order of *Richelieu* in 1624. Several steep lanes descend to the *Grande-Place*, whence the picturesque *Rue Basse* leads past a stud farm to the Romanesque and Gothic church of *St-Martin*, originally built in 1084, with a belfry of 1555 and a curious 16th cent. side-porch in carved wood. The nave retains its original 11th cent. arcading and round-arched windows.

FROM LAMBALLE TO MATIGNON, 31 m. (50 km.), light railway in 2 hrs. — 7½ m. *St-Alban* has a 15th cent. church with a double belfry and an unusual interior arch. About 1½ m. E. is the 13th cent. chapel of *St-Jacques-le-Majeur*, with a sculptured portal. *St-Alban* is the junction of a light railway to *St-Brieuc* (p. 64). — 8½ m. *Dahouët* is a little port with vessels engaged in the Northern cod-fishery (comp. p. 64) in spring and summer, and in the potato-trade with Spain in autumn and winter. — 10 m. (16 km.) **Le Val-André** (***Grand-Hôtel**; *du Verdelet*; *Rosmeur*; *des Bains*; *du Chalet*; etc.) is a prosperous and growing seaside resort with a casino and a sandy beach flanked by the high cliff of *Château-Tanguy* and the curious *Ile de Verdelet*, resembling the cone of a volcano. — 10½ m. *Pléneuf* (631 inhab.; *Hôt. de France*) stands a little inland on a height.

— 15½ m. (25 km.) **Erquy** (*Hôt. des Terrasses; des Bains; de la Plage; de Caroual; Belle-Plage; de France*, etc.), a quiet watering-place, has several bathing beaches. The splendid red granite cliffs of the point have been almost destroyed by quarrying. To the N. are traces of an encampment once connected by a Roman road with Rennes. *Cap Fréhel* (p. 28), 10 m. N.E., may be reached on foot in 3 hrs. — 16½ m. *Les Hôpitaux*; 18 m. *Plurien* — 21 m. **Sables-d'Or-les-Pins** (*Hôt. des Arcades*, of the first class; *Camping House; des Dunes; d'Alsace; des Ajones-d'Or*) is a favourite new resort with casino and golf course, etc. — 19½ m. *Pont-Bordais*. — 20½ m. *Pléhérel* (hotels) is a bathing-resort in the making. — The line goes on via (21½ m.) *Plévenon* (2½ m. S. of Cap. Fréhel) and other small stations to (31 m.) *Matignon* (*Hôt. de la Gare*), see p. 28.

From Lamballe to Rennes and to Brest, see p. 49. — A good tarred road connects Lamballe with (12 m.) *St-Brieuc* (p. 54).

12. FROM DINAN TO PLOËRMEL

RAILWAY, 50½ m. (81 km.) in 3–5 hrs. (36 fr. 50, 24 fr. 65, 16 fr. 5 c.). Some expresses from Dinan to Paris follow this route as far as La Brohinière. From Ploërmel trains (poor connection) go on to (21 m.) Questembert (p. 96) on the main Orléans line from Paris to Brest, etc.

ROAD, 65½ m. (106 km.). — 13 m. (21 km.) *Caulnes* (p. 48). — 15½ m. (23 km.) *St-Jouan-de-l'Isle* (p. 48) — 21½ m. (35 km.) *St-Méen* (see below). — 26 m. (42 km.) *Gaël* (see below). — 30½ m. (49 km.) *Mauron* (see below). — 43½ m. (70 km.) **Ploërmel** (p. 31).

Dinan, see p. 23. We follow the line to Lamballe (Rte. 11) for a short distance, and then diverge S. through hilly country. — 3½ m. *Le Hinglé*. — 8 m. *St-André-St-Juvat*, in the upper valley of the Rance, is the station for *St-André-des-Eaux* which has a 13th cent. church and a ruined commandery of the Templars. — 9½ m. *Le Quiou-Evrans*. The little town of *Evrans*, 3 m. N.E., lies near the 16th cent. Château de Beaumanoir. — 13 m. *Plouasne-Bécherel*, 4 m. W. of *Bécherel* (p. 21). — 17½ m. *Médréac* has a good churchyard cross.

24½ m. (39 km.), **La Brohinière**, on the line from Rennes (Paris) to Brest, and the junction for Loudéac, see p. 48.

On leaving La Brohinière our line runs parallel with the line to Loudéac as far as (28½ m., 46 km.) **St-Méen-le-Grand** (*Hôt. Deshayes; de la Grande-Maison*), a small town retaining some interesting remains (12–13th cent.) of its abbey, founded c. 600 by St. Méen or Maine and several times restored. The square tower of the church dates from the end of the 12th cent., and the choir and transepts are early-Gothic. The tombs of St. Maine (13th or 14th cent.) and of Abbot Robert de Coëtlogon (15th cent.) are noteworthy, and the abbey cross has four statuettes grouped at the feet of Christ. The sacristy, once a chapel or chapter-house, has charming pillars with Romanesque capitals, and contains several 15th cent. reliquaries in gilded bronze. The chapel and spring of St. Méen, 1½ m. N.E., are visited by pilgrims. — 33 m. *Gaël*.

37½ m. (60 km.) **Mauron** (964 inhab.; *Hôt. de la Grande-Maison*) was the scene in 1352 of the victory won by the Breton and English followers of the Countess de Montfort over the French allies of Charles of Blois. The church is of the 14th century.

To the S.E. stretches the great **Forêt de Paimpont** (23 sq. m.), the last relic of the primeval forest of Armorica, celebrated under the name of **Broceliande** in chivalric romances, both Welsh and Breton. Hither it was that Merlin withdrew from the court of King Arthur, to be spellbound by the fairy Vivien, 'the lady of the lake,' by whom according to one legend he was made to vanish into a thorn-bush. Merlin's spring, which is still resorted to in time of drought, is at *Barenton*, 6 m. S. of Mauron, near the borders of the forest; and there is a ruined dolmen regarded as the soothsayer's tomb. The forest encloses 14 lakes and ponds. In the middle of it lies *Paimpont* (Inn), best reached from (3 m.) *Plélan* (p. 45).

41½ m. *Néant-Bois-de-la-Roche*. We descend the pleasant valley of the Duc, and beyond (46 m., 74 km.) *Loyal* skirt a lake formed by the river (trout fishing).

50½ m. (81 km.) **PLOËRMEL** (*Commerce; de la Gare; de Ker-ar-Beg; de Bretagne*), a town of fallen fortunes (3093 inhab.), preserves some old houses and an interesting church famed for its stained glass. Picturesquely situated near the head of the valley of the Duc, it is a good centre for excursions.

Ploërmel or *Plou-Armel* derives its name from St. Armel, Arthmael, or Armagillus (6th cent.) who sought to evangelise this district. The decree of 1240 banishing the Jews from Brittany was published here. Edward III of England captured the town in 1346 (the year of Crécy) and left as governor Richard Bembro or Bramber, who was killed in the battle of the Thirty (comp. p. 32). The French burned it down completely in 1487, save for the Carmelite monastery outside the walls. Calvinism afterwards gained a footing at Ploërmel, and an attack on the town by the Leaguers was defeated in 1594. A house is still pointed out (p. 32) in which the exiled James II of England is said to have spent Christmas Day, 1690. — One of Meyerbeer's light operas is the 'Pardon de Ploërmel' (1869).

The Rue de la Gare leads to the Place Lamennais, named after a brother of Lamennais (p. 15), who founded a school here in 1824, the 'Institut des Frères de l'Instruction Chrétienne.' Beyond the square we follow the Rue Nationale to the church of **St-Armel**, rebuilt in the florid Gothic style (1511–1602), with a huge square tower, the upper part of which dates from the 18th cent. (view from the top; good chimes). On the S. side are gabled chapels with mullioned windows. The *N. Front*, overlooking the town, has a richly decorated doorway with a depressed arch. The carvings of the doors represent Apostles; on the right a buttress is sculptured with grotesque bas-reliefs of the Renaissance. Above the portal an elegant Gothic double window is surmounted by a gable with a line of chimeras and the crosses of Christ and the two thieves. On the left, in the re-entrant of the choir and N. transept, is a gargoyle of a nude female figure mounted on a dog. — The interior is remarkable for its Renaissance *STAINED GLASS WINDOWS executed in 1533–1602 and restored in the 19th cent. by Lusson. One of these, a superb Jesse Tree, forms the 3rd window in the S. aisle. The remainder are in the N. aisle, where the Crucifixion (3rd window), the Pentecost (4th), and the Death of the Virgin (5th) are among the finest. A doorway with a pillar bearing an ancient statue of St. Arthmael admits to a small gallery from which other windows are well seen: the Madonna and Child (r.),

the Life of St. Arthmael (centre), and a fragmentary reconstructed window (l.). Further on are two other windows (both early 17th cent.) and the black marble tomb of dukes John II (d. 1305) and John III (d. 1341) of Brittany, with their white marble effigies.

The apse of the church overlooks the Place d'Armes, in which stands a statue of Dr. Guérin (1816-95), one of the pioneers of surgical dressing. The Old Town, formerly walled, preserves a few interesting old houses, notably the *Maison Bigarré*, a Breton Renaissance house in the Rue des Francs-Bourgeois, where James II is said traditionally to have lodged (p. 31), and in the Rue Beaumanoir, facing each other, the Renaissance *Maison des Marmousets*, decorated with carved wooden caryatids, and the mediaeval *Hôtel des Ducs de Bretagne*, used until the 14th cent. for ducal visits. In the Rue du Val stands the old *Couvent des Carmes*, founded in 1270 by Duke John II, and afterwards a meeting-place of the states of Brittany; in the middle of its cloister has been rebuilt the granite tomb of Duke Philip de Montauban (d. 1514) and his duchess, and under one of the galleries is a white marble effigy of Jeanne, viscountess de Léon (d. c. 1330).

About 1 m. S.W. a turning on the left of the road to Vannes leads to the *Fontaine de St-Armel*, a pilgrimage spring to which are brought children backward in learning to walk. The chapel of *St-Antoine*, on the right of the road, was built by Duke John V in 1420 and contains statues of St. Roch and St. Anthony, the latter with his feet enveloped in 'St. Anthony's fire' (typifying the disease of erysipelas, which he relieved) and accompanied by his pig (recalling the order of hospitaliers founded by the saint, whose members had the sole right to maintain their pigs by street scavenging).

The castle of *Josselin* (see below) is $7\frac{1}{2}$ m. W. of Ploërmel by road.

FROM PLOËRMEL TO PONTIVY, $35\frac{1}{2}$ m. (57 km.), light railway in 3 hrs.; to *Josselin*, 10 m. (16 km.) in 50 minutes. We enter the valley of the Oust. — $4\frac{1}{2}$ m. *Guillac*. — About $1\frac{1}{2}$ m. N.E. of ($6\frac{1}{2}$ m.) *Cahéran-St-Gabrien* stands a granite pyramid erected in 1823 to commemorate the famous BATTLE OF THE THIRTY (March 27th, 1351), in which Jean de Beaumanoir, captain of the castle of *Josselin*, with 30 Breton noblemen, defeated a like number of English, Flemish, and Breton knights commanded by Richard Bembro or Bramber, governor of Ploërmel (comp. pp. 24, 31). The names of the 30 Bretons are inscribed; that of De Beaumanoir is given as Robert instead of Jean by an error borrowed from Froissart (who omitted to mention the combat at all in his earlier editions).

10 m. (16 km.) *Josselin* (**Hôt. de France; Grande-Maison*, plain), a little town (2102 inhab.) pleasantly situated on the Oust, was the seat of the old countship of Porhoët, which was held in the 13th cent. by the famous Lusignan family and was purchased in 1370 by Olivier de Clisson. By the marriage of Olivier's daughter it passed to the Rohan family, who still own the castle. The florid Gothic church of *Notre-Dame-du-Roncier* (Our Lady of the Briar-Bush), named from a miraculous statue of the Virgin traditionally found on the spot, contains the *Tomb of Constable Olivier de Clisson (1336-1407) and of Marguerite de Rohan, his wife, with their recumbent white marble effigies on a black marble slab. The *CASTLE, the 16th cent. successor of De Beaumanoir's stronghold (comp. above) and the finest structure of its kind in Brittany, presents a severe feudal front to the river, where its towers rise from the live rock. The inner façade, by contrast, is a noble specimen of Flamboyant Gothic architecture, with its gargoyles and rows of dormer windows linked by delicate parapets of tracery of varied design in which the Rohan motto 'A plus' continually recurs. The interior (adm. 2 fr.; in the absence of the family) contains a few good pictures, chiefly family portraits, and (on the first floor) a small museum, in-

cluding the table on which the Edict of Nantes was signed, loggnettes used by Marie Antoinette and Napoleon, etc. — Road from Josselin to *Ploërmel*, see p. 32; to *Vannes*, see p. 115.

Beyond *Josselin* the Oust is followed for some distance. — At (23 m.) *Moulin-Gilet* travellers bound for Pontivy usually change carriages. Branch-line to *Vannes*, see p. 115. — $35\frac{1}{2}$ m. (57 km.) *Pontivy*, see p. 50.

FROM PLOËRMEL TO QUESTEMBERT, 21 m. (34 km.), railway in 1 hr. (15 fr. 30, 10 fr. 35, 6 fr. 75 c.). The line at first follows the pretty valley of the Ninian, afterwards that of the Oust. — $5\frac{1}{2}$ m. *Roc-St-André-La-Chapelle*. The church of *Roc-St-André* (r.) stands on a crag. Near *La Chapelle* (l.) is the interesting *Château de Crévy* (adm. on application), with an enceinte partly of the 11th cent. and a park laid out by Le Nôtre. The *Dolmen de la Maison-Trouée*, at *La Ville-Auoyer*, a hamlet $2\frac{1}{2}$ m. N.E. of *La Chapelle*, is one of the finest dolmens in Brittany. — 10 m. *Malestroit* (1756 inhab.; *Hôt. de l'Aigle-d'Or*; de France), an ancient fortress on the Oust, a mile from the station, has some quaint old Gothic and Renaissance houses, and has the 12-15th cent. church of *St-Gilles*, with a sculptured portal and double naves. — 14 m. *Pleucadeuc* is in the neighbourhood of numerous megalithic monuments. — 21 m. *Questembert*, see p. 96.

A light railway runs N.W. from Ploërmel to ($16\frac{1}{2}$ m.) *La Trinité-Porhoët* (Inn), on the Ninian, a picturesque old village with a remodelled Romanesque church. From Ploërmel to *Messac*, see p. 46.

13. FROM PARIS TO RENNES

RAILWAY, 232 m. (374 km.) in $6\frac{1}{2}$ -11 hrs. (108 fr. 50, 113 fr. 70, 74 fr. 5 c.), starting from the Gare Montparnasse or Gare des Invalides; to *Chartres*, $54\frac{1}{2}$ m. (88 km.) in $1\frac{1}{2}$ -2 hrs. (39 fr. 65, 26 fr. 75, 17 fr. 45 c.); to *Le Mans*, 131 m. (211 km.) in $3\frac{1}{2}$ -6 hrs. (95 fr. 5, 64 fr. 15, 41 fr. 80 c.); to *Laval*, 187 m. (301 km.) in 5-9 hrs. (135 fr. 60, 91 fr. 50, 59 fr. 60 c.). This is a section of the main line from Paris to Brest (comp. Rte. 17).

ROAD, 229 m. (369 km.). — $11\frac{1}{2}$ m. (19 km.) *Versailles*. — 31 m. (50 km.) *Rambouillet*. — $53\frac{1}{2}$ m. (86 km.) *Chartres*. — 90 m. (145 km.) *Nogent*. — $103\frac{1}{2}$ m. (167 km.) *La Ferté-Bernard*. — $137\frac{1}{2}$ m. (221 km.) *Le Mans*. — $157\frac{1}{2}$ m. (254 km.) *St-Denis-d'Orques*. — $184\frac{1}{2}$ m. (297 km.) *Laval* (p. 34). — $20\frac{1}{2}$ m. (333 km.) *Vitré* (p. 38). — 229 m. (369 km.) *Rennes* (p. 42).

From Paris viâ Chartres to (131 m., 211 km.) *Le Mans*, see the *Blue Guide to North-Western France*. — Beyond *Le Mans* the line crosses the Sarthe and its canal, with a view of the cathedral to the right. — $138\frac{1}{2}$ m. *La Milesse-la-Bazoge*. Both villages have churches with 17th cent. statues or groups in terracotta. — The village of (144 m.) *Domfront*, celebrated by Scarron in his 'Roman Comique' (1651), is to be distinguished from the more important Domfront in Normandy. — 146 m. *Conlie*. — Beyond (150 m.) *Crissé* we traverse a cutting (1 m.). — $153\frac{1}{2}$ m. (247 km.) *Sillé-le-Guillaume* (2459 inhab.; *Hôt. de Bretagne; de l'Ouest; de Normandie*) has a 16th cent. *Castle*, much injured by a fire in 1915. The massive keep commands a fine view. The church of *Notre-Dame*, founded by the earliest barons of Sillé, has a good 13th cent. portal and a 12th cent. crypt.

FROM SILLÉ TO SABLÉ, $32\frac{1}{2}$ m. (52 km.), railway in $1\frac{1}{2}$ hr. (23 fr. 45, 15 fr. 80, 10 fr. 30 c.), with numerous small stations. The line runs S., crossing the Vègre and afterwards the Vègron. — $5\frac{1}{2}$ m. *Parennes* has a 13th cent. church. — At ($15\frac{1}{2}$ m.) *Loué* we intersect the tramway from *Le Mans* to *St-Jean-sur-Èrve* (p. 37). — $19\frac{1}{2}$ m. *Brillon* (1254 inhab.) was the birthplace of the physicist Claude Chappe (1763-1805), who invented the French aerial telegraph. At ($28\frac{1}{2}$ m.) *Juigné-sur-Sarthe* we join the line from *Le Mans* to *Angers*. — $32\frac{1}{2}$ m. (52 km.) *Sablé*, see the *Blue Guide to North-Western France*.

From Sillé to *La Hutte-Colombiers*, see the *Blue Guide to Normandy*.

157 m. Rouessé-Vassé; 161½ m. Voutré. We skirt (r.) the foot of the granite chain of the Coëvrons, the highest point of which is the Gros-Rochard (1170 ft.), 5½ m. N.E. of Évron. To the left we have a distant view of Ste-Suzanne (see below).

167½ m. (270 km.) Évron (2554 inhab.; Hôt. du Commerce; de l'Aigle d'Or; de la Gare) has a remarkable Romanesque and Gothic Church, founded in 648 by St. Hadouin, bishop of Le Mans, to commemorate a miracle said to have been wrought by drops of the Madonna's milk brought from the Holy Land by a pilgrim. The tower and most of the nave are of the 11th cent.; two bays of the nave, the transepts, and the rounded choir with its ambulatory chapels, are admirable Gothic work of the 13-14th centuries. Five 16th cent. tapestries are hung in the aisles; the high altar (17th cent.) is of grey marble, with white marble low reliefs. The chapel of St. Crispin, adjoining the N. side of the choir, preserves remains of its original 12-13th cent. frescoes, and on the altar is an ancient Madonna.

Ste-Suzanne (Hôt. de la Rivière), a picturesque hilltop village (390 inhab.), 4½ m. S.E. of Évron (omnibus), preserves its town walls, with square bastions, and a ruined keep of an old castle. — About 8½ m. N.W. of Évron is Jublains, with an interesting Roman Camp (late 3rd cent.) enclosed by a double enceinte and containing a central 'castellum' or fort 100 yds. by 70, thermae, a theatre, a temple, etc.

175 m. Montsûrs has a ruined castle on a knoll. — At (179½ m.) La Chapelle-Anthenaise our line is joined, on the right, by the railway from Caen via Domfront and Mayenne (see the Blue Guide to Normandy).

187 m. (301 km.) LAVAL (Buffet), the chief town (26,602 inhab.) of the department of the Mayenne, a clothworking centre, and the seat of a bishopric, is charmingly situated on both banks of the Mayenne, here 80 yds. wide. Its interesting old castle and the old town stand on the right bank.

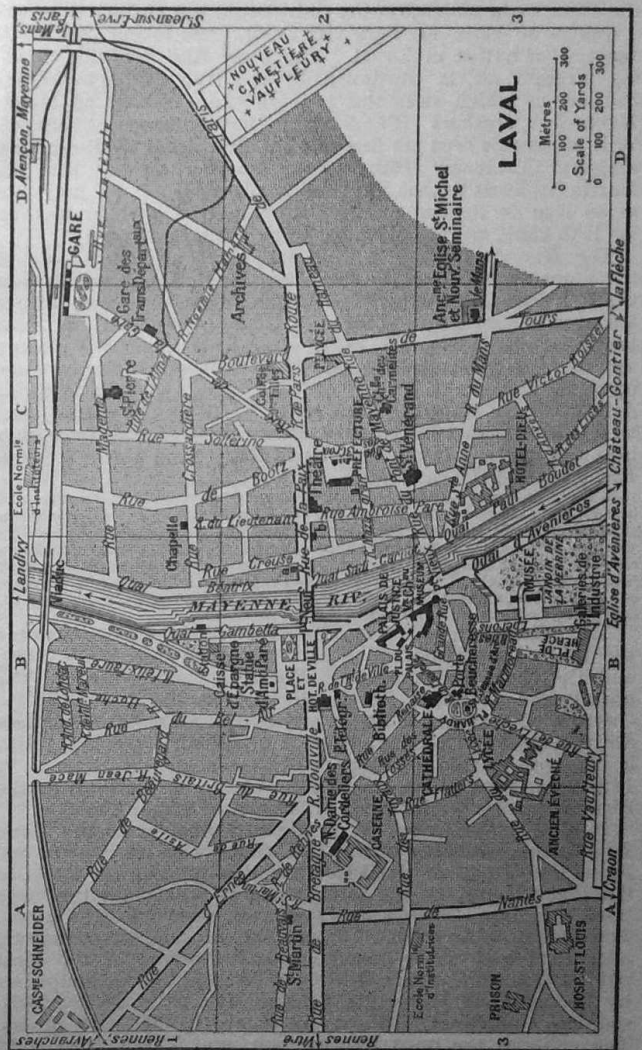
Railway Stations. Gare de l'État (Buffet; Pl. C, D1), for Paris and Rennes; Gare des Trams Départementaux (Pl. C1), for Landivy, etc.

Hotels. *Hôt. de l'Ouest (Pl. a; B2), 11 Rue de la Paix, pens. 7/; DE PARIS (Pl. b; B3), 22 Rue de la Paix, pens. 7/6; *MODERNE (Pl. C1), near the station, pens. 7/; du GRAND-DAUPHIN, pens. 6/; etc.

Restaurant. Des Familles. **Post Office** (Pl. B2), Place de la Mairie. — SYNDICAT D'INITIATIVE, 7 Rue de la Paix.

History. The town of Laval sprang up beside its castle, founded c. 1020 and later the seat of powerful barons, one of whom followed the Conqueror to England. In 1428 it was captured by the English under Talbot, but it was retaken the next year. Laval submitted to Henri IV in 1594. In Oct. 1793, the Vendéan army under Henri de La Rochejaquelein, which had seized Laval at the point of the bayonet, gained a brilliant victory over the Republican army just S. of the town (see p. 37). After the final disaster to the Vendéans at Le Mans the following December, La Rochejaquelein again occupied Laval, but was forced to retreat. It was in the neighbourhood of Laval that the first bands of 'Chouans' (comp. p. 37) were organized.

From the station the Rue de la Gare and the Rue de la Paix (tramway) lead to the Pont-Neuf (Pl. B2), which dates from the first Empire and commands a good view of the



castles, the Pont-Vieux (l.), and the railway viaduct (r.). In the Place de la Mairie, on the right bank, is a statue by David d'Angers of Ambroise Paré (1517-90), 'the father of French surgery,' a native of Laval. The busy Rue Joinville, leading straight on, is continued by the Rue de Bretagne, on the left of which rises the 14-15th cent. church of *Notre-Dame-des-Cordeliers* (Pl. A 2), a former convent chapel. Within may be seen six fine marble altarpieces by the native sculptor Corbineau (16th cent.). Further on the Rue St-Martin (r.) leads to the church of *St-Martin* (Pl. A 2; sacristan at 88 Rue de Rennes), largely Romanesque, with interesting 12-17th cent. mural paintings (some retouched).

The Rue de l'Hôtel-de-Ville ascends from the S. side of the Place de la Mairie to the Place du Palais, in which rises the **Nouveau-Château**, or *Galerie des Comtes de Laval*, a huge Renaissance structure (1508-42), freely remodelled, and now the Palais de Justice (Pl. B 2). Just S. of this is the gloomy and impressive **Vieux-Château** (Pl. B 2, 3), much altered since its foundation in the 11th or 12th cent., with an exterior dating mainly from the 13th century. This old castle, used as a prison from 1792 to 1919, is in course of transformation into a museum. It may be visited daily from 9-4 or 5 (adm. 1 fr.; ring at the gateway).

In the courtyard is a bronze statue of Béatrice de Gavre, who married Guy IX of Laval in 1209 and brought with her the Flemish weavers who founded the cloth industry of the town. The interior façade has long decorative Renaissance windows. — An 11th cent. chapel on the ground floor is to be the natural history museum, and the Salle des Gardes, on the first floor, the archaeological museum (good stained glass). The charter-room will contain paintings by J. B. Messager of Laval and miniatures. The *Keep, whose walls are 14 ft. thick, has a conical roof with remarkable interior timber-work.

The ***Cathedral** (Pl. B 3), dedicated to the Trinity, crowns the hill. Its original nave and transepts date from 1180, and the choir and apse from the 16th cent.; both of the portals are modern. In the N. aisle is the tomb of Bp. Ouvroin of Rennes (d. 1347), and in the ambulatory chapels are the tombs of modern bishops of Laval. The high altar in coloured marble is the work of Corbineau (see above). A 16th cent. triptych in the apsidal chapel is ascribed to the Flemish painter Pieter Aertsen, surnamed Lange Pier.

In the Place Hardy, S. of the cathedral, rises the *Porte Beucheresse*, probably of the 15th cent., with its two towers. From the S. end of the Place the Rue Marmoreau leads to the Place Hercé, at the farther end of which are the large brick and iron *Galleries de l'Industrie*, used for exhibitions. The **MUSÉE D'ART** (Pl. B 3), on the E. side, decorated by allegorical and other groups, contains works of the local painter Charles Landelle (scenes of Arab life, etc.), sculptures by Léonard and Hippolyte Lefèvre, and paintings by Meissonnier, Guillonnet, Isabey, Jouvenet (?), Pils, and others. The galleries are open free on Sun. and Thurs. from 9-12 and 2-4 or 5; or on application to the keeper (gratuity).

Behind the Musée the charming *Jardin de la Perrine* slopes toward the river (view). A little to the N., at the lower end of the Grande-Rue, is the 12th cent. *Pont-Vieux* (Pl. B 3), with its Gothic arches, offering an excellent view of the castle. Beyond this, on the right of the Rue du Pont-de-Mayenne, rises the church of *St-Vénérand* (1485-1500), which has a pointed belfry, a florid portal with a classical (16th cent.) pediment, and good 16th cent. windows. The Rue des Trois-Croix, which opens farther on (l.), leads back to the Rue de la Gare.

On the right bank of the river, 1 m. below the Pont-Vieux, is the Romanesque and Gothic church of *Notre-Dame-d'Avénières* (beyond Pl. C 3), noteworthy for its graceful stone spire of 1534 and for a venerated statue of the Madonna in Spanish costume. — About 1½ m. N. of Laval is the dilapidated but curious Romanesque church of *Priz*. — At *La Croix-de-Bataille*, 2 m. S., the Vendéens began the battle of Oct. 1793 which ended in their capture of Laval.

FROM LAVAL TO CHATEAUBRIANT, 47½ m. (77 km.), railway in 2½ hrs. (34 fr. 70, 23 fr. 40, 15 fr. 25 c.). The charming valley of the Vicoin is entered at (3½ m.) *St-Berthevin*, a marble-quarrying village. — 7½ m. *Montigné* has anthracite mines. — 23 m. *Craon* (2973 inhab.; Hôt. de la Perle), on the Oudon, in a district noted for its breed of pigs, has a fine château of the Louis XVI period (restored). A branch-line runs thence to (8½ m.) *Chemazé*. — 31 m. *Renazé*, with slate quarries. — 37½ m. *Pouancé*, and thence to (47½ m., 77 km.) *Châteaubriant*, see p. 116.

Another branch-line runs from Laval to (24½ m.) *Château-Gontier* (see the *Blue Guide to North-Western France*), via (6½ m.) *Parné*, with an 11th cent. church, (13½ m.) *Meslay*, for (8 m. N.E.) the caverns of Saulges (see below), and (19½ m.) *Gennes-Longuefuye*.

FROM LAVAL TO ST-JEAN-SUR-ERVE, 19½ m. (32 km.), light railway in 1½ hr., starting from the Gare Départementale (Pl. C 1). — 6½ m. *Argentré* is picturesquely situated. — 19½ m. *St-Jean-sur-Erve* (Hôt. de la Boule-d'Or), the terminus also of a light railway from Le Mans, is the station from which to visit (4½ m. S.) the *GROTTE DE SAULGES (Hôt. de la Grotte-à-Margot), a series of caverns once inhabited by prehistoric tribes. The most interesting is the *Grotte Rochefort* (2 fr.), with good stalactites and stalagmites.

FROM LAVAL TO LANDIVY, 42 m. (68 km.), light railway in 4 hrs. The line ascends the valley of the Mayenne. — 24 m. *Ernée-Ville* has a church of 1697, and (25½ m., 41 km.) *Ernée-Echange* is a station on the line from Mayenne to Fougères. — At (37½ m.) *Pontmain* (Hôt. Notre-Dame; de France) a handsome modern pilgrim-church commemorates an alleged appearance of the Madonna to several children of the village on Jan. 17th, 1871, when the Prussian armies were in this vicinity. — 42 m. *Landivy* is connected by light railway with (10½ m. N.) *St-Hilaire-du-Harcourt* (p. 41) and with (30 m.) *Mayenne* (see the *Blue Guide to Normandy*).

From Laval to Caen, see the *Blue Guide to Normandy*.

As we leave Laval the railway viaduct affords a good view (l.) of the town. — 192½ m. *Le Genest*. On the right, near the railway, are some gold and antimony mines, now little worked. About 2½ m. N. are ruins (converted into a château) of the old *Abbey of Clermont*, founded in 1150. — 197½ m. *Port-Brillet*, with iron-foundries, is situated on one of several lakes formed by the Vicoin and its tributaries.

About 4½ m. N.E. of Port-Brillet is *St-Ouen-des-Toits* (Hôt. du Commerce), 1½ m. from which lies the *Closerie des Poiriers*, the humble farmhouse once occupied by the four contrabandist brothers Cottereau, nicknamed 'Chouan' because they imitated the cry of an owl ('chat-huant') as a signal on their expeditions. Jean Chouan is said to have organized a band of peasants to resist the Republican authorities after 1793 and to have taken part in the battle of La Croix-de-Bataille (see above), whence the term 'Chouans' came to mean the insurgent

peasants generally. Some authorities however, while noting the signal-cry of the insurrectionists, made no mention of any Jean Chouan. The name Chouan was afterwards extended to include all the supporters of the royalist cause in western France.

200 m. *St-Pierre-la-Cour* is a coal-mining village. We now pass from the province of Maine into the old province of Brittany, in which Vitré is the first town to be reached.

208½ m. (336 km.) **VITRÉ**, an ancient and interesting town (7099 inhab.) enclosing many gabled houses within its ramparts, stands on a hill above the left bank of the *Vilaine*.

Hotels. HÔT. DES VOYAGEURS, Place de la Gare, rebuilt, R. 2/6-7/6; DU CHÊNE-VERT, Place de la Gare; DU PARC, Rue de Châteaubriant.

Post Office. Rue de la Commune, behind Notre-Dame. — SYNDICAT D'INITIATIVE, Place de la Gare.

Restaurants. *Des Glycines; des Sports.*

Motor Omnibuses to *Ernée* and *Gorron*, daily; to *Fougères, St-Aubin-du-Cormier, Liffré*, and *Janzé*, periodically.

History. The ancient Breton barony of Vitré was held by the Montforts, the Rieux, and the Colignys, the two latter of whom introduced Protestantism, so that the town became a Huguenot stronghold, which in 1589 resisted a five months' siege by the Duc de Mercœur, the chief of the Leaguers in Brittany. The States of Brittany assembled here several times in 1655-1706, and piquant details of such a meeting are given in one of the letters of Mme de Sévigné, who lived near the town (see p. 39).

On the way from the station to the castle via the Rue Garangeot and Rue St-Louis (l.) we intersect a curious labyrinth of old streets (Rue Poterie, Rue Baudrairie, etc.), flanked by picturesque timber houses with quaint gables and penthouses, carved pillars, and jutting upper stories forming covered galleries over the shops below. The *CASTLE, erected at the end of the 11th cent., was rebuilt in the 14-15th cent., the best period of Breton military architecture, and has been restored in modern times. Its general plan is triangular, and it occupies the sharp N.W. angle of the town walls. The castle is open free on public holidays, and on the 1st and 3rd Sun. of each month; at other times adm. 1 fr.

Beyond the drawbridge we pass under the *Tour du Châtelet* and enter the main courtyard, on the right of which is the round-arched Romanesque doorway of the original chapel. On the left appears the inner face of the *Tour St-Laurent*, or keep, and in front are other towers of the enceinte. The *Tour Plombée*, connected with the *Tour de l'Argenterie* by a pretty Gothic gallery, has a little Renaissance belvedere. The staircase on the right gives access to the new Hôtel de Ville, flanked by three towers, one of which is modern.

The keep is occupied by the Musée (adm. see above) containing a few paintings and sculptures, and a collection of tapestries, furniture, faience, etc.; and the *Tour de l'Argenterie* houses small museums of botany and mineralogy, armour, and natural history, on successive stories.

From the N.E. corner of the castle square the Rue Notre-Dame leads to the church of *Notre-Dame*, a Flamboyant Gothic building (15th-16 cent.) noteworthy for its tall spire, pinnacles, and decorated gables, and also for the exterior pulpit (15th cent.) on the S. side. In the third bay of the S. aisle is a good Renaissance window, and the sacristy contains an interesting triptych (1544) composed of 32 Limoges enamels on copper. Beyond the church we pass two Renaissance houses (Nos. 16 and 27) before reaching the Place de

la République, in which are a tower of the old walls (r.) and some quaint houses (l.). Opposite the corn market opens the *Rue de Paris*, with ancient houses (Nos. 21, 23, 26, 28), leading to the cemetery, in which rises a belfry of the former church of St-Martin. The Promenade du Val, running N. from the Place de la République, is the best starting-point for a circuit of the TOWN WALLS, which are especially well preserved on this side, but on the S. are largely destroyed or incorporated in other buildings.

The *Chapelle St-Nicolas*, to the N. of the castle, on the right bank of the *Vilaine*, a late 15th cent. structure with a handsome gable, contains a good carved and gilded high altar. — In the Park, S. of the railway via the Rue de Châteaubriant, is a statue of Mme de Sévigné, by Dollivet (1911).

About 4 m. S.E. of Vitré is the **Château des Rochers** (14th cent., restored in the 17th and 18th cent.), famous as a residence of Mme de Sévigné (1626-96), who visited it nine times between 1654 and 1690 and dated 267 of her letters from it or from Vitré. Externally it is little changed since that time, and it still belongs to the Nétumières family, related to the Sévignés, to whom it passed in 1714 on the death of Mme de Sévigné's grand-daughter. Visitors (concierge in the entrance court) are shown the *Chapel*, constructed in 1671 by the Abbé de Coulanges, uncle of Mme de Sévigné; *Mme de Sévigné's Room* (known to her as the Cabinet Vert), containing her bed with a coverlet embroidered by her daughter Mme de Grignan a toilet table and accessories, a bureau, autographs, and her portrait by Mignard; the *French Garden*, laid out by Le Nôtre, with a sun-dial and a semicircular wall returning a double echo ("un petit rediseur de mots jusque dans l'oreille"); and the *Grand Parc*, with its fancifully named avenues.

Champeaux, 5½ m. W. of Vitré, has a plain Gothic church possessing several works of art, notably a Renaissance stained glass window (1520) of the Crucifixion, double rows of curiously carved stalls, and a handsome tomb (1551-53), embellished with the nude statues of Guy d'Espinau and his wife; in an adjoining chapel is the tomb of their daughter Claude (1534-54).

FROM VITRÉ TO CHATEAUBRIANT, 34½ m. (56 km), railway in 2 hrs. (25 fr. 25, 17 fr. 5, 11 fr. 10 c.). At (7 m.) *Argentré-du-Plessis*, 2½ m. S. of the Château des Rochers (see above) is the château in which lived Mlle du Plessis, one of Mme de Sévigné's bêtes noires. — 15½ m. **La Guerche** (*Hôt. du Soleil-d'Or*), at the meeting of five main roads, is an ancient town (2772 inhab.) with a church of 1206, tastefully embellished at the Renaissance. *Guerche* or *Gwerch* is the Breton form of *Vierge*. Light railway to *Rennes*, see p. 45. — We traverse the Forêt de la Guerche. — From (25½ m.) *Marigné-Ferchaud* (1279 inhab.; *Hôt. du Pot-d'Étain*) a branch-line diverges for *Rennes* (p. 45). — 34½ m. *Châteaubriant*, see p. 116.

From Vitré to *Fougères* and *Pontorson*, see Rte. 14.

Beyond Vitré the railway skirts the meadows of the *Vilaine*. — 219½ m. **Châteaubourg** (708 inhab.) has a good modern church. — 225½ m. *Noyal-Aigné*.

232 m. (374 km.) **Rennes**, see Rte. 15.

14. FROM VITRÉ TO FOUGÈRES AND PONTORSON

RAILWAY, 48½ m. (78 km.), in 2½-4 hrs. (35 fr. 15, 23 fr. 70, 15 fr. 45 c.); to *Fougères*, 23 m. (37 km.) in 1-1½ hr. (16 fr. 65, 11 fr. 25, 7 fr. 35 c.). For the continuation to *Mont-St-Michel*, see p. 130.

ROAD, 40½ m. (65 km.). — 11½ m. (19 km.) *Billé*. — 16½ m. (27 km.) *Fougères* (see p. 40). — 33 m. (53 km.) *Antrain* (p. 41). — 40½ m. (65 km.) *Pontorson* (p. 122). — 46 m. (74 km.) *Mont-St-Michel* (p. 130).

Vitré, see p. 38. To the N. of the town the line ascends the valley of the Cantache. — 11¼ m. (19 km.) *Châtillon-en-Vendelais*, the third station, is charmingly situated on a lake and has the vestiges of a 14th cent. castle. — Near (15½ m.) *Dompierre-du-Chemin* is the *Saut Roland*, where the paladin is said to have perished in essaying for a third time the feat of leaping his horse from one rock to another, 100 yds. away. The *Pierre Dégoutante*, close by, has a spring caused by the tears of his lady. — 19¼ m. *La Selle-en-Luitré* is the junction for Mayenne, see the *Blue Guide to North-Western France*.

23 m. (37 km.) **FOUGÈRES**, an ancient and picturesque Breton town (20,988 inhab.), partly girt with its old walls, stands on the slopes of a hill above the valley of the Nançon. There is an uninteresting modern and industrial quarter near the station.

Hotels. HÔT. DES VOYAGEURS, Place Gambetta, pens. 7/6; MODERNE, Rue du Tribunal; DE L'OUEST, Rue du Maine; BOULE D'OR, Boulevard de la Gare; GUILLAUME, Rue des Prés.

Restaurant. *Genouel*, Rue du Marché.
Post Office, Rue de Pommereul, near St-Léonard.
Syndicat d'Initiative, 7 Boulevard de la Gare.

History. Fougères, like Dol, was a frontier fortress, and it was the seat of one of the nine great Breton baronies. Henry II. of England razed the castle in 1166, and the town fell to the English on several other occasions, notably in 1449, when the attackers were commanded by the Spanish adventurer Surienne. After passing through various hands the barony was purchased in 1423 by Jean V, Duke of Brittany, with which it remained incorporated until the marriage of Claude of France with Francis I (see p. xix). René de Montéjean, Jean de Laval, Claude de Clermont, and Diane de Poitiers successively held the barony, which on the death (1566) of the last reverted to the crown. Louis XV granted it to the Duc de Penthièvre, who held it until the Revolution. Most of the timber houses of the upper town were destroyed by fires in the 18th century. The conspiracy of La Rouërie in 1792 (see p. 42) was ended by the execution of 13 citizens; and in 1793 the army of the Vendée temporarily captured the town.

The Boulevard de la Gare and Rue du Tribunal (r.) lead to a small square in which stands the *Tribunal* (1738); hence vehicles make a detour by the boulevards outside the town walls in order to reach the castle, but foot-passengers may proceed due W. via the Place du Théâtre and the steep and picturesque *Rue de la Pinterie*, in which several 16th cent. houses survive. On the left of this is the *Tour Nichol* (15th cent.).

The ***Castle**, a splendid feudal structure (12–15th cent.) at the W. extremity of the town walls, retains the whole of its enceinte, consisting of a massive curtain flanked by towers and crowned by a rampart walk. The whole has been freely restored (adm. 2 fr.; apply at the lodge on the left of the bridge).

The main gateway is under the *Tour de la Haye-St-Hilaire*, which, like the *Tour de Guémadeuc* (r.) and the *Tour du Hallay* (l.), dates from the 12th century. The outer ward was formerly separated from the castle proper by an inner enceinte, now in ruins, with a moat formed by an arm of the Nançon. A ruined archway gives access to the great court, which was enclosed until the 19th cent. by the castle apartments, but is now grass-grown and tree-shaded. To make the

circuit of the castle (fine views) we follow the rampart walk to the left, encountering successively the square *Tour du Cadran* (12th cent.); the semicircular *Tour Raoul* and *Tour Surienne*, both of the late 15th cent., the latter named after the leader of the English expedition of 1449 (p. 40) and containing small museums of sculpture and footwear; the *Tour Mélusine*, built in 1242 by Hugues de Lusignan, named after the mythical foundress of his family, and containing in its four stories another museum (furniture, medallions, falence, etc.); the *Tour du Gobelain* (13th cent.), in which is the old postern gate; and the small *Tour Guibé* (late 13th cent.), joined by a crenellated rampart to the strong *Tour de Coigny*, which is crowned by an 18th cent. chapel with a colonnaded porch.

An exterior tour of the castle (turning to the left on leaving) affords striking views of the towers and walls, especially from the S. side. Here rises the church of ***St-Sulpice**, a florid Gothic building begun in 1410 but completed only in the 17th cent., when the choir was added. In the aisles are two altarpieces sculptured in the granite of the church walls; the high altar has a tabernacle of the Louis XIV period in carved and painted wood. A rampart, pierced by a water-gate through which the Nançon gushes, connects the S.E. front of the castle with the late 15th cent. *Porte St-Sulpice*, flanked by two machicolated towers and forming the most important relic of the town walls. We may re-enter the town by this gateway, but a more interesting way is to skirt the walls on the W. side and to gain their S. end, at which stands the handsome late-Gothic church of ***St-Léonard** (1407–44), with a 12th cent. baptistry and a Flamboyant modern façade, flanked by a tower completed in 1637. The church contains six paintings by Devéria (restored) and a monument for 1870–71 by Colombo. To the S. of it the Place aux Arbres forms a terrace (*View) overlooked by the 14–16th cent. *Hôtel de Ville*. Hence the centre of the town may be regained either via the Rue Nationale, passing near the old *Belfry* of the 14th cent., or via the Place Lariboisière, on the right of which the Rue Rallier leads towards the station.

The *Forêt de Fougères* (4200 acres), to the N.E., is interesting for its population of 'sabotiers' living in picturesque hutments, and for its many megalithic monuments.

A branch-line runs N.N.E. from Fougères to (23 m.) *St-Hilaire-du-Harcouët* (p. 37) via (11¼ m.) *Lowigné-du-Désert*, where the chapel of the Château de Menthon contains the tombs of Raoul II of Fougères (d. 1194) and of Françoise de Foix, and the hearts of Gen. Lariboisière (d. 1812) and his son.

From Fougères to Mayenne, see the *Blue Guide to Normandy*; light railway from Fougères to Rennes, see p. 45.

Beyond Fougères the line ascends the valley of the Nançon for some distance. We enter the small 'pays' of Coglès, the name of which is borrowed by a group of villages. — 28¼ m. *St-Germain-en-Coglès*. We enter the charming valley of the Oysance, a tributary of the Couësson. — 31¼ m. *St-Etienne-en-Coglès* has a partly Romanesque church with a 12th cent. spire, and (in the vicinity) several ancient stone monuments. — 33¼ m. *St-Brice-en-Coglès* has two castles, one of the feudal period, the other of Henri IV. — 38¼ m. *Tremblay*, 1¼ m. W. of the station, has an 11–12th cent. church and a turreted house of 1578. — 41¼ m. *Antrain* (Hôt. de la Grand'maison),

above the confluence of the Oysance and the Couësnon (salmon trout-fishing), has a Gothic and transitional church, partly rebuilt. Within are some 16th cent. altarpieces and a fragment of old stained glass.

About $\frac{3}{4}$ m. S. is the handsome 16th cent. *Château de Bonne-Fontaine*; and 3 m. N.E. is the *Château de la Rouërie*, whose possessor in 1792, Armand Tuffin de la Rouërie, was head of a Breton conspiracy against the Revolution. — Light railway from Antrain to Rennes, see p. 45.

We descend the valley of the Couësnon, which presently widens into an alluvial plain intersected by dykes. — 48 $\frac{1}{2}$ m. (78 km.) **Pontorson**, see p. 129.

15. RENNES

RENNES, the old capital of Brittany and the chief town (80,980 inhab.) of the department of *Ille-et-Vilaine*, is situated at the meeting of the canalized Ille and the Vilaine, the latter of which divides it into two parts. On the left bank are the station, the extensive barracks, and the interesting Musées; on the right bank stand the splendid Palais de Justice and the cathedral. Few of the mediaeval buildings of Rennes survived the great fire of 1720 (see below), after which it was rebuilt in red granite on an unattractive and formal plan. It is, however, important to tourists as the railway centre of Brittany.

Railway Stations. *Gare de l'État* (Buffet; Pl. D 4), for Paris, Brest, St-Malo, etc.; *Light Railway Station* (Pl. B 2), Carrefour de la Croix-de-Mission, for local lines.

Hotels. **HÔT. DE FRANCE* (Pl. C; C 2), 6 Rue de la Monnaie, R. 3/6, L. or D. 2/6; *MODERNE* (Pl. b; C 2), 17 Quai Lamennais, R. 2/6, L. or D. 2/; *CONTINENTAL* (Pl. a; C 2), 1 Rue d'Orléans, R. 2/6, L. or D. 2/; *LE MOINE ET DE L'UNIVERS*, Rue Lanjuinais; **Du GUESCLIN, DE BRETAGNE*, etc., in the Place de la Gare.

Restaurants. *Glacier*, Place de l'Hôtel-de-Ville; *Bowier*, 7 Place du

Palais; *Faisan-Doré*, Place du Calvaire; *Parisien*, Quai Émile-Zola; **Lelendre*, 6 Rue du Pré-Botté.

Post Office (Pl. C 2), Place de la République. — *SYNDICAT D'INITIATIVE*, 30 Rue du Pré-Botté.

Conveyances. *TRAMWAYS* (fares 10-30 c.) from the station to the *Faubourg de Fougères*; from the Avenue de la Tour-d'Auvergne to *Cesson*; from the Rue St-Hélier to *Port-Cahours*. All the cars pass the Place de la Mairie.

Amusements. *Theatre* (Pl. C 2) in the Place de l'Hôtel-de-Ville; several *Cinemas*.

History. Rennes, the chief town of the *Redones*, became under the Romans the centre of a network of roads; but it does not emerge definitively as the capital of Brittany until the close of the 10th century. Its possession was keenly disputed in the 14th cent. by Jean de Montfort and Charles of Blois, and in 1356 (the year of Poitiers) a celebrated siege by the Duke of Lancaster was raised by Du Guesclin, who supported Charles. Rennes has always been jealous for the privileges of Brittany; here the revolt of the Bonnets Rouges (p. xix) broke out in 1675; and the distinguished lawyer La Chalotais (b. at Rennes in 1701) was imprisoned here for resisting the imposition of taxes not authorized by the Parlement of Brittany. In 1720 a conflagration that lasted for seven days burned down the greater part of the town. At first hostile to the revolution, Rennes afterwards accepted it and became a base for Republican operations against the army of La Vendée.

The Faculté des Lettres de Rennes is a centre of Breton culture and of the study of the Celtic languages.

From the railway station (Pl. D 4) the Avenue de la Gare (tramway) leads N. to the Vilaine, leaving on the left the Champ de Mars and the Protestant Church and passing the modern *Lycée* (Pl. D 3), in which the appeal of Capt. Dreyfus was heard in 1899. On the farther bank are seen the *Faculté des Sciences* and, almost behind it, the huge arcaded building of the *Abbey of St. George* (Pl. D 2; converted into fine swimming baths), founded in 1018 and rebuilt in 1670 by the Comtesse de la Fayette (1634-92), the authoress, whose name appears in iron lettering on the façade.

At the corner of the Avenue de la Gare and the Quai Émile-Zola, in the former university building, are the ***Musées** (Pl. D 3), containing antiquities, a Breton museum, sculptures, and an interesting picture-gallery. The Musées are open free on Sun. and Thurs. from 12-4 or 5, and may be visited on other days from 2-4 or 5 on application (entrance on the Quai Émile-Zola).

Ground Floor. — *SCULPTURES*: *Rodin*, *Bust of a woman; *David d'Angers*, Bust of Lamennais; *Florentine School*, Girl with a greyhound; *Coyseux*, Bas-reliefs from the pedestal of an equestrian statue of Louis XIV, pulled down at the Revolution. — Casts and antiquities.

First Floor. — *ROOM I.* Paintings of various schools: *Poussin*, Ruins of a triumphal arch; *A. Coypel*, Venus bringing arms to Aeneas, Jupiter and Juno on Mount Ida; *J. Cousin*, Christ at the marriage at Cana in Galilee; *Heemskerck*, St. Luke painting the Madonna's portrait; *Le Nain*, New-born child; *François Quessnel*, Portrait. — *ROOM II.* Foreign Schools: *Huysmans*, Landscape; *Rubens*, Lion and tiger hunt (with animals by Snyder); *P. Veronese*, *Perseus delivering Andromeda; *Jordaens*, Crucifixion. — *ROOM III.* French School: *C. van Loo*, Portrait; *J. Restout*, Orpheus in Hades; *Philippe de Champaigne*, *Penitent Magdalen; *N. Coypel*, Resurrection; *Desportes*, Wolf hunting. — *ROOMS IV and V:* Works by *Voillemot*, *Ziem*, *Luminais*, *Pater*, etc. — *GALLERY:* Drawings by ancient and modern masters. — *ROOM VI.* *H. Lévy*, Death of St. John the Baptist; *Lemorian*, Grave joy, Fishermen. — *ROOM VII:* Water-colours and drawings. — *ROOM VIII:* Works of the modern French school.

The *ARCHAEOLOGICAL MUSEUM* contains Gallo-Roman antiquities, a good collection of Chinese and Japanese porcelain, faience, Egyptian antiquities, uniforms and armour.

The small Breton Museum, on the second floor, includes costumes and furniture. Behind the Musées is the church of *All Saints (Toussaints)* formerly a Jesuit chapel, a good specimen of 17th cent. art (1624-57).

At the further (W.) end of the Quai Émile-Zola the Vilaine is vaulted over to form the *PLACE DE LA RÉPUBLIQUE* (Pl. C 2), in which stands the *Palais du Commerce*, with the *Post Office*. Thence the Rue d'Orléans leads N. into the *Place de la Mairie*, with the graceful horseshoe-fronted *HÔTEL DE VILLE* (Pl. C 2; 1734-43), designed by Gabriel and recently restored. The modern bronze group (by J. Boucher; 1911) in the middle niche symbolizes the union of Brittany with France by the marriage of Anne of Brittany and Charles VIII in 1491. The grand staircase is adorned with panels by Louis Roger (The legendary land of Armorica; Rennes the intellectual centre of Brittany) and the ball-room with paintings by Jobbé-Duval. A short street leads from the N.E. corner of the square into the *Place du Palais*.

The *Palais de Justice (Pl. C, D 2), formerly the parliament-house, one of the most interesting of Breton buildings, was begun in 1618 from the designs of Salomon de Brosse, and was completed by Cormeau about 1654. It forms a regular quadrilateral, preserving throughout the style of the latest Renaissance period. The imposing front, 157 ft. wide, is in the Tuscan manner. The corner pavilions are surmounted by leaden allegorical figures by Lenoir, and the entrance is flanked by statues (1840) of D'Argentré, La Chalotais (p. 42) Toullier, and Gerbier, distinguished members of the bar of Rennes.

The courts of the interior may be visited except during sessions (apply to the concierge; gratuity). The main courtyard is bordered by a handsome peristyle. — The large Salle des Pas-Perdus (1st floor), originally reached by an exterior staircase, is noteworthy for its carved and gilt wooden ceiling, with the arms of France and Brittany. — The Grand Chambre du Parlement has a *Ceiling painted by N. Coypel (1646), some good gilt panelling, decorative paintings by Ehrard (1670), and modern Gobelin tapestries, chiefly representing Breton history, from designs by Toudouze. — In successive chambers are paintings and frescoes by Jouvenet, Ferdinand (1706), and Jobbé-Duval. — The president's room (not generally shown) contains a fine painting of Christ by Jouvenet. — In the assize court are good woodcarvings of 1660.

From the Rue St-Georges, at the S.E. corner of the square, a turning on the right leads to the Gothic and Renaissance church of *St-Germain* (Pl. D 2), with some contemporary stained glass in the S. transept and above the high altar. Returning to the Place du Palais, we follow the Rue Hoche as far as the *Place Hoche* (Pl. D 1), to the N. of which is the former seminary, housing the *Faculté des Lettres* (p. 42) and the *Library* (open 9–11.30 and 2–6) containing a number of interesting illuminated MSS., among them a 'Roman de la Rose' and versions of the Holy Grail and Golden Legend. The Rue St-Mélaine leads E. to the former abbey church of *St-Mélaine* or *Notre-Dame* (Pl. D 1), founded in the 11th cent., but afterwards poorly rebuilt. The base of the W. tower is Romanesque; on the dome is a huge statue of the Virgin (1867). The adjoining bishop's palace is now occupied by the *Faculté de Droit*; behind it stands the *Hospital*, with good 17th cent. cloisters, part of the abbey buildings.

To the S.E. of the church are the fine public gardens known as the *THABOR (Pl. D 1, 2), likewise a legacy of the abbey, containing a statue of Bertrand Du Guesclin (comp. p. 42) and a monument to Liberty in honour of two Rennais who fell in the 'July days' of 1830, in Paris. The grounds are continued on the E. by a Botanic Garden, containing three sculptured groups by Lenoir.

The *Square de la Motte* (Pl. D 2), a little to the S. of St-Mélaine, is overlooked by the *Préfecture* and barracks. From its S. side the Rue Victor-Hugo runs W., continued by the Rue Nationale (skirting the N. side of the Place du Palais) and the Rue Lafayette, which are the busiest thoroughfares in Rennes. A further continuation leads to the cathedral.

The Rue du Champ-Jacquet, which opens on the right at the end of the Rue Lafayette, leads into a small square bordered by old houses and containing a statue of Leperdit, the mayor whose courage and wisdom saved Rennes under the Terror of 1793. Further N.E., at the corner of the Rue du Champ-Jacquet

and Rue le Bastard, is the 18th cent. *Hôtel de Rohien*, with a graceful corner-turret. The modern church of *St-Aubin* (Pl. C 1), a few steps to the N. of this, contains a venerated 16th cent. painting of the Virgin (on the left of the altar in the apsidal chapel) and numerous ex-votos, including 'La Ville en argent,' representing the chief buildings of Rennes. Several ancient houses, including one of 1586 (No. 9), survive in the square in front of the church. The Rue St-Michel, with other old houses (Nos. 13 and 17), leads S. into the Place St-Michel, a little W. of which is the long *PLACE DES LICES* (Pl. C 2), or 'tourney-ground,' with the market-hall and (No. 34) the *Hôtel du Molan*, of 1689. Beyond the W. extremity of the square rises the 17th cent. church of *St-Etienne* (Pl. B 2), once the chapel of an Augustinian convent, containing modern statues of saints and mural paintings. From the S.E. corner a narrow lane leads to the cathedral, passing beneath the *PORTE MORDELAISE*, an interesting example of 15th cent. military architecture, by which the dukes of Brittany and bishops of Rennes used to make their state entry into the town.

The *Cathedral* (*St-Pierre*; Pl. C 2), a commonplace pseudo-Ionic building (1787–1844), replacing a former church which collapsed, preserves two towers (1700) doubtfully said to have been begun by Anne of Brittany. The side-portsals date from the Renaissance. The richly gilt interior is interesting chiefly for a *Reredos in the last chapel of the S. aisle, a masterpiece of German 15th cent. woodcarving, remarkable by reason of its size, the large number of its figures, and the beauty of its execution, which is at once learned and ingenuous. The violin and bagpipe players in the stable of Bethlehem should be noticed. The altar is decorated by sculptures of the same period. In the transepts and gloomy ambulatory are paintings by Le Hénaff, Langlois, Jobbé-Duval, etc., and two tombs by Valentin.

Behind the cathedral is the church of *St-Sauveur* (Pl. C 2), a Doric building of 1623 containing a good organ-loft brought from the abbey of St-Georges, a pulpit decorated in wrought and gilt iron, a canopied high altar with brown marble columns, and, in the 1st chapel of the S. aisle, a venerated statue of the Virgin to the influence of which the raising of the English siege of 1356 (p. 42) was ascribed. In the same aisle a curious votive picture represents the Place des Lices and the surrounding quarter being saved miraculously from the fire of 1720.

From the cathedral we may return to the station via the Rue de la Monnaie, with old houses (Nos. 4 and 16), the *Croix-de-Mission* (Pl. B 2), with a light railway station, and the *Boulevard de la Liberté*.

About 2½ m. S.W. is the handsome 16th cent. *Château de la Prévôtaye* (no adm.), once the seat of a lordship and now noted for its butter. Close to the road thither (2 m. from Rennes) is 'Henri IV's oak,' beneath which the king rested while hunting in 1598. — Cesson, 3 m. E., is frequented by the Rennais as a centre for excursions.

Rennes is the centre of a network of light railways. The line to (34½ m.) *Fougères* (p. 40) traverses the forest of Rennes and runs via (19½ m.) *St-Aubin-du-Cormier*, where in 1488 Charles VIII defeated Francis II in a battle that dealt the death-blow to Breton independence. Other lines run to (35 m.) *Antrain* (p. 41), with a branch diverging at *La Me-Fordé* for (41 m.) *Plaine-Fougères*; to (34 m.) *Fougères* (p. 40); to (31 m.) *La Guernie* via (12 m.) *Château-Giron*, with its ruined castle and old houses; to (43½ m.) *La Grand-Fougeray*; and to *Redon* (p. 47) via *Bréhal* and *Pipriac* (55 m.), or via *Bréhal*, *Plelan*, and *Guer* (57 m.). — For the light railway to *Bâcherel* and to *St-Malo*, see p. 21.

FROM RENNES TO CHÂTEAUBRIANT, 98 m. (61 km.) railway in 2½–3½ hrs. (27 fr. 50, 18 fr. 55, 12 fr. 10 c.). We diverge to the right from the Paris line a little to the E. of Rennes. — 8½ m. *St-Armel*, preserves the reputed coffin of St. Armel (p. 31) in its church. — 15 m. *Janzé* (2270 inhab.) is noted for poultry.

About 2 m. N.W. of (21 m.) *Retiers* (Hôt. Garnier) is the **Roche-aux-Fées*, an 'allée couverte' 70 ft. long, of purplish slate slabs. — 23½ m. *Martigné-Ferchaud* and thence to (38 m.) *Châteaubriant*, see p. 39.

From Rennes to *Paris*, see Rte. 13; to *Brest*, see Rte. 17; to *Dol* and *St-Malo*, see Rte. 9; to *Redon* and to *Nantes*, see Rte. 16.

16. FROM RENNES TO REDON AND TO NANTES

The routes by the Chemin de Fer de l'Etat to Redon and to Nantes are identical as far as (33 m.; 53 km.) Beslé, where they separate. At Redon we connect with the Chemin de Fer d'Orléans from Nantes to Brest.

1. From Rennes to Redon.

RAILWAY, 41½ m. (72 km.) in 1½–2 hrs. (32 fr. 45, 21 fr. 90, 14 fr. 25 c.). From Rennes to *Brest* by this route, 217 m. (349 km.) in 8½–12 hrs. (no through fares), changing carriages at Redon; comp. p. 48.

ROAD, 40 m. (65 km.), quitting Rennes by the Rue de Nantes (Pl. C 4) and leaving the valley of the Vilaine on the left. — 9½ m. (15 km.) *Pontréan*. — 11½ m. (19 km.) *Guichen* (see below). — 16½ m. (27 km.) *Guignen*. — 21 m. (34 km.) *Lohéac*. — 33 m. (53 km.) *Renac*. — 40 m. (65 km.) *Redon* (p. 47).

Rennes, see Rte. 15. — The line traverses at first a featureless plain, but beyond (6 m.) *Bruz* we cross the Seiche and the Vilaine and descend the pretty valley of the latter. — 11 m. *Laillé* has a château embowered in trees. — 13 m. *Guichen* is the station for (¾ m. S.E.) *Bourg-des-Comptes*, with an 18th cent. château and formal grounds. — 18½ m. *Pléchâtel-Lohéac*. Beside the church of *Pléchâtel*, 2½ m. N.E., stands a 16th cent. monolithic Calvary. — 23½ m. *Messac*, on the Vilaine, has several old manorial houses.

A branch-line runs W. to (31½ m.) *Ploërmel* (p. 31) via 10 m. *Maure-de-Bretagne* and (17½ m.) *Guer*, both of which are connected with Rennes by light railway.

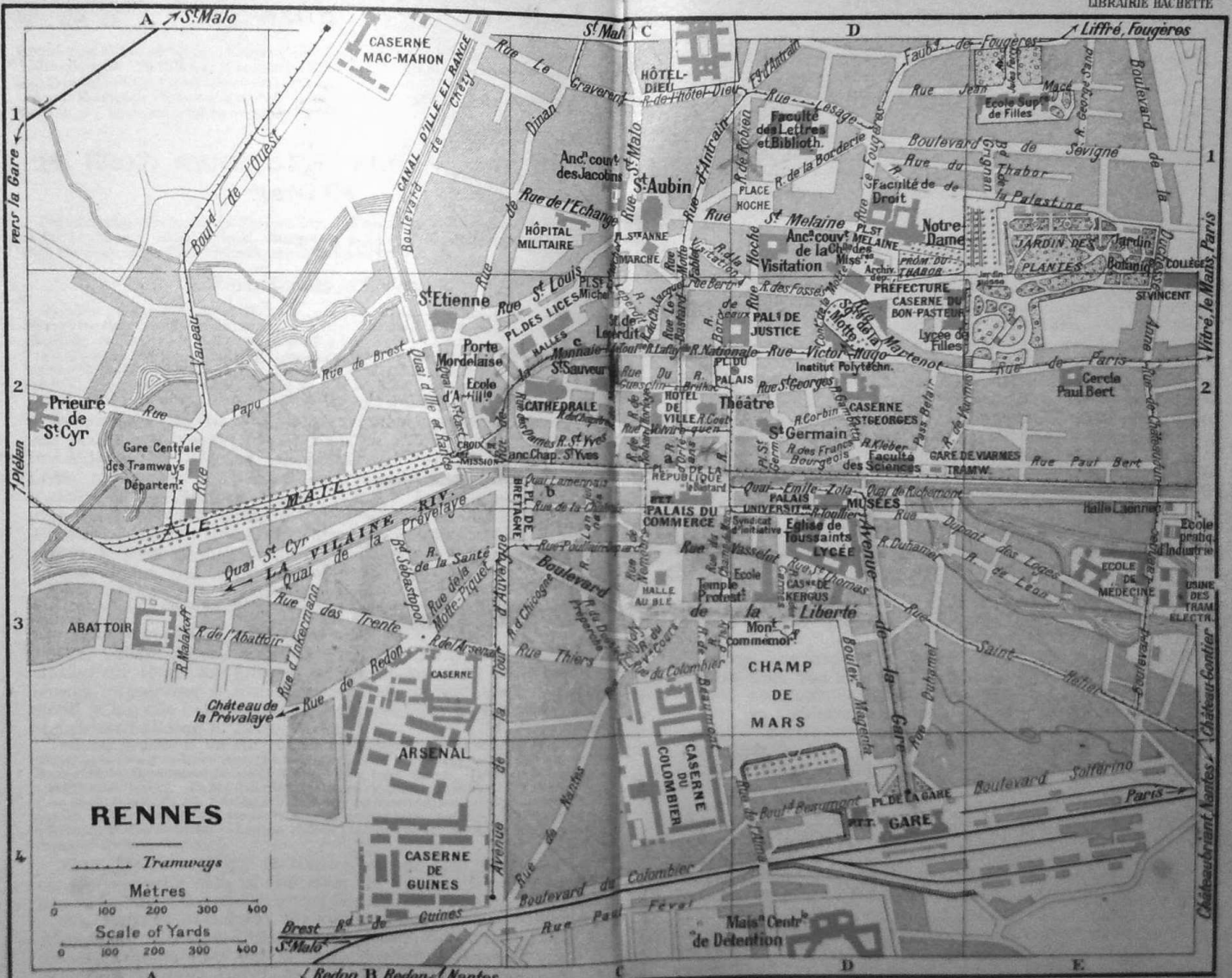
From Messac to *Châteaubriant*, see p. 117.

The valley widens near (30½ m.) *Fougeray-Langon*, the station for (¾ m. S.) *Langon*, at which are a 12–15th cent. church preserving a Romanesque apse, and, close by, the small **Chapelle Ste-Agathe*, now disused (key at the mairie), the oldest building in Brittany.

Probably founded in the 6th cent. by St. Melanius, the apostle of Rennes, this chapel seems to have reverted to paganism on his death, and to have been decorated by the present fresco of Venus rising from the sea, discovered under several later layers. In the 8th cent. it was rededicated, at first to 'St. Vener,' then to St. Agatha. St. Agatha miraculously recovered after having her breasts cut off, and her shrine was formerly much resorted to by nursing mothers with affections of the breasts. — Legend claims that in the marsh E. of Langon is engulfed an ancient city.

33 m. *Beslé*; railway to Nantes, see p. 47. Near *Brain*, on the opposite side of the river, is the hamlet of *Placet* where St. Melanius or Mellonius (see above) was born.

We continue to descend the valley of the Vilaine. — 36 m. *Massérac*; railway to *Châteaubriant*, see p. 117. The marshy meadows hereabouts are entirely flooded in winter, much enlarging the lake known as the Mer de Murin (400 acres;



L. Hermann, del.

duck-shooting). — 39½ m. *Avessac* (l.) has an old encampment supposed to have been the stronghold of King Salomon of Brittany (comp. p. xviii) in the Norman war of 869. — 44½ m. (72 km.) **Redon** (5694 inhab; *Buffet*; *Hôt. de France*; *Lion d'Or*; *de Bretagne*), at the junction of the Vilaine with the Nantes and Brest canal, is important chiefly as a railway junction at which the Réseau de l'Etat and the Réseau de l'Orléans connect. It possesses, however, some quaint old houses in the Grand' Rue and the fine church of *St-Sauveur*, once belonging to a Benedictine abbey founded early enough to have been destroyed by the Northmen in 869. Since a fire in 1782 the Gothic S. tower (14th cent.; 220 ft. high) has remained isolated from the rest of the church. The rounded angles of the low central tower (Romanesque; 12th cent.) are unique in Brittany, probably in France. The fortified chapel (now the sacristy) beside the apse was added in the 15th century. The choir, of good 13th cent. work, contains a prominent but incongruous high altar, the gift of Card. Richelieu, who was titular abbot. The adjacent college occupies the abbey buildings, rebuilt in the 17th cent., with interesting cloisters (adm. on application). Chestnuts, for 'marrons glacés,' are largely exported from Redon.

The two light railways connecting Redon with *Rennes* (comp. p. 45) may be used in exploring the neighbourhood. — From Redon to *Châteaubriant*, see p. 117; to *Nantes* and to *Brest*, see Rte. 25.

2. From Rennes to Nantes.

RAILWAY, 79 m. (127 km.) in 2¼–4 hrs. (37 fr. 20, 38 fr. 65 c, 25 fr. 20 c.).

ROAD, 65 m. (108 km.) quitting *Rennes* by the Rue de Nantes (Pl. C 4) and leaving the valley of the Vilaine on the right, — 5 m. (8 km.) *La Poterie*. — 16 m. (26 km.) *Poligné*. — 20 m. (32 km.) *Bain*. — 33 m. (53 km.) *Derval*. — 40 m. (65 km.) *Nozay*. — 47 m. (75 km.) *La Chénaie*. — 59 m. (95 km.) *La Haussaie*. — 64½ m. (104 km.) *Pont-de-Cens*. — 66 m. (106 km.) *Nantes*, see Rte. 30.

Rennes, see Rte. 15. Thence to (33 m.) *Beslé*, where we diverge from the line for Redon and quit the valley of the Vilaine, see p. 46. — 36 m. *Coismo* lies also on the line from Redon to Châteaubriant (see p. 117). — 39 m. *Guéméné-Penfao* (*Hôt. Herbert*), with a striking monument for 1914–18, lies in the wooded valley of the Don. — 44 m. *Le Coudray-Plessé*. About 3 m. S.W. of Plessé is the handsome *Château de Carheil* (1725), belonging to the Orléans family (adm. by special permit only). The chapel (generally open free) has stained glass windows made at Sèvres, two of them from designs by Ingres. — 48 m. *La Maillardais* lies in the midst of the extensive *Forêt du Gâvre*. — Beyond (52½ m.) *Blain* (p. 118), where we intersect the 'Etat' line from Paris to St-Nazaire, we pass several stations and cross the end of the low chain of hills called the Sillon de Bretagne. — 70 m. (113 km.) **La Chapelle-sur-Erdre** (393 inhab.; *Hôt. du Soleil-Levant*), where the line from Châteaubriant comes in on the left, overlooks the picturesque valley of the Erdre (small steamer

to Nantes in summer, see p. 117; small restaurants). An avenue of oaks leads to the late 15th cent. *Château de la Gâcherie*, with its ancient belfry and its ornamental windows and chimneys. The park is usually open to the public. — The line descends the valley of the Erdre, crossing it by a long viaduct at (74 m.) *St-Joseph*. — 79 m. **Nantes**, see Rte. 30.

17. FROM RENNES TO BREST

RAILWAY, 154½ m. (249 km.), in 5-7½ hrs. (112 fr. 15, 75 fr. 70, 49 fr. 30 c.); to *St-Brieuc*, 62½ m. (101 km.) in 1½-2½ hrs. (45 fr. 50, 30 fr. 70 c., 20 fr.); to *Guingamp*, 82 m. (132 km.) in 2½-3½ hrs. (59 fr. 65, 40 fr. 15, 26 fr. 20 c.); to *Morlaix*, 117½ m. (189 km.) in 3½-5 hrs. (85 fr. 15, 57 fr. 50, 37 fr. 50 c.). Through expresses from Paris to Brest, with restaurant and sleeping cars (all classes), traverse this route, but convey local passengers only for distances above a certain minimum, varying with the train and the class; see the time-tables.

A longer and slower route, following the S.W. coast of Brittany, runs from Rennes to Brest (217 m.; 349 km.) in 8½-12 hrs. (to Quimper, 5-6 hrs.), via Redon, Quimper, and Landerneau. There are no through fares, and carriages are changed at Redon. Comp. Rtes. 16, 25.

ROAD, 154 m. (248 km.). — 13½ m. (22 km.) *Bélel*. — 26½ m. (43 km.) *St-Jouan-de-l'Isle* (p. 30). — 49½ m. (80 km.) *Lamballe* (p. 29). — 62 m. (100 km.) *St-Brieuc* (p. 54). — 82 m. (132 km.) *Guingamp* (p. 62). — 115½ m. (186 km.) *Morlaix* (p. 68). — 139½ m. (225 km.) *Landerneau* (p. 52). — 154 m. (248 km.) *Brest* (p. 79). — An alternative road (152½ m.; 246 km.) runs via (55½ m., 89 km.) *Loudéac* (p. 59) and (98½ m.; 159 km.) *Carhaix* (p. 73).

Rennes, see Rte. 15. The railway crosses the Vilaine and leaves the line to St-Malo on the right; there is a good retrospect of the town. — 7½ m. *L'Hermitage-Mordelles*. At *L'Hermitage* (r.) are a pilgrimage spring and an interesting church with a S. portal of 1627. — 13½ m. *Montfort-sur-Meu* (*Hôt. Joly*; *Lion d'Or*), at the meeting of the Meu and the Garun, retains only one round machicolated tower (15th cent.) of its old fortifications, now a prison. — We ascend the valley of the Garun, which forms a lake below (19½ m.) *Montauban* (807 inhab.; *Hôt. de l'Ouest*). About 2 m. N. of the station, on the borders of the Forêt de Montauban, are two towers and other ruins of the 14-15th cent. *Castle*. — 23 m. **La Brohinière**, a simple hamlet, is a junction at which some express trains stop.

FROM LA BROHINIÈRE TO LOUDÉAC, 36½ m. (59 km.), railway in 2¼-2½ hrs. (26 fr. 60, 17 fr. 95, 11 fr. 70 c.). — 4½ m. *St-Méen-le-Grand* (p. 30). — 8 m. *Loscouët-sur-Meu*. — 16½ m. *Merdrignac* (*Hôt. des Voyageurs*) lies S. of the wild *Forêt de la Hardouinais*. Projected light railway to Collinée, see p. 57. — 21½ m. *Laurenau* lies S. of the Landes de Méné, whose hills rise to nearly 1000 ft. — 30½ m. *La Chèze-St-Barnabé*. To the S. of the station are (½ m.) the ruined abbey of *Lantenac*, founded in 1149, and (1½ m.) *La Chèze* (*Hôt. des Trois-Piliers*, an old house). — 36½ m. *Loudéac*, see p. 59.

From La Brohinière to Dinan and to Ploumél, see p. 30.

Beyond (26 m.) *Quédillac* we cross the Rance. — 28½ m. *Caulnes* (*Hôt. de la Poste*) has a 12-15th cent. church with a tower of 1769. The wooded region which we now traverse has almost the aspect of a forest. — Near (33½ m.) *Broons* (*Hôt. des Voyageurs*; *Pottier*) are (½ m. N.) a granite column marking the site of the castle of *La Motte-Broons*, in which

Bertrand Du Guesclin was born in 1321, and (4 m. N.E.) the 12th cent. church of *Yvignac*, attributed to the Templars. We cross several streams. — 40½ m. *Plénée-Jugon*, 2½ m. N.W. of *Plénée*, is the station also for *Jugon* (*Hôt. de l'Écu*), a village with several old houses, picturesquely situated 3½ m. N.E. (omnibus from the station), at the foot of a lake (good fishing) and on the banks of the Arguenon. Both villages have 13th cent. church towers. About 3 m. S. of *Plénée* is the feudal castle of *La Moussaye*, rebuilt in the 16th century. Light railway from *Jugon* via *Plénée-Jugon* to *Collinée* and *St-Brieuc*, see p. 57. — We cross the Arguenon.

50½ m. (81 km.) **Lamballe**, junction for *Dinan*, *Dol*, and *Pontorson*, see p. 29.

56½ m. *Yffiniac*, near the mouth of the Urne, is served also by the light railway from *St-Brieuc* to *Collinée* (p. 56). The bay of *St-Brieuc*, where the sea recedes 3-4 m. at low tide, is seen on the right. We cross the Urne and, farther on, the valley of the *Gouëdic* (viaduct).

62½ m. (101 km.) **St-Brieuc**, see Rte. 18.

Beyond *St-Brieuc* the gorge of the *Gouët* is spanned by the high two-storied viaduct of *La Mèaugon*, named from *St. Mawgan* or *Meugant*, the Welsh saint, whose life is illustrated in a 14th cent. window of the village church (on the right). — 69 m. *Plouvara-Plerneuf* lies in a district with many megalithic monuments. — 73½ m. *Châtelaudren* (*Hôt. du Commerce*), a small Breton town (1182 inhab.) on a lake formed by the river *Leff*, retains the 15-17th cent. chapel of *Notre-Dame-des-Vertus*, situated on a knoll and remarkable for its naïve (but unfortunately indistinct) original frescoes. The church of *St-Magloire* has some ancient stained glass and an altar piece carved by the prolific Breton wood-carver *Corlay*, who died at *Châtelaudren* in 1776.

81½ m. (131 km.) **Guingamp**, see p. 62.

The line skirts the S. side of the town and crosses the *Trioux* by a viaduct: on the left is seen the village of *St-Croix*, with its abbey (see p. 62). — 92 m. (148 km.) *Belle-Isle-Bégard* lies at the foot of the isolated *Ménez-Bre* (990 ft.; *View), which is crowned by a pilgrimage chapel and is the scene of horse-fairs. *Bégard* (1967 inhab.; *Hôt. de France*), about 3 m. N.E., grew up around a Cistercian abbey founded in 1130 and burned down in recent years. The typical old Breton town of *Belle-Isle-en-Terre* (*Hôt. de l'Ouest*), where the yearly pardon is enlivened by folk dances and wrestling matches, lies 5 m. S.W. of the station (omnibus). It is a centre for several interesting excursions. On the left of the railway, farther on, is *Trégrom*, with a church dedicated to *St. Brendan* of *Clonfert*, who visited Brittany in 520-530 (comp. p. 17). — The line crosses the *Léguer*.

97½ m. (157 km.) **Plouaret** (739 inhab.; *Hôt. du Rocher; de la Gare*) has an interesting 16th cent. church with a Renais-

sance tower and good Flamboyant windows in the aisles and apse. The Gothic porch is noteworthy. By the side of the church is a curious and ancient sculpture (possibly Roman) of a headless horseman trampling on a dragon with woman's breasts, to which paralytics used to make pilgrimage. The 16th cent. chapel of Ste-Barbe has a small arcaded tower.

Le Vieux-Marché, 1 m. E. of the station, has a 15th cent. and Renaissance church. About 3 m. N. of the village is the curious *Chapelle des Sept-Saints*, rebuilt in 1714 on a dolmen forming a crypt, where the images of the Seven Sleepers of Ephesus are said to have appeared miraculously.

About 4 m. S. of Plouaret, on the main road from Rennes, is the hamlet of *Kéramanach*, retaining a 15th cent. almonry chapel of the hospitaliers of St. John of Jerusalem, with a sculptured S. portal and a carved oak interior gallery. From Plouaret to *Lannion*, see p. 66.

From (103½ m.) *Plounévin*, 2½ m. S.E. of its station, *Plestin-Grèves* and *St-Efflam* (p. 72) may be reached by road (6½–8 m.; no omnibus). About 2 m. S.W. of the station is the ruined chapel of *St-Laurent-de-Poudour*, once celebrated for its pardon. We pass (l.) the lake of Trogoff and cross the valley of the Douron by a viaduct. — Beyond (111½ m.) *Plouigneau* the Monts d'Arrée are well seen on the left. We approach the station of Morlaix by an immense viaduct (p. 68) from which are seen the quays and river-port (r.) and the town (l.).

117½ m. (189 km.) **Morlaix**, see Rte. 21.

For lovers of old churches it is well worth while to hire a conveyance at Morlaix or at St-Thégonnec, visiting St-Thégonnec, Guimiliau, and Lampaul (see below) and rejoining the railway at Landivisiau.

On leaving Morlaix the line passes through a cutting. — The Gothic and Renaissance church of (123 m.) *Pleyber-Christ*, with a side-portal of 1666 and a handsome tower, possesses a 15th cent. processional cross in its treasury. — 126½ m. **St-Thégonnec** (*Hôt. du Commerce; de la Grande-Maison*), a small town (627 inhab.) nearly 2 m. N. of the station (omnibus), is interesting for its survivals of peasant costume and for its pardon, held on the 2nd Sun. in September. St. Thégonnec is the Breton name of Tigernach, an Irish contemporary of St. Eoghan (comp. p. 102) and founder of a monastery here. The cemetery surrounding the church is entered by a Renaissance archway; on the left is a remarkable two-storied **Ossuary* (1675) whose crypt contains an 18th cent. entombment of life-size figures in carved and painted wood. On the right is a **Calvary* of 1610, with numerous statuettes, some of them mutilated. The cruciform *Church*, last restored in 1677, has an imposing Renaissance tower. To the left of the porch is a granite statuette of St. John the Evangelist in a doctor's habit; in the interior the 18th cent. **Pulpit* is well carved with bas-reliefs.

129 m. (208 km.) **Guimiliau** (Inn), said to be named after King Miliu of La Cornouaille, murdered by his brother c. 531 and afterwards canonized, possesses another striking **Calvary* (1581), one of the best in Brittany, with a carved frieze and a

plinth crowded by figures in 16th cent. costume, some of which represent the Life of Christ. The execution is unequal, but the effect very curious. The ossuary dates from 1642. In the 16–17th cent. *Church*, which has a beautifully sculptured **South Porch* (1606–17), are a splendid carved oak font and canopy with twisted columns (Breton Renaissance) and an organ-case of the same period. A remarkable 15th cent. banner is preserved in the church.

Lampaul-Guimiliau, 2 m. W., offers another group of monuments of similar character: a **Church* of the 16th cent. and a cemetery and chapel of 1667.

133½ m. (215 km.) **Landivisiau** (*Hôt. du Léon; du Commerce*), a little town (3162 inhab.) 1½ m. N. of the station (omnibus), has a church recently rebuilt but retaining a beautiful sculptured **Porch* of 1554 opening on the square. The 16th cent. *Fontaine de St-Thivisiau*, near by, has interesting ancient granite sculptures taken after the Revolution from tombs of the lords of Coatmeur, whose castle stood 1½ m. S.E. The new cemetery contains a 17th cent. ossuary converted into a mortuary chapel, and decorated with caryatids.

Bodilis, 3 m. N.W., has a good Gothic and Renaissance church with a curiously sculptured portal.

FROM LANDIVISIAU TO PLOUESCAT, 16½ m. (26 km.), light railway in 1½ hr. We may start either from Landivisiau station or the town. — 4½ m. *Plougourvest*. — 6½ m. *Ploworn*, station for the hamlet of *Lambaler*, where a ruthlessly restored chapel of the Templars retains a **Rood-loft* of 1481 with a spiral staircase (beautiful openwork). — 10 m. *Plouzévédé-Beren*. Near the station a triple Renaissance gateway gives access to a cemetery enclosing a chapel. About 2½ m. W. is the **CASTLE OF KERJEAN*, now State property (adm. 2 fr.), partly feudal and partly of the Renaissance, enclosed by a double enceinte. The outer rampart, rectangular in form and 20 ft. thick, is flanked by a deep moat. The important gateway bears the arms of the first occupiers, Louis le Barbier and Jeanne de Gouzellon, his wife (1560); three high granite pillars on the left of it form the old seigniorial gibbet. We traverse the inner rampart by a Renaissance portal with fluted columns, on the right of which is the restored castle chapel. The inner court, with three wings and a portico, is noteworthy for a handsome well covered by a dome and pillars. A part of the castle proper was destroyed by fire in the 18th century. The decorated dormer windows should be noticed. In the interior is a Breton museum. — 11½ m. *Treffaouenan* has a church with a ceiling curiously painted. About 1 m. W. are ruins of the *Château de Kergournadeac'h*, i.e. 'of the man who did not run away', a name recalling the courage of an owner of the property while fighting a dragon along with St. Paul Aurelian. The present building (c. 1630) was purposely destroyed by its owner in order that her sons, deprived of their Breton home, should be forced to seek advancement at the French court. About 2 m. further W. is the interesting *Château de Maillé* (adm. on application, July–Oct.), rebuilt in 1542 and containing Renaissance mural paintings and furniture.

16½ m. (26 km.) **Plouescat** (*Hôt. de l'Armorique*), in a region still but little frequented, retains an old timber market-house; near by are several menhirs and dolmens. About 1 m. S.W. is an almost landlocked sandy bay; the open sea, with many reefs, is 2 m. N.W. Plouescat is connected by light railway with (9½ m.) *St-Pol-de-Léon* (p. 76) via (5 m.) *Sibiril*, the station for the 15th–16th cent. *Château de Kérouzère* (open tree on Mon. and Thurs., 1–5); and with (9½ m.) *Plouider* (p. 53), junction for Landivisiau and Brest.

FROM LANDIVISIAU TO CHÂTEAUNEUF-DU-FAOU, 44 m. (71 km.), light railway in 4 hrs., traversing the picturesque Monts d'Arrée. We ascend the valley of the Elorn (trout-fishing). — 3 m. *Locmelar* and (5½ m.) *Ploudiry* have interesting churches and ossuaries. About 1 m. S.W. of the latter is *La Martyre*, noted for its horse fairs, with a 15–16th cent. church dedicated to the king-martyr St. Salomon. — At (9 m.) *Sizan* (*Hôt. des Monts-d'Arrée; des Voyageurs*) the

cemetery is entered through a *Gateway or triumphal arch (c. 1588) with three openings. The little Calvary has three crosses. The ossuary (1585-88) is in the form of a chapel. The church, largely rebuilt in the 17th cent., contains some interesting woodwork.—Beyond (14½ m.) *Communa* the scenery grows wilder with good views (l.) of La Cornouaille and Le Léon.—We ascend steadily and cross the main ridge of the Monts d'Arrée at (17½ m.) *Roc-Tréduon* (*View).—21 m. *La Feuillée* (Hôtel Picard) has good trout fishing.—23½ m. *Brennilis* has an interesting 15th cent. church containing a reredos of seven panels and several ancient statues. A tumulus ½ m. N. covers a dolmen 15 yds. long.—26 m. *Loqueffret-St-Herbot*. *Loqueffret* (l.) has a typical Breton Renaissance church and Calvary. About 2½ m. N.E. is the hamlet of *St-Herbot*, with its beautiful chapel (see p. 73).—31 m. *Brasparts*, to the W. of the station, has a good Renaissance church and a Calvary with St. Michael and the dragon. About 4½ m. N.W. is *Mont St-Michel-d'Arrée* (1282 ft.), the highest point of the Monts d'Arrée, offering a superb *View of 40 m. radius.—The church of (33½ m.) *Lannédern*, with a porch of 1662 and a good stained glass window, is enclosed by a 17th cent. Breton cemetery, with a sculptured ossuary.—36 m. *Le Cloître-Pleyben*. The town of Pleyben (see p. 75) lies nearly 5 m. S.W.—44 m. (71 km.) *Châteauneuf-du-Faou*, see p. 75.

Beyond Landivisiau the railway follows the narrow and densely wooded valley of the Elorn, and traverses the hamlet of *Pont-Christ*, near which are (r.) the picturesque mill and château of Brézal.—137½ m. *La Roche*, a picturesque hamlet at the foot of a ruined castle, has a Gothic and Renaissance *Church in which the two styles are singularly rather than happily blended. The main portal belongs to the later period; the granite side-portal and tower are transitional. The principal window, of 1539, preserved intact, is a masterpiece of Renaissance composition figuring a variety of personages (many of them supernatural) in the costume and armour of the Francis I. period. Noteworthy also are a sculptured frieze in the nave and aisles, and a well-preserved rood-loft. The usual Breton cemetery, with an ossuary of 1639-40, surrounds the church.

The excursion to (3 m. S.E.) *La Martyre* (p. 51) may be made from La Roche.

142½ m. (230 km.) *Landerneau* (*Buffet*; *Hôt. de l'Univers*; *Raoult*; *du Commerce*), a sleepy town (6556 inhab.) and port pleasantly situated at the head of the estuary of the Elorn, was the feudal capital of the Pays de Léon. The river is here spanned just above its mouth by the picturesque *Vieux-Pont*, partly bordered by old houses. On the farther bank rises the 16th cent. church of *St-Thomas-de-Cantorbery*, with a tower bearing the date 1607 and the Rohan arms. Within, on the left of the high altar, is a good statue of St. Thomas, whose martyrdom is illustrated by bas-reliefs of 1711. A Renaissance ossuary in front of the church is now a dwelling-house. We recross the bridge and follow the Rue du Pont and Rue Fontaine-Blanche to reach the church of *St-Houardon*, reconstructed here in 1860. Of the original Renaissance building (1589-1607) there remains only a charming porch in sculptured granite. In the nave and around the choir are frescoes by Yan Dargent (1824-99), a native of Finistère.—The expression 'il aura du bruit dans Landerneau' is sarcastically used to characterize news of trivial importance. Proverbial

is also the 'lune de Landerneau,' since a Breton gentleman under Louis XIV (thinking, it is said, of a weather-vane in his native town) stoutly maintained that the moon at Landerneau was bigger than the moon at Versailles.

FROM LANDERNEAU TO BRIGNOGAN, 18½ m. (30 km.), light railway in 1½ hrs. The line ascends in a N. direction.—3½ m. *Plouédern*. About 1½ m. W. is the 16th cent. *Chapelle St-Eloi*, dedicated to the patron saint of horses, in whose honour an equestrian procession takes place at the yearly pardon (June 24th)—4½ m. *Trémaouézan-Plouneventer* is the station for two villages with good churches and ossuaries. The manor-house of Mézarnou, near Plouneventer, rebuilt in the late 15th cent., is a good type of aristocratic Breton architecture.—10 m. (16 km.) *Le Folgoët* (Inns), 1½ m. W. of the station (no conveyance; carriages may be hired at Lesneven, the next station), is a hamlet noted for its famous pilgrimage church, its pardon (Sept. 8th), and its horse-fairs (March 5th, etc.). About the middle of the 14th cent. an idiot named Salain or Solomon, but usually known as the Folgoët (Fou du Bois), dwelt here beside a spring in the woods, and for forty years begged his bread in the surrounding villages, with the simple invocation 'Ave Maria.' From his tomb in the neighbouring hamlet of *Lannuzien* (½ m. N.; where four round stones are said to mark the site) sprang a white lily, bearing on its petals, in letters of gold, the words 'Ave Maria,' and the miracle was commemorated by the erection of a church on the site of the 'folgoët's' humble abode. The *Church (Notre-Dame), an interesting example of florid Gothic, shows the date 1422 in an inscription on the W. front, which overlooks an open space used for processions. The statues on the W. and S. sides, thrown down when the church was sacked in 1793, have been replaced more or less at random, and considerable restorations were carried out in the 19th century. Of the two towers one carries a tall spire, the other is unfinished. The main W. portal is mutilated, but the double S. portal is richly ornamented. In front of the latter are remains of a Calvary ascribed to Card. de Coëtivy (d. 1474), when bishop of Dol. On the S. side of the choir projects the *Chapelle Ste-Croix*, remarkable especially for its *Porch ('the Apostles' Portico'), a 15th cent. masterpiece of delicate sculpture, unhappily mutilated. A statue of the Virgin behind the apse surmounts the spring of Salain, which rises beneath the high altar. Within, the nave is separated from the choir by a magnificent flamboyant *Rood Loft forming a veritable lacework in Kersanton granite, beneath which and facing the nave are two small altars. The choir, entirely surrounded by a stone screen, contains some interesting altars and paintings. The stained glass is all modern (1860-68), but the fine rose-window in the *Chapelle Ste-Croix* should be noted.—Near the church a manor-house known as *Le Doyenné* bears the arms of Brittany and of ecclesiastics who lived in it.—10½ m. *Lesneven* (3630 inhab.; *Hôt. de France*) lies 1½ m. N. of Le Folgoët (carriages for hire) and 5½ m. W. of *Lanhouarneau*, where the blind Welsh St. Hervé (d. c. 575) found his first refuge in Brittany. Branch-line to Brest, see p. 84.—13½ m. *Plouider*; branch-line to Plouescat and St-Pol-de-Léon, see p. 51.—15½ m. *Gouven* (Inns), at the head of a sandy bay.—17½ m. *Ploundour-Trez*, the station for (4½ m. W.) *Guisstivy*, amid dunes.—18½ m. (30 km.) *Brignogan* (*Hôt. des Bains-de-Mer*; *du Léon*), a little resort frequented chiefly by families from Brest, has fine sands and rock scenery. About ¼ m. N.W. is the *Men Mars* or 'miracle stone,' a menhir 26 ft. high, on which the earliest missionaries in these parts carved a cross. Further on (¼ m.) near the lighthouse, is the *Chapelle Pol*, crowning a pile of granite blocks, with a 16th cent. Calvary beside it.

From Landerneau (Brest) to Quimper and Nantes, see Rte. 25; to Rennes via Redon, see p. 48.

Beyond Landerneau the railway skirts the estuary of the Elorn; good views on the left.—143½ m. *La Forest* takes name from the forest of Landerneau, to the N. of which (3 m. from the station) is the church of *St-Divy*, interesting for its frescoes (1676) presenting the history of St. David, the patron saint of Wales and a son of St. Nonna or Nonita (comp. p. 86), in 17th cent. costumes. We cross the creek of Kerhuon by a lofty viaduct.

149½ m. *Kerhuon* is the station for (3 m. S. by omnibus and steam ferry) *Plougastel* (p. 84), with its famous Calvary, more generally visited as an excursion from Brest. At the mouth of the estuary we reach the roadstead of Brest. — 152 m. *Le Rody*, on a sandy bay. — 154½ m. (249 km.) **Brest**, see Rte. 24.

18. ST-BRIEUC

ST-BRIEUC, the chief town (22,782 inhab.) of the department of the *Côtes-du-Nord*, is situated on a plateau nearly 3 m. from the broad sandy bay of St-Brieuc. Its tidal seaport is *Le Légué*, on the estuary of the Gouët. St-Brieuc, with a cathedral, a picture-gallery, and a quaint old quarter with picturesque houses, is within easy reach of several 'plages,' and light railways and motor-coach services make it a good centre for excursions in an interesting region.

Railway Stations. *Gare de l'État* (Buffet; Pl. B 3), for all main line trains and for the branch to Loudéac and Pontivy. — *Light Railway Stations* adjoining the main station and E. of Les Promenades (Pl. C 2; 'Gare Centrale').

Hotels. *HÔT. DE FRANCE (Pl. b; C 2), Rue St-Barbe, R. 2/8-6/, pens. from 9/6; D'ANGLETERRE (Pl. c; C 2), pens. from 9/; DE LA CROIX-ROUGE, L. or D. 2/, pens. 7/-. Place Du Guesclin (Pl. C 2); CHAMP-DE-MARS; DES VOYAGEURS, DE L'OUEST, TERMINUS, at the station.

History. St. Briocus, a Welsh missionary to Armorica, settled here in the 6th or 7th cent., and the town grew up as the result of pilgrimages to his tomb, on the site of the present cathedral. Olivier de Clisson entered St-Brieuc in 1375 and held the cathedral against the inhabitants for some time, and when he returned in 1394 to besiege the town the 'Briochins' in their turn defended the church for fifteen days. James II here assembled his French forces for the invasion of Ireland in 1689. The States of Brittany met here for the last time in 1768. Under the Terror Chouans and Blues waged bitter conflict at St-Brieuc, and in 1799 the Vendéans achieved a coup by liberating a band of condemned Royalists from the prison. Among 'Briochins' the most generally known is Auguste Villiers de l'Isle-Adam (1840-89), the writer. The fairs at St-Brieuc are still much frequented (June; Sept. 7th; Sept. 29th).

We follow the Rue de la Gare from the station (Pl. B 3) and at its further end turn to the right to reach the *Place Du Guesclin* (Pl. C 2), in which stand most of the hotels. The busy Rue St-Guillaume leading N.W., is continued by the Rue Charbonnerie, on the left of which opens the Rue St-Gouéno (interesting old houses at Nos. 10-12 and 2), leading to the cathedral. In the Place de la Préfecture, in front of the church, stands a statue of Poulain Corbion, a procurator of the commune, who was killed in 1799 by the Chouans for refusing to cry 'Vive le Roi!'

Post Office (Pl. C 2), in the Place du Théâtre.

Syndicat d'Initiative, 13 Place Du Guesclin.

Conveyances. MOTOR OMNIBUSES to the *Plage des Rosaïres* (p. 56) 3 or 4 times daily; to *Le Val-André*; to *St-Quay* and *Portrieux* regularly. — MOTOR TOUR from *Dinard* via St-Brieuc to *Vannes*, see p. xxviii. — STEAMERS to *Jersey*, *Guernsey*, and *Plymouth*, see p. 134; also occasionally to *St-Malo* and *Le Havre*. — MOTOR LAUNCHES ply to *Portrieux*, *Paimpol*, *Ile de Bréhat*, *Cap Fréhel*, etc.

The **Cathedral** (*St-Étienne*; Pl. B 2) was begun in the 13th cent., but its two sieges (see p. 54) necessitated extensive repairs, and it was partially rebuilt in the 18th cent. and afterwards completely restored. The W. front is flanked by two forbidding towers resembling keeps, between which is a much-restored 13th cent. portal. — The massive 13th cent. pillars of the W. end of the nave give place to slender columns (15th cent.) at the E. end. The handsome organ-case dates from 1540. In the S. aisle, beyond the granite tomb of Bp. Le Porc de la Porte (d. 1620), is a florid Gothic chapel containing the *Tomb of St. Guillaume, with a good 15th cent. statue, a carved wooden altarpiece by Corlay (p. 49), and Gothic niches for effigies. The pillars at the entrance to the choir show four Romanesque capitals from an earlier building; the elegant triforium dates from the 15th century. In an apsidal chapel is a 15th cent. Virgin in alabaster. Several of the modern statues of bishops are the work of the Ogés, father and son, the latter a native of St-Brieuc (b. 1849).

In the modern *Hôtel de Ville* is installed the **Musée** (Pl. B 2; open free on Sun. and Thurs., 2-4 or 5; other days on application), containing works by the sculptors *Le Goff*, natives of St-Brieuc and victims of the War, the oaken statue of Gilles de Bretagne which once surmounted his tomb in the abbey of Bosquen (p. 56), a rather miscellaneous gallery of paintings (*Poulloux St-Ange*, *Jordaens*, etc.), and interesting 18th cent. furniture.

The *Préfecture*, behind which is a park, has for an out-building the former canonry or *Maison du Saint-Esprit* (No. 9 in the square), and on the left of it (No. 3) is the old *Bishop's Palace*, in part Gothic (16th cent.), with a good garden. — To the N. of the square, in the neighbourhood of the Place du Martray, are several irregular streets noteworthy for their old houses. The Rue St-Jacques has a timber-fronted 15th cent. house (No. 6) decorated with masks and, on the second story, a Breton bagpipe-player between figures of an angel and a grotesque; another house (No. 8) bears wooden statues of St. George on foot, David and St. Julien (half-figures), an angel in stone, and a realistic stooping buffoon. In the Rue Fardel are a charming corner house (No. 10) with two saints on its front, and the *Hôtel des Ducs-de-Bretagne* (No. 15; Pl. B 1), a Renaissance house of 1572 where James II is said to have lodged in 1689 (p. 54).

A turning off the Rue Notre-Dame, to the N.W., leads to the Gothic *Fontaine de St-Brieuc* (Pl. B 1), rebuilt with an oratory by Marguerite or Margot de Clisson, Countess of Penthièvre, in 1420 on the site of the original well of the saint. — The conspicuous knoll of *Bué*, further N.W. (view), is crowned by a statue of the Virgin, by Ogé.

At the E. end of the town, which overlooks the deep ravine of the Gouédic, are the modern church of *St-Michel* (Pl. C 1) and the *Promenade du Palais-de-Justice* (Pl. C 2), with a bust of Villiers de l'Isle-Adam (p. 54) and a French Protestant

From Collinée a light railway goes on via *Le Gouray*, *St-Mirel*, and *Pléne-Jugon* to *Jugon* (p. 49), and thence via *Plélan-le-Petit* to *Dinan* (p. 23). — Another light railway is projected from Collinée to *Merdrignac* (p. 43).

FROM ST-BRIEUC TO PLÉRÉREL, light railway in 1½ hrs. Diverging from the line to Collinée at (5½ m.) *Yffiniac* (see p. 56) this line runs N., passing several stations to *St-Alban* (p. 29), where it joins the line from Lamballe.

FROM ST-BRIEUC TO PAIMPOL, 30 m. (49 km.), light railway in 2½–3 hrs. The line descends the valley of the *Gouëdic*, commanding good views, and crosses the ravine of the *Gouët* by a viaduct 120 ft. high. At (3¾ m.) *Plérin* we alight for the *Plage des Rosaires* (p. 56; 2¼ m. E.) or for the *Pointe du Roselier* (Hotel; 2¼ m. N.E.). — 6¼ m. *Pordic* lies on a height. — 8½ m. **Binic** (*Hôt. de la Plage; de l'Univers*; several pensions), at the mouth of the *Ic*, is a small port engaged in the Northern cod-fisheries, and a popular summer family resort. About 4 m. W. is the 15th cent. chapel of *Notre-Dame-de-la-Cour*, with the recumbent effigy in armour of *Guillaume de Rosmadec* (d. 1640) and a remarkable 15th cent. stained-glass window, depicting scenes from the life of the *Virgin* (15th cent. costumes). The pardon (Aug. 15th) attracts numerous fishermen. — 12 m. *Etables* (*Bellevue*; *Continental*; *Croix-de-Pierre*) is another quiet little summer resort, with two bathing beaches and cliffs.

14 m. (22 km.) **Portrieux** and the adjacent **St-Quay** are frequented in summer. Portrieux remains principally a fishing-port, but St-Quay, founded by the Welsh missionary *St. Kea* or *Kay* (6th cent.), is a growing watering place.

Hotels. At Portrieux: *HÔT. DE LA PLAGE*; **DU MOUTON-BLANC*; *DU COMMERCE*; *DU LION-D'OR*; pens. 5/6–7/. — At St-Quay: **HÔT. DU GERBOT-D'AVOINE*, with a garden, pens. 8/6; *DE LA PAIX*, pens. 7/; *BEAU-RIVAGE*; *BELLEVUE*; *DE LA MER*; *DES BAINS*, etc.

Motor Launches ply in summer to the *Ile de Bréhat*, *Le Val-Anaré*, *Cap Fréhel*, etc. — **AUTOCAR EXCURSIONS** in the season. — *Salle des Fêtes*, for concerts, dances, cinemas, etc.

Motor Omnibus to *St-Brieuc*.

The *Plage de la Comtesse*, the chief resort of visitors to Portrieux, faces an island accessible at low tide. The *Plage de St-Quay*, of sand interspersed with rocks, is adjoined by several small bays with sea-caves.

Beyond St-Quay the light railway goes on via *Tréveneuc* and *Kérégal* to (18½ m.) *Plouha* (branch to *Guingamp*, see p. 63) and (19 m.) *Plouha-Ville*. **Plouha** (*Hôt. du Midi*), a little town (1195 inhab.) at the intersection of five roads among moors 2 m. from the sea, was a place of refuge for many of the adherents of *Charles I.* after the battle of *Naseby*.

About 2 m. W., on the road to *Pléhédel*, is the pilgrimage chapel of **Kermaria-an-Isquit* ('House of *Mary the health-giver*'), built in the 13th cent. and enlarged in the 14th, 15th, 17th, and 18th centuries. The S. porch (14th cent.), supported by figures of the *Apostles*, is of good Breton type. In the interior are a curious 15th cent. wall-painting of the *Dance of Death*, some quaint old statuettes, and five small alabaster bas-reliefs of English workmanship (15th cent.).

The line now runs close by the road, and beyond (22½ m.) *Lanloup*, with its picturesque 16th cent. church, again

approaches the sea. — 23½ m. *Bréhec* (Maison-Blanche; Le Page) was the landing-place of St. Brieuc (p. 54) on his missionary voyage from England. — 26 m. *Plouézec* (Hôt. du Commerce; de France) has a modern church with a tall spire and a lectern carved by Corlay (p. 49). — 29 m. *Kérvity* (p. 63). — 30 m. *Paimpol*, see p. 63.

From St-Brieuc to *Rennes* and to *Brest*, see Rte. 17; to *Loudéac* and *Pontivy*, see Rte. 19.

19. FROM ST-BRIEUC TO LOUDÉAC AND PONTIVY

45 m. (73 km.) RAILWAY in 2 hrs. (32 fr. 90, 22 fr. 20, 14 fr. 45 c.); to *Loudéac* 31 m. (50 km.) in 1½ hrs. (22 fr. 55, 15 fr. 20, 9 fr. 90 c.). From *Pontivy*, where carriages are changed, travellers may go on to (34 m. in c. 1½ hrs.) *Auray* (p. 94), but there is only one good through connection per day (comp. p. 60).

ROAD TO AURAY, 73½ m. (118 km.). 15 m. (24 km.) *Moncontour* (p. 56). 22 m. (35 km.) *Plougenast*. 30 m. (48 km.) *Loudéac* (p. 59). 35½ m. (57 km.) *St-Gonnerly* (on the left). 43½ m. (70 km.) *Pontivy* (p. 59). 61 m. (98 km.) *Baud* (p. 61). 67 m. (108 km.) *Pluvigner* (p. 61). 73½ m. (118 km.) *Auray* (p. 94).

St-Brieuc, see Rte. 18. We diverge to the left from the line to *Brest*, and ascend the valley of the *Gouëdic*. 5 m. *St-Julien* lies 2 m. S.W. of the elliptical *Camp de Pérán* (600 yds. in circumference), a good example of a vitrified fort discovered in 1845 and attributed to the earliest inhabitants of Armorica, or, by some authorities, to the Romans. The Roman road from *Carhaix* to *Erquy* passes c. 200 yds. to the N. Near the village of *Plédran*, 2 m. further E., are the interesting 15th cent. chapel of *St-Nicolas*, with a graceful rood-loft, and several megalithic monuments. Beyond (6¼ m.) *Plaintel* we cross the *Gouët*.

11¼ m. (18 km.) *Quintin* (Hôt. du Commerce; de Paris), a cloth-working town (2196 inhab.) 1 m. W. of the station, is picturesquely situated above a lake formed by the *Gouët*. A few of its old houses are standing. The *Château* (no adm.), rebuilt after the religious wars, has a pavilion of 1662 but dates mainly from 1775. The unfinished church of *Notre-Dame*, rebuilt in the 13th cent. style, possesses an alleged fragment of the Madonna's girdle, brought from Jerusalem by Crusaders in 1248. The 14-15th cent. *Porte Neuve*, behind the church, is a relic of the ancient fortifications. Near it is *La Pierre-Longue*, a menhir nearly 30 ft. high.

FROM QUINTIN TO ROSTRENNEN, 27 m. (43 km.), light railway in 2¼ hrs. 2½ m. *Quintin-Ville* is the nearest station to the town. We pass (r.) the 18th cent. *Château de Robien*. — 11¼ m. (19 km.) *Corlay* (Hôt. des Voyageurs; Adam), on a lake formed by a tributary of the *Sulon*, has ruins of a castle possessed for six centuries by the *Rohan* family, and a church with a good portal (1575). The horses of this region, known as 'doubles bidets' (large cobs) and much sought after at fairs, are said to descend from Arab steeds brought home by Crusaders; crossing with English stallions has improved the strain. The race held here in June are interesting. — 17¼ m. *St-Nicolas-du-Plelm* (Hôt. Leveder

de l'Ouest) has a 15th cent. church and a chapel with a curious 'wheel of fortune.' Not far off is the interesting *Perte du Blavet* (p. 63). Branch-line to *Guingamp*, see p. 63. — We cross the *Blavet*. 27 m. (43 km.) *Rostrenen*, see below.

13¼ m. *Le Pas* lies on the outskirts of the *Forêt de Lorges* (6000 acres). — 17½ m. *Ploëuc-l'Hermitage*. — 21¼ m. *Uzel* (382 inhab.) stands on a hill 2 m. W. of the station, overlooking (1½ m. further W.) the valley of the *Oust*.

30½ m. (49 km.) *Loudéac* (2396 inhab.; Hôt. de France), the meeting-point of several main roads, has the church of *St-Nicolas* (1728) with an exterior pulpit and, within, a high altar embellished by two figures of angels attributed to *Corlay* (p. 49). The *Forêt de Loudéac* (6300 acres), to the N.E., is one of the wildest regions of Brittany (wild boars and deer).

FROM LOUDÉAC TO CARHAIX, 45 m. (72 km.), light railway in 2¼ hrs. 5 m. *St-Caradec* has a church of 1664. We cross a serpentine feeder of the *Brest* and *Nantes Canal*. — 13 m. *Mûr-de-Bretagne* (682 inhab.; Hôt. de la Grande Maison) is a centre for excursions in the romantic valley of the *Poullangre*, to the N.E. — 21 m. *Bon-Repos* possesses some 13th cent. ruins of an abbey founded in 1184. To the S. is the hilly *Forêt de Quénecan* (p. 60), beyond the valley of the *Blavet* and the *Brest* and *Nantes Canal*. — 23¼ m. *Gouarec* (Hôt. du Blavet) is charmingly situated at the meeting of the canal and the river. — 31 m. (50 km.) *Rostrenen* (Hôt. des Voyageurs), a small town (2342 inhab.) on a hill, has a market-square bordered by 16-18th cent. houses. The church of *Notre-Dame-du-Roncier* (comp. p. 32), founded in 1295, has a porch with statues of Apostles and retains its original transept (renodelled). *Glomel*, 5 m. S.W., has a 15-16th cent. church; near by is the large *Etang de Coron*, a canal reservoir. The Gothic church of *Kergrist-Moëlou*, 5¼ m. N., is interesting. Branch line from *Rostrenen* to *Quintin*, see above. — 40¼ m. *Trébiwan-Le-Moustoir*. — The name of *Le Moustoir*, 2½ m. S., is derived from an Augustinian Abbey, now in ruins. A pardon for horses is held at the chapel of *St. Eloi*, 2 m. E. — 44¼ m. (72 km.) *Carhaix*, see p. 73.

From *Loudéac* to *La Brohinière*, see p. 48.

The line presently crosses the *Oust* and skirts a small lake (l.), beyond which is the castle of *Carcado*, birthplace of *Jean Le Sénéchal*, killed at the battle of *Pavia* (1525) while covering *Francis I* with his body. — 38¼ m. *St-Gérand* has a Romanesque and Gothic church.

45¼ m. (73 km.) *Pontivy* (*Hôt. Grosset; de la Gare), an ancient town (7566 inhab.) on the *Blavet*, offers a contrast between the narrow and picturesque streets of *Vieux-Pontivy* and the formal regularity of the early 19th cent. quarter. It is one of the best centres from which to explore the interior of Brittany.

Pontivy owes its foundation to *St. Ivy*, an evangelist from Britain (7th cent.). *Jean de Rohan* built the castle in 1485, and when the duchy of *Rohan* was created (1663) the town became its capital. The pact concluded here in 1790 between the 'jeunes citoyens actifs' of Brittany and Anjou was a prelude to the great Federation of the *Champ-de-Mars*. *Bonaparte* sought to make *Pontivy* the military headquarters of Brittany (1805) under the name of 'Napoléonville,' which persisted until 1871.

The *Rue Nationale*, the chief thoroughfare of the new town, leads in turn to a square enclosing the modern church of *St. Joseph* and a 'Gallic tumulus' reconstructed after the discovery in 1890, and to the *Place Nationale*, with a statue of *Gen. de Lourmel* (1811-54), a native of *Pontivy*, who fell at *Inkerman*. Farther on the *Rue Friedland* (l.) leads into

another huge square, a monument in which commemorates the Breton-Angevin federation of 1790 (see p. 59). The Flamboyant Gothic church of **Notre-Dame-de-la-Joie**, much restored, has a double doorway at the base of its tower with columns displaying the Rohan lozenges. The baptismal chapel on the N. side dates from the Breton Renaissance. In the interior should be noticed the 18th cent. pulpit, a 16th cent. Descent from the Cross, a charming tabernacle with figures (both in the S. aisle), and the 17th cent. choir-stalls. Behind the church is the Chapelle St-Ivy (1770).

We continue along the Rue Friedland to the quay of the river Blavet, which was canalized in 1802 to connect Pontivy, then almost isolated in the midst of insurgent Brittany, with the coast. On the opposite bank is the *Hospital*, partly of the 16-17th cent., incorporating one gateway of the town walls. The Rue du Pont, among whose ancient houses Nos. 10 and 12 are noteworthy, leads into the Place du Martray, a quaint old square in which one house has stone pilasters and another corbelled turrets (1578). Hence the Rue Lorois and Rue Lourmel (l.), with many 17-18th cent. houses, lead to the *Castle*, enclosed by a grassy moat, and preserving the whole of its enceinte. The walls are 10 ft. thick and 60-70 ft. high; two squat towers flank the principal front, which presents a row of small windows above machicolations and four large windows with notched gables. In the great court is a 17th cent. exterior staircase of wrought iron. The castle, sadly neglected, serves as a farm.

Noyal-Pontivy, 4½ m. E., has a good 13-15th cent. church; about 1½ m. N.W. of it is the hamlet of *Ste-Noyale*, with a florid Gothic chapel whose tower has 12 bell-turrets (unique in Brittany), and a Calvary and oratory. *Rohan*, 10 m. E. of Pontivy, on the Brest and Nantes Canal, gives name to the Rohan family.

FROM PONTIVY TO MESLAN, 30½ m. (49 km.), railway in 2½ hrs. Trains start from the Gare Départementale, 10 min. from the Etat station, on the opposite bank of the river. 2½ m. *Stival* has the Gothic (16th cent.) chapel of *St-Mériadec*, with two good contemporary windows and naive frescoes. The cemetery contains a 'lech' or truncated menhir said to have served as the saint's altar, and a mortuary chapel. — 7½ m. *Cléguérec* (619 inhab.) is one of the points of approach to the *Forêt de Quéénecan* (9000 acres), which is traversed by a romantic gorge, 3 m. N.W. — 15 m. *Guern-Loemalo*. The hamlet of *Queven*, 6 m. S.E., has an interesting chapel with some 16th cent. stained glass and a statue of the Virgin which opens to reveal reliefs of the Life of Christ. — 16½ m. *Guéméné-sur-Scorff* (*Hôt. des Voyageurs*; *Moderne*), a small Breton town noteworthy for the distinctive costume of its womenfolk, grew up around a castle of which some ruins (15-16th cent.) remain; within the enceinte is a curious diminutive Gothic hall containing a granite lavabo known as 'Queen Anne's bath.' The disfigured Gothic chapel of *Notre-Dame-de-Crénenan*, 2 m. N.W., once belonged to the Templars (pardon on the Sun. following Aug. 15th). — 24½ m. *St-Caradec-Kernascléden*. The hamlet of *Kernascléden*, close to the station, has a noteworthy florid Gothic chapel of 1464 with two sculptured porches, a handsome rose-window and frescoes. — 30½ m. (48 km.) *Meslan*, see p. 92.

From Pontivy to *Plœrmel*, see p. 32.

FROM PONTIVY TO AURAY, 34 m. (55 km.), railway in c. 1½ hrs. (24 fr. 80, 16 fr. 70, 10 fr. 90 c.); road, see p. 58. Beyond Pontivy we follow the windings of the Blavet. At

(9½ m.) *St-Nicolas-des-Eaux* is the chapel of St. Nicholas (1524), dating from a priory dependent on the abbey of St-Gildas-de-Rhuis (p. 114).

About 1½ m. E. of St-Nicolas is the 16th cent. pilgrimage chapel of *St-Nicodème*, one of the best Flamboyant structures in middle Brittany, adjoined by a holy well with Gothic gables and sculptures. The pardon here (1st Sat. in Aug.) is attended by gaily beribboned cattle, advancing to the sound of fife and drum; the animals are then sold by auction for St. Nicodemus and find ready purchasers as they are thought to bring prosperity to a farm. The church of *Bieuzy*, 2½ m. W., dates partly from the 11th cent.; near it is the holy well of St. Budoc (*Bieuzy*), and 3 m. further W. is *Melrand*, with a striking Calvary.

On the other side of the river, at the foot of the *Montagne de Castennec*, c. ½ m. W. of St-Nicolas, is the *Grotto of St. Gildas*, occupied as an oratory in the 6th cent. by St. Gildas and St. Bieuzy (Budoc), who summoned the faithful to service here by means of a ringing stone (still extant).

63¼ m. (102 km.) **Baud** (2480 inhab.; *Hôt. du Commerce*), 2½ m. E. of the station (omnibus), has a church dating from Louis XIV, with Gothic arcading and ancient wooden statues of saints. A lane on the right of the road from the station (1½ m.) leads past a mill to the former castle of *Quinipily*, now a farm. Near it stands the so-called *VÉNUS DE QUINIPILY*, a nude statue over 6 ft. high, resembling a figure of Isis, standing on a pedestal above a large granite trough.

The original statue, known as *Groac'h er Couard*, 'the witch of La Couarde,' was dug up on the *Montagne de Castennec* (see above) where St. Gildas may have buried it as a heathen image. During the middle ages it was worshipped by the peasantry with more or less pagan rites, being resorted to by women desirous of ease in childbirth and by girls seeking husbands. It was several times overthrown and finally destroyed by the ecclesiastical authorities; and the present figure, a slightly modified copy of the original, made for Pierre de Lannion, lord of the manor, was set up here in the 17th century.

At Baud our railway intersects a light railway running E. to (12½ m.) *Locminé* (p. 115) and W. to (13½ m.) *Plouay* (p. 92). Light railway to *Hennebont*, see p. 94.

We traverse the *Forêt de Camors*. The church of (72 m., 116 km.) **Pluvigner** (1728 inhab.; *Hôt. de la Croix-Blanche*) contains a Bible of 1540 printed by Robert Estienne, otherwise 'Robert Stephens,' in whose Greek New Testament (1551) the present division of verses was first introduced, and relics of St. Fingar or Gwinneer, a 5th cent. Irish prince and martyr, who is supposed to have founded a colony here ('Plou-Fingar'). The chapel of *Notre-Dame-des-Orties* is Romanesque, and the chapel of St. Fiacre, remodelled in 1640, retains altarpieces, etc., in the florid Gothic style. — We join the line from Quimper to Nantes. — 79½ m. (128 km.) **Auray**, see p. 94.

20. GUINGAMP, PAIMPOL, TRÉGUIER, AND LANNION

GUINGAMP (*Buffet*, L. or D. 2/; *Hôt. du Commerce*, Rue St-Nicholas, pens. 6/6; *de France*, Rue St-Yves, pens. 6/6; *de la Gare*; *de l'Avenue*), on the *Trieux*, once the capital of the duchy of Penthièvre, is a quiet little town (7895 inhab.) of marked Breton character. Its pardon (Sat. before the 1st Sun. in July), the easternmost of the pardons held in Brittany, is one of the most frequented, with a torchlight procession as a picturesque feature. The Boulevard Clemenceau and Rue St-Nicholas lead to the Place de Verdun, to the left of which, in the Promenade du Vally, are some surviving towers of the second *Castle* (15th cent.) of Guingamp. The old *Hôtel-Dieu*, in the Place Verdun, founded by Charles of Blois and rebuilt in 1699 in the Breton Renaissance style, has been restored as a school. The cloisters may be visited. The chapel, which has a notable façade (1695-1709), is to be dedicated as a war memorial.

In the Rue Notre-Dame, a turning to the left off the Rue St-Nicholas further on, stands, next to a turreted Renaissance house, the church of **Notre-Dame-de-Bon-Secours**, a striking Gothic and Renaissance building, with a tall 14th cent. belfry and a W. front flanked by the *Tour de l'Horloge* (14th cent.) and the fine Renaissance *Tour Plate* (16th cent.). The statues of Apostles at the richly ornamental W. portal (16th cent.) are noteworthy. On the N. and S. sides are Gothic portals, and on the N. opens also the **Portail* (14th cent., restored 1854), a porch now forming a chapel in which is the much venerated Notre-Dame-de-Bon-Secours, a black virgin in sumptuous robes. The statues of Apostles in this chapel are modern.

The gloomy interior is interesting for its blend of styles. The bays on the N. of the nave are Gothic, and those on the S. (where the pillars are lavishly sculptured) Renaissance; the triforium differs correspondingly. The flying buttresses are carried boldly into the interior of the aisles. A narrow crossing beneath the belfry separates the nave abruptly from the choir; the four pillars supporting its quadruple arcade are adorned by high reliefs of animals and grotesques. In the S. transept is the tomb of Pierre Morel, bishop of Tréguier in 1385; in the N. transept is a stained-glass window representing an episode in the battle of Patay (1871). The Gothic choir (1462-81) is noteworthy for its graceful columns and interior flying buttresses. In the S. choir aisle is the tomb of Roland Phélippe (14th cent.), seneschal of Charles of Blois, with his effigy in armour.

From the church the Rue Notre-Dame leads into the Place du Centre, in which are several Gothic houses and the delightful Renaissance *Fontaine de la Pompe*, restored in 1743. Fragments only remain of the town walls of Guingamp, in the Rue de Totrieux and near the school of St. Sauveur.

The village of *Ste-Croix*, 1 m. S. of Guingamp, on the banks of the *Trieux*, grew up around an Augustinian abbey founded c. 1135 by Stephen, count of Penthièvre, the ruins of which are now occupied by a farm. Above the entry is inscribed a 'lettre de sauvegarde' received from Louis XV in 1736 (not 1636,

as the inscription states); at the further end of the courtyard is the former abbot's lodging (1530), and on the right is the ruined church.

At the village of Grâces, c. 2 m. W. of Guingamp, is the handsome Florid Gothic chapel of *Notre-Dame-de-Grâces*, built by Guy de Bretagne in 1507-21 and afterwards used by Franciscan friars. The single aisle is divided into five chapels, in which the beams are beautifully carved with a variety of scenes, some of them grotesque, others licentious. A reliquary on the right of the high altar encloses the remains of Charles of Blois (1319-64), brought hither in 1605. About 2 m. S. is the *Château de Kérano*, where James II of England once stayed.

FROM GUINGAMP TO ST-NICOLAS-DU-PÉLEM, 25 m. (40 km.), light railway in 2 hrs. This line, running due S. with numerous curves, is c. 6 m. longer than the direct road. — 7½ m. *Bourbriac* (*Hôt. de la Poste*; *des Voyageurs*), in a picturesque hilly region, has an interesting church containing the mausoleum (16th cent.) of St. Briac (p. 20), beside which is the saint's original granite sarcophagus, attracting numerous sufferers from nervous disorders. — 16 m. *Kérien-Magvar*. — 18½ m. *Kerpert*. About 2 m. N.E. of the village, which lies 1½ m. from the station, is the ruined abbey of *Coatmalouen*, founded in 1142 and rebuilt c. 1709. — At (21 m.) *Lanrivain* (*Provost's Inn*), which has a Calvary of 1548, a guide may be engaged for (c. 2 m.) the **Toul-Goulic*, a striking rocky gorge in which the Blavet descends in rapids and for a time disappears. — 25 m. *St-Nicolas-du-Pélem*, see p. 58.

FROM GUINGAMP TO PLOUHA (St. Brieuc), 15½ m. (25 km.), light railway in 1 hr. — 5½ m. *Pommerit-le-Vicomte*, 1½ m. left of the station, has a church of the 14th cent., with a 14th cent. window. — We cross the Leff. 10½ m. *Lanvollon* (*Hôt. de la Gare*; *de Bretagne*) grew up around a monastery founded by St. Vallon (7th cent.). About 3 m. N.W. is the ruined castle of *Coatmen* (12th cent.). — 13 m. *Pléguien* lies 1½ m. from the station. — At (15½ m.) *Plouha* we join the line from St-Brieuc to Paimpol (see p. 57).

From Guingamp to Brest and to Rennes, see Rte. 17; to Carhaix and Rosportlen, see Rte. 22.

FROM GUINGAMP TO PAIMPOL, 23 m. (37 km.), railway in 1½ hrs. This railway diverges from the Brest line about 1 m. from Guingamp and runs N. — 7½ m. *Brévidy-Plouëc*, for Tréguier (p. 65), has two old chapels (at Plouëc). — 11 m. *Pontrieux* (1635 inhab.; *Hôt. de France*), with a diminutive tidal port on the *Trieux*, is the station for (3 m. N.) the castle of *La Roche-Jagu* (15th cent.; adm. on application), with monumental chimneypieces and a Gothic chapel, and for (7½ m. E.) the circular Romanesque **Church* or 'temple' of *Lanleff*, long believed to be a Roman structure, but in fact built in the 12th cent. on the plan of the rotunda of the Holy Sepulchre at Jerusalem (comp. p. 90). — The scenery becomes finer as we descend the right bank of the *Trieux*. Just before (14 m.) *Frynaudour*, with its ruined castle, we cross the Leff. — Beyond (17½ m.) *Lancerf* we diverge from the river.

23 m. (37 km.) **PAIMPOL** (2690 inhab.), at the head of a sandy bay left dry at low tide, is a typical Breton fishing-port, engaged in the cod-fisheries off Iceland and Newfoundland. It is not, strictly speaking, a bathing resort, as the nearest bathing beaches are those of Kéridy, 1½ m. S.E., and Guilben, 1 m. E.

Hotels. **GRAND-HÔTEL AND CONTINENTAL*, Place du Martray, pens. from 10/; *LUCAS*, pens. from 8/; *GÉRARD*, Route de Kéridy, pens. from 8/; *HÔTEL-RESTAURANT DE L'UNIVERS*, pens. from 7/.

Post Office, near the harbour. — **SYNDICAT D'INITIATIVE**, Place de la République.

Motor Omnibuses and Motor Launches for the Ile de Bréhat see p. 64.

Paimpol is the scene of Pierre Loti's 'Pêcheurs d'Islande' and is celebrated in the songs of Théodore Botrel. The fishing schooners, now few in number, have each a crew of about 26 men. Their departure for Iceland (in Feb.) and for Newfoundland (at the end of March or beginning of April) is no longer the occasion of the once impressive 'Pardon des Islandais.' The fishers return in Aug. or Sept. and spend the rest of the year either in cultivating their fields or in fishing off the W. coast of Brittany.

Paimpol attracts many visitors in summer, mainly excursionists to Île de Bréhat. The chief centre of the town is the Place du Martray, W. of the harbour, which retains some quaint old houses. A 15th cent. turreted house and the belfry (1768) of the former church remain standing. The new church (1913) contains a lavishly adorned statue of Notre-Dame de Bonne-Nouvelle and one or two old paintings and statues. A fine view of the town and its bay is obtained from the *Tour de Kerroch*, 1½ m. N.; another good view-point is the *Pointe de Guilben*, 1 m. S.E. by the Kérité road.

About 2 m. S.E., beyond Kérité, is the former *Abbey of Beaufort*, founded in 1202; the existing ruins date partly from the 13th cent. (refectory, etc.) and partly from the Renaissance. The façade of the church is Early English in character.

At the mouth of the Trieux, 3 m. N. of Paimpol, is the quaint little fishing-port of *Loguivy* (Hôt. du Grand-Rocher).

*FROM PAIMPOL TO THE ÎLE DE BRÉHAT, by motor launch direct, 2 or 3 times daily in summer (2 fr.), or by autobus 4 times daily to the *Pointe de l'Arcouest* (¾ hr.; 4 fr.) and thence by motor launch (¼ hr., 1 fr.). — The road leads viâ (2 m.) *Ploubazlanec*, in the churchyard of which are a curious ossuary, with skulls in wooden boxes, and the 'Mur des Disparus en Mer,' inscribed with names of drowned sailors. About ½ m. W. is the hamlet of *Porz-Even*, mentioned by Loti (see above), and the *Pointe de la Trinité*, where the women watch for the return of the 'Islandais.' — 4 m. *Pointe de l'Arcouest* (Hôt. Barbu) has a jetty where we embark for (1½ m.) the Île de Bréhat; on all sides rocks of rose-coloured granite rise from the sea. — We disembark in the charming little Port-Clos, on the S. shore of the island. ***Île de Bréhat** (Hôt. *Bellevue du Port*; *Lucas* at the Port Clos; *Central*, *Chardon Bleu*, in the village), a fortified islet c. 2 m. long and 1 m. broad (980 inhab.), is much frequented in summer, especially by artists and sea-bathers. The winter climate is mild, and aloes, etc., flourish in sheltered gardens. The women wear quilled hoods for protection from the wind; lobster-fishing is the chief industry. The English several times disembarked here in the wars of the 15–16th cent., and are said to have left descendants among the hardy island folk. A narrow unfenced lane leads from the port to (¼ m.) the village of *Bréhat*, with a quaint little square, close to which are the diminutive post-office, mairie, and 17–18th cent. church. At the farthest extremity of the island (1½ m. by footpath), beyond a narrow isthmus, is the *Lighthouse* (adm. on application) amid superb rock scenery. The *Île Béniguet*

(¼ m. S.W.) is inhabited, and the neighbouring *Île Verte* has vestiges of a monastery; on the *Île Lavret* are the remains of some beehive huts.

From Paimpol to *St. Briec*, see p. 57; to *Tréguier*, see p. 66.

FROM GUINGAMP TO TRÉGUIER, 18 m. (29 km.), railway and light railway, in 2 hrs. From Guingamp to (7½ m.) *Brévidy-Plouëc*, where we change, see p. 63. — 9½ m. *Runan* has an interesting late 15th cent. church (restored) containing a sculptured granite reredos. — 13½ m. *La Roche-Derrien* (926 inhab.; Grand-Hôtel) lies at the head of the narrow estuary of the Jaudy. In a bloody battle here, in 1347, Charles of Blois was defeated and taken prisoner by the followers of Jeanne de Montfort and the English. There are a few ruins of the castle built by Count Derrien in 1070, and the 12–14th cent. church has a Renaissance reredos. About 1 m. N.W. is *Langoat*, with a modern church containing the tomb (1370) of St. Pompeia (locally known as St. Coupaia), mother of St. Tugdual (see below).

18 m. **TRÉGUIER** (*Hôt. Lalauze*; *Central*; *de France*), a cathedral town and port (3019 inhab.), stands above the confluence of the Jaudy and the Guindy, which form the estuary or 'Rivière de Tréguier,' with oyster-beds.

Tréguier was founded in the 6th cent. by St. Tugdual, a son of Hwyl, one of the earliest Welsh princes. A bishopric was created here by King Nominos in 855 and existed until the Revolution. The Abbé Siéyès, author of the Declaration of the Rights of Man (1789), was once a canon of Tréguier. Among natives of the town ('Tréguois') the most famous is Ernest Renan (1823–92) whose 'Souvenirs d'Enfance et de Jeunesse' contains some interesting descriptions of the town and its neighbourhood. The erection of his statue (1903) in the cathedral square gave offence to the devout citizens, who set up a Calvary near the station as a counter-memorial ('Calvaire expiatoire').

The former ***Cathedral**, one of the most beautiful churches in Brittany, was begun in 1339 but finished only in the 15th century. It preserves two fragments of an earlier building: a 13th cent. W. porch and the Romanesque *Tour d'Hastings*, above the N. transept. The S. transeptal tower has an open-work spire (18th cent.), 206 ft. high, and there is a third tower above the crossing.

Interior. The nave and aisles are flanked by richly decorated chapels, the pointed windows of which have lost their ancient stained glass. In the S. aisle are 15th cent. tombs of two knights and a 14th cent. chapel with a contemporary font. The *Chapelle du Duc*, in the N. aisle, built as a burial-chapel for Duke John V of Brittany (d. 1442), contains a well carved wooden altar with a large 16th cent. bas-relief; near by is the handsome modern cenotaph of St. Yves (see p. 66). The N. transept is interesting for its Romanesque circular arches and well-wrought capitals; in the S. transept is a 14th cent. granite stoup. The oaken ***Choir Stalls**, dating from 1648, are richly carved. — A doorway leads from the N. transept to the ***Cloisters** (1461–79), noteworthy for the

elegance of their arcading; the Tour d'Hastings is well seen from this side.

In front of the former *Bishop's Palace*, to the right of the W. portal of the cathedral, stands a touching War Monument for 1914-18, by Francis Renaud. From the apse of the cathedral the quaint Rue Ernest-Renan descends towards the harbour, passing (on the right) the house in which Renan was born (tablet). Visitors are shown the ground-floor room in which the great writer was born and his study on the upper floor. In the upper town are the *College* and several conventual establishments.

About 1 m. S. is *Minihy-Tréguier*, with a 15th cent. church, in the cemetery of which is the alleged Gothic table-tomb of St. Yves or Ivo, beneath which pilgrims pass on their knees at the pardon on May 19th (see p. 65). St. Yves, the patron saint of lawyers ("advocatus et non latro, res miranda populo") was born in 1253 at the adjacent manor-house of Kernartin (rebuilt in 1834) and has eclipsed St. Tugdual (see p. 65) in popular esteem. His will, painted upon a board, is exhibited in the church.

A road leads N. from Tréguier, via (1½ m.) *Plouguet* (see below), to (5 m.) *Plougrescant* (Hôt. de la Plage), on a headland fringed by reefs, passing (4½ m.) the 15-16th cent. *Chapelle St-Gonéry*, with a Romanesque (9th cent.) tower and the fine tomb of Guillaume de Halgouët (d. 1602), a bishop of Tréguier.

FROM TRÉGUIER TO LANNION, 15½ m. (25 km.), light railway in 1½ hrs. — 1½ m. *Plouguet* has a chapel and cross commemorating a Breton victory over the English. — About 2½ m. N. (omnibus) of (4½ m.) *Penvenan* lies *Port-Blanc* (*Grand-Hôtel*), a tiny fishing-port and 'plage' on a rugged coast, off which lies (½ hr.) *Ile St. Gildas* and other islets accessible at low tide. Anatole Le Braz and Th. Botrel (p. 64) had houses here. The women make fine lace for exportation to England. The composer Ambroise Thomas (1811-96) occupied a villa on the *Ile d'Ilicc*. — 6½ m. *Camlez*, for the sandy 'plage' of *Trestel* (Hôt. de la Plage; Lemarchand), 3 m. N.W. — 11½ m. *Petit-Camp* (junction for Perros-Guirec, see p. 67). — 15 m. *Lannion-Ville*. — 15½ m. (25 km.) *Lannion* (see below).

FROM TRÉGUIER TO PAIMPOL, 10 m., light railway via *Trédarzac*, *Pleumeur-Gauthier* (branch to *Pleubian*), and *Lézardrieux*.

FROM GUINGAMP TO LANNION, 26½ m. (43 km.), railway in 1¼-1½ hrs. (19 fr. 35, 13 fr. 10, 8 fr. 50 c.). From Guingamp to (16½ m.) *Plouaret*, where carriages are changed, see p. 159. — 21½ m. *Kerausem*. About ¾ m. E. is the 15th cent. castle of *Kergrist*, externally remodelled, with a fine park (adm. on application). Further N.E. (2 m.) is the important ruined castle of *Tonquédec*, now State property (adm. on application), consisting of an irregular polygon flanked by round towers, with a keep whose walls are 11 ft. thick. The castle, begun in 1399 and enlarged in the 15th and 16th cent., was dismantled in 1622. Near the hamlet of *Guergilles*, 2½ m. N. of Kerausem, is the *Chapelle de Kerfons* (1559), with a good Renaissance roof-loft. 26½ m. (43 km.) **LANNION** (6111 inhab.) is a characteristic little Breton town and river-port, interesting chiefly as a centre for some very fine excursions. Its name ('Lan-Huon,' monastery of Huon) occurs in the 11th century.

Hotels. *HÔT. DE FRANCE, pens. 8/, Quai d'Aiguillon; DU COMMERCE, pens. 5/6-6/; DE BRETAGNE, at the station, pens. 5/6-6/.

Post Office, Quai d'Aiguillon. — SYNDICAT D'INITIATIVE, Avenue de la Gare.

Motor Omnibuses daily in summer to *Trégastel* and to *Trébeurden* (p. 68).

From the station we proceed to the right to the bridge, near which is the picturesque convent (17th cent.) of the Dames de St-Augustin. Beyond the bridge (view) the Quai d'Aiguillon lies to the left, while straight on the Rue des Augustins and Rue St-Malo ascend to the Place du Centre, where several houses of the 15th and 16th cent. survive.

At the corner of the Rue Geoffroy-de-Pontblanc is a handsome timber house of the period of Louis XIII, with carved caryatids. A cross placed on the next house but one commemorates the local hero Geoffroy Kérimel de Pontblanc, who courageously but vainly resisted an English assault upon the town in 1346. Farther on the *College* is installed in a former Ursuline monastery retaining the 17th cent. façade of its chapel.

At the farther end of the Place is the Hôtel de Ville, beyond which rises the 16-17th cent. church of *St-Jean-du-Baly*, with an unfinished square tower of 1519. The interior is interesting for its irregular juxtaposition of naves and aisles of various periods, and several ancient wooden statues deserve attention. Thence the Rue de la Trinité and a long flight of steps ascend to *Brélèvez*, a picturesque hilltop suburb of Lannion, with an interesting 12-16th cent. church retaining its old receptacle for offerings of corn (on the left of the side-porch), a number of heavy leaning pillars, and an 11th cent. crypt (restored), noteworthy for an Entombment with life-sized figures (probably 18th cent.). In the churchyard are an old Calvary (restored) and two ossuaries.

About 1½ m. W. is *Loguivy-les-Lannion*, a diminutive river-port with a Gothic church containing a curious relief-painting of the Nativity with bagpipe-players in Breton costumes. The cemetery contains a beautiful Renaissance fountain, and outside it is a Flamboyant well presided over by St. David of Wales, who made the village his retreat. — The chapel of *Le Yaudet*, at the mouth of the Léguer, contains a curious group of the Virgin and Child in bed.

The ruined 15th cent. castle of *Coatfrec*, 4 m. S.E. of Lannion, may be gained by road via (2½ m.) *Buhulien*. Thence the excursion may be extended to include the castles of Tonquédec and Kergrist and the Chapelle de Kerfons (see p. 66), returning by train from Kerausem station.

The seaboard to the N. of Lannion, or 'Côte Lannionaise,' with its indented and picturesque coast-line and numerous islets, is easily accessible by the following routes and attracts many visitors in summer.

FROM LANNION TO PERROS-GUIREC, 8 m. (13 km.), light railway in 40 min. Trains start from the Etat station and call at *Lannion-Ville*. 4½ m. *Petit-Camp*, junction for Tréguier, see p. 66. — 7½ m. *Pont-Couennec*, for (1½ m. E.) *Louannec*, a 'plage' in its infancy. — 8 m. *Perros-Guirec*, a little fishing-port and attractive watering-place, is the terminus of the railway and possesses the two distinct 'plages' of *Trestraou* and *Trestignel*.

Hotels. At Trestraou: HÔT. DE TRESTRAOU, of the first class; LE BIHAN: GRAND HÔT. DES BAINS; REGINA; DE L'Océan. — At Trestignel: GR. HÔT. DE TRESTIGNEL; DE FRANCE; D'ANGLETERRE; DE LA CORNICHE. — At the station: DES VOYAGEURS; BELLOIR;

DU LEVANT; DES BAINS; BELLE-VUE. — Numerous pensions.

Post Office, near the station.

Motor Omnibus to Lannion, *Ploumanac'h*, and *Trégastel*. — AUTOCAR and STEAM LAUNCH excursions.

Casino at Trestraou.

The church of the old town, above the harbour, has a Romanesque (12th cent.) nave, with interesting capitals, and a 17th cent. choir. A *Coast Road, with scenery recalling that of N. Devon, leads N.W. viâ (2½ m.) *Notre-Dame-de-la-Clarté*, a hamlet visited by artists, with an interesting pardon on Aug. 15th, to (3¼ m.) **Ploumanac'h** (*Hôt. Bellevue; des Rochers; du Phare; St-Guirec*), a fishing-hamlet noted for its chaotic heaps of rose-coloured granite rocks, many of them nicknamed from their strange shapes. 'Plou-manac'h' signifies *populus monachi* or 'monk's people.' The oratory of *St. Guirec* (the Welsh Curig) is surrounded by the sea at every tide; in a chapel on the shore is a wooden statue of the saint, into which girls used to stick pins with a prayer for husbands. Off the coast, 3-4 m. distant, are seen the *Sept-Iles* (reached by fishing-boat in fine weather only), several of which are inhabited; the *Ile au Moine*, the largest, has a lighthouse and an abandoned granite fort built in 1720 for defence against the English, and the *Ile Rouzic* is visited in the breeding-season (May) by puffins which nest in the rabbit-warrens. — The coast road goes on to Trégastel and will soon be completed to Trébeurden (see below), passing two old tidal mills.

FROM LANNION TO TRÉGASTEL, 8 m. (13 km.) by road (motor omnibus in summer). The road is hilly and poor. — 6¼ m. (10 km.) Trégastel (r.) is the old inland 'bourg,' with a 12-13th cent. church adjoining by a good 17th cent. ossuary and a quaint calvary (pardon, June 24th). — 7¼ m. (12 km.) *Ste Anne-en-Trégastel*, a fishing-hamlet with good rock scenery. — 8 m. (13 km.) **Trégastel-Plage** (*Hôt. de la Mer; Castel-Ste-Anne; Beau-Séjour; des Bains*), a small resort, enjoys one of the most beautiful situations on the Breton coast, with several sandy beaches fringed by reefs and fantastic granite rocks, one of which has been carved to represent 'le Père Eternel.' The Cornish character of its name will be noted. A menhir, rudely carved with instruments of the Passion, stands on the road from Plemeur to l'Isle-Grande.

FROM LANNION TO TRÉBEURDEN, 6¼ m. (11 km.) by road (motor omnibus in summer). — 6 m. *Trébeurden-Bourg*. — 6¼ m. **Trébeurden-Plage** (*Hôt. Gervais*, pens. 10/; *de la Plage*, pens. 7/6; *Angleterre*, pens. 6/; *Bellevue; des Touristes; des Bains*) is growing up round a fishing-port, in a sheltered and charming situation. The *Ile de Milliau* and *Ile Molène* (inhabited) may be visited by boat.

From Lannion by light railway to Tréguier, see p. 67; to Morlaix, see p. 71.

21. MORLAIX

MORLAIX, a picturesque and busy town (13,342 inhab.) with some quaint old houses, is situated on the slopes of a deep valley spanned by a monumental two-storied viaduct, which gives the town an aspect almost unique in France. It is a few miles distant from the coast, within easy reach of several attractive watering-places, and is also a centre for inland excursions. The arms of Morlaix bear the punning motto 'S'ils te mordent, mords-les' ('bite for bite'). The town was known to the Romans as *Mons Relaxus*.

Railway Stations. *Gare de l'Etat* (Pl. B 2), at the W. end of the viaduct, for Rennes, Brest, Carhaix, and Roscoff; *Gare des Chemins-de-Fer-Armoricains* (Pl. B 2), at the foot of the viaduct, for Primel-Trégastel and Pleslin. The stations are connected by motor omnibus.

Hotels. *Hôt. de l'Europe* (Pl. a; C 2), Rue d'Aiguillon, R. from 2/6, D. 2/6; *Bozellec* (Pl. b; B 2), at the

History. Morlaix belonged at first to the counts of Léon, whose kingdom according to Breton legend was the *Lyonnesse* of the Arthurian romances. The town was besieged and captured in 1187 by Henry II of England for his ward Arthur of Brittany. During the Hundred Years' War it was taken and retaken by the French and English, and it was pillaged by the Earl of Surrey's raiding

station, R. from 2/6, D. 2/6; DU COMMERCE.

Post Office (Pl. C 2), Rue de Brest. — SYNDICAT D'INITIATIVE, 33 Place Thiers.

Motor Omnibuses ply to *Carantec* (p. 76; twice daily, 3 fr. 75 c.), to *Loquirec* (p. 71), etc.

MOTOR TOUR from *Dinard* viâ Morlaix to *Vannes*, see p. xxviii.

force in 1522. After landing at Roscoff (p. 78) Mary Queen of Scots (aged 5 years 8 months) made a solemn entry into Morlaix in 1543 on her way to be affianced to the Dauphin. The town afterwards took the part of the Leaguers, and the castle was stormed for Henri IV. in 1594. Gen. Moreau (1763-1813), the victor of Hohenlinden and afterwards the rival of Bonaparte, and Emile Souvestre (1800-54), the novelist, were born here. The peasant women of Morlaix wear a 'lobster-tail' headdress with the hair plaited at the nape.

The main railway station (Pl. B 2) is situated at the W. end of the viaduct, in the upper town. The Rue Gambetta, opposite the station entrance, leads to the Place St-Martin (r.), in which are two old houses and the church of *St-Martin-les-Champs* (Pl. B 3), a former priory church founded in 1128 and rebuilt in the Doric style on the eve of the Revolution. In the interior, which has red stucco pillars, are several frescoes by Puyo and a handsome 18th cent. high altar, flanked by angels in Carrara marble captured by a Morlaix corsair from a Genoese felucca which was carrying them to Spain. Thence vehicles descend to the lower town by the sweeping curve of the Rue Gambetta, but foot-passengers may take the narrow and more direct Rue Courte, with several flights of steps, rejoining the Rue Gambetta below the *Theatre*, and opposite the *Post Office* (Pl. C 2). We enter the place Emile-Souvestre, from which radiate the streets of the lower town.

From the tree-planted Place Thiers, near the Hôtel de Ville, we have an admirable view of the two-storied **Viaduct* (Pl. B 2, C 1), 300 yds. long and 194 ft. high, built in 1861 by Fenoux, which carries the main line from Paris to Brest over the valley. To the E. of the Place Thiers rises the church of **St-Mélaine** (Pl. B, C 2), founded about 1150 and rebuilt in 1489 in the florid Gothic style; the tower and belfry were finished in 1574. The S. portal has carved doors of 1489; within the porch is an elegant stoup with an ancient statue of the Virgin. In the interior should be noticed the wooden ceiling, with its carved frieze (including monks in grotesque attitudes); the 15-17th cent. woodwork of the organ; a painting by Valentin in a chapel S. of the choir; and a Descent from the Cross (with stereoscopic effect) and the Renaissance font of carved oak in the N. aisle.

We pass below the viaduct to reach the *Docks* (Pl. A, B 1). Vessels formerly came up to the arches, but the upper part of the harbour has been filled in to form the *Place Cornic*, named after Charles Cornic-Duchêne (1731-1809), a corsair of Morlaix (statue). The quays are picturesque; that on the right leads to the Cours Beaumont, a promenade in which is the *Fontaine des Anglais* (Pl. A 1), marking the spot where some 600 of Surrey's followers, loaded with booty, are said to have been ambushed during the raid of 1522 (see above). On the other side are a large tobacco factory and the Rue Villeneuve, with the *Chapelle St-Joseph* (frescoes).

To the S.E. of the Place Thiers and Hôtel de Ville are several quaint streets (notably the *Venelle au Son*, with jutting upper stories that nearly meet) and the Place de Viarmes (Pl. C 2), which we skirt, afterwards following the Rue au Fil as far as the *Place des Jacobins* (Pl. C 2). Here stood the

a church with a Romanesque nave and a Gothic choir and the pew (inscription) of Marshal Foch, who owns a neighbouring estate. — $3\frac{1}{4}$ m. *Le-Bas-de-la-Rivière-Locquénoùlé*. Near the station is the former storehouse of the corsair Cornic-Duchêne (p. 69). The river may be crossed by ferry to *Locquénoùlé*, with an interesting church, partly Romanesque, containing some arches and piers thought to be of the 10th cent. or earlier. We have a view of the sandy estuary as far as the castle of Le Taureau (p. 76). — $4\frac{1}{4}$ m. *Le Dourduff-en-Mer* is a diminutive fishing-port at the mouth of the Dourduff. — $6\frac{1}{2}$ m. (10 km.) *Plouézoch*, junction for Plestin, see below. The line now runs N. towards the open sea. — $10\frac{1}{2}$ m. (17 km.). **St-Jean-du-Doigt** (**Hôt. St-Jean*, pens. 7/-8/; *Bellevue*, in summer; *de la Plage-Périou*), in a green valley $\frac{1}{2}$ m. inland, is a charming village and quiet 'plage' frequented by artists. The churchyard contains a good Renaissance fountain (1690) and a small burial chapel (1575). The Church (1440-1513) is a handsome florid Gothic building with a good belfry (struck by lightning in 1926), at the foot of which are two small ossuaries (15-17th cent.). In the sacristy a forefinger of St. John the Baptist, which gives name to the village and attracts many pilgrims to the pardon (June 23rd-24th), is preserved in a reliquary of 1429. This and other treasures may be seen on application (1 fr.). — $11\frac{1}{4}$ m. *Plougasnou* (*Hôt. des Bains; de France*), a small town on a plateau, sharing a bathing-beach with St-Jean-du-Doigt, has a Renaissance church with a good rose-window. — $13\frac{1}{4}$ m. (22 km.) **Trégastel-Primel** (**Grand-Hôtel Primel; Limbourg*, pens. 9/-10/; *Talbot; de la Plage*; etc.), a growing watering-place, is pleasantly situated between the small bay of Trégastel, with a harbour, and the bathing-beach of Primel. The *Pointe de Primel* is formed by a mass of lofty red granite rocks, ending in a rock resembling a keep. On the opposite shore of the bay of Trégastel is *Le Diben* (*Hôt. de la Mer*).

FROM MORLAIX TO LANNION, $28\frac{1}{2}$ m. (46 km.), light railway in $2\frac{1}{2}$ hrs. (change at Plestin; connection poor). From Morlaix to ($6\frac{1}{2}$ m.) *Plouézoch*, see above. — $10\frac{1}{2}$ m. *Lanmeur* (944 inhab.; *Hôt. des Voyageurs*) has a church interesting for its crypt, belonging to the church of Kerfeunteun (earlier than the 11th cent.) and containing the fountain and 14th cent. statue of St. Mélar or Melorius, a Breton prince mutilated and strangled c. 528 by his uncle Rivod, count of Cornouaille. The neighbouring chapel of Kernstron contains some interesting Roman arches. About $5\frac{1}{2}$ m. N.E. (omnibus) is *Locquirec* (**Hôt. des Bains; de Bretagne; de la Grande-Maison*), a fishing-port with good sandy beaches (omnibus to Morlaix, see p. 68). — $12\frac{1}{2}$ m. *Plouégat-Guérand*. — 15 m. *Pont-Menou*, on the Douron. — 18 m. *Plestin-les-Grèves* (1145 inhab.; *Hôt. de la Grande-Maison; Coquart; Bellevue*) has a rectangular church of 1576, whose interior, with its light Gothic vaulting

and many pillars, resembles a mosque. It contains the 16th cent. tomb of St. Efflam, a 5-6th cent. Irish hermit. — We skirt the Grève St-Michel (l.), generally a sandy expanse (1500 acres); horse-races are held here. — 19½ m. *St-Efflam* (*Grand-Hôtel St.-Efflam, pens. from 6/; de la Plage) has the chapel of the saint and a pilgrimage-spring. We pass the *Rocher de St-Efflam* (250 ft.; *Hôt. du Grand-Rocher). — 22½ m. *St-Michel-en-Grève* (Hôt. du Lion-d'Or; de la Plage; St-Michel) is picturesquely situated on its sandy bay; the church has a handsome spire of 1614. The line now runs inland. — 24½ m. *Ploumilliau*. — 28½ m. (46 km.) **Lannion**, see p. 66.

22. FROM GUINGAMP AND FROM MORLAIX TO CARHAIX

Carhaix lies about midway between the main lines from Rennes to Brest (Rte. 17), on the N., and from Nantes to Brest (Rte. 25), on the S., and is reached from the former by light railways beginning at Guingamp and Morlaix, and from the latter by light railways beginning at Rosperden and Châteaulin. It is thus the halfway house on four routes of communication between the N. and S. coasts of Brittany, none of which, however, is a through route. Carriages are always changed at Carhaix, and the connections are usually inconvenient, rendering a night at Carhaix almost unavoidable by railway travellers. By road the distance from main line to main line is a little more than 60 m.

A. From Guingamp to Carhaix.

33½ m. (54 km.), LIGHT RAILWAY in c. 2½ hrs. This railway is a continuation of the line from Faimpol to Guingamp (p. 63).

The line diverges to the left from the railway to Brest and ascends S.W. beside a tributary of the Trieux and the road. 7½ m. *Moustéris-Bourbriac*. Bourbriac (p. 63) lies 4½ m. S.E. At Moustéris is a Calvary. — 12 m. *Pont-Melvez* (Inns) has the chapel of an ancient commandery of the Knights of Malta. About 2½ m. S.W. is *Bulat-Pestivien*, with a Renaissance chapel (now the parish church), noteworthy for its sculptured porch and for the carvings on the sacristy wall of skeletons engaged in everyday avocations. The pardon (Sept. 8th) is much visited. *Pestivien*, 1 m. from *Bulat*, has a good old Calvary — From the station of (15 m.) *Plougonver* (2 m. N.), a visit may be paid to the 13-14th cent. church of *La Chapelle-Neuve* (2½ m. N.W.), with its semicircular apse and rounded transepts. — We descend the valley of the Hière. — 21 m. *Callac* (1743 inhab.; Hôt. du Centre; de Bretagne). To the pardon of *St-Servais* (c. 3 m. S.E.), now suppressed, women sometimes walked barefoot for 40 miles. — 25½ m. *Le Pénity* is the station for *Carnoët* (2 m. to the right), a mile N.E. of which is the chapel of *St-Gildas*, with the tomb of the saint in the crypt. At *Lin-Carnoët* are a menhir, 16 ft. high, and remains of a Roman encampment, with ditches 20 ft. deep. — 33½ m. **Carhaix**, see p. 73.

B. From Morlaix to Carhaix.

30½ m. (49 km.), LIGHT RAILWAY in 2 hrs.; to *Huelgoat*, 21 m. (34 km.) in 1½ hrs.

The line ascends the charming valley of the Jarlot. 6 m. *Plougonven-Plourin*. *Plougonven* (2½ m. S.E.) has a noteworthy Calvary (1554) and *Plourin* (1½ m. W.) an interesting church (16-17th cent.). Beyond (10½ m.) *Le Cloître-Lannéanou* we pass the wild *Rochers du Cragon*, and descend the valley of the Aulne. — 21 m. *Huelgoat-Loemaria* is the station for (4 m. W.; omnibus 2 fr.) the little town (849 inhab.) of **Huelgoat** (**Hôt. d'Angleterre*, in summer only, pens. from 8/; *de France*, pens. 8/; *du Lac*, unpretending), the 'wood on the height' one of the most charmingly situated places in Brittany, in a lovely environment of wooded hills, crags, and ravines. The picturesque road from the station follows the valley of the *Rivière d'Argeñt*. About 2½ m. from the station a footpath (rejoining the road farther on by a flight of steps) diverges for the *Gouffre*, a picturesque rocky gorge into which the river plunges to disappear for a time. A little farther on, the path to the pretty pool known as the *Mare aux Sangliers* diverges on the right. The 10th cent. church of *Huelgoat* has a sculptured frieze and several ancient wooden statues. On the N.W. is a lake (175 acres; good fishing), which overflows into the picturesque *Chaos du Moulin*, and visits may be paid to the *Roche Tremblante*, the *Grotte d'Artus*, and the *Grotte au Diable*, recently made accessible by ladder. About 2 m. N., beyond the well-marked enceinte of the *Camp d'Artus* (probably Celtic), is the tall menhir of *Kérampeulven*.

About 4½ m. S.W. of *Huelgoat* is the **Chapel of St. Herbot*, a gem of Breton architecture (key at the inn on the main road). The chapel (15th and 16th cent., with additions and ornaments in the Renaissance style) has a remarkable square central tower (16th cent.) and an interesting side-porch of 1498, adjoining a small Renaissance ossuary. In front of the porch is a fine Calvary (15th or 16th cent.), with numerous small figures. The glass in the great E. window (1556) represents the Passion; and in one of the N. chapels an ancient window depicts the life of St. Herbot. The beautiful Renaissance choir-screen has a frieze and carved panels. Within it is the tomb and effigy of St. Herbot, the patron saint of cattle. Attached to the church is an old prison (now the sacristy), with a window giving on the church, so that the prisoners could hear mass. On the pardon of St. Herbot (the Fri. before Trinity Sun.) by ancient custom all oxen in the *Cornouaille* enjoy a day of rest. The peasants present the saint with tufts of hair from their animals' tails in order to secure his protection for their herds, and the annual value of the hair thus given sometimes amounts to 2000 or 3000 fr. A boy may be engaged at St. Herbot to show the way to the *Cascades de St. Herbot* and the ruined castle (16th cent.) of *Rusquec*, an excursion of c. 1 hour.

At (24 m.) *Poullaouen* is an abandoned lead and silver mine, worked as far back as the 16th century.

30½ m. (49 km.) **Carhaix** (*Buffet-Hôtel*; *de France*; *de la Tour d'Auvergne*; *Cheval Blanc*; *Olivier*), once a Roman settlement and place of importance, is now a simple market-town (4115 inhab.) at the meeting point of the chief roads

and light railways of this part of Central Brittany, which amply rewards exploration. It is noted for its fair (Nov. 2nd-8th) and for its breed of cattle.

Carhaix, under the name of *Vorgium*, was the seat of the Gallic Osismii, who resisted Caesar, and it became afterwards a Roman settlement, whence seven roads radiated. The name Carhaix has been ingeniously but erroneously supposed to represent Ker-Ahès, i.e. 'town of Ahès' (p. 101), daughter of the legendary King Grallon in the 5th cent., and this princess is credited also with the construction of the Roman roads ('Chemins d'Ahès'). Conomor or Comorre, a savage ruler of the 6th cent., here decapitated his wife Tréphime and his son Trémour, and as the victims were traditionally believed to have the power of walking about with their heads under their arms, they acquired a local reputation as saints. La Tour d'Auvergne (Théophile-Malo Corret; 1743-1800), 'first grenadier of France,' was a native of Carhaix, and his 'fête' is celebrated on June 26-28th.

We turn to the left on quitting the station, then to the right by the Rue Fontaine-Blanche, the first section of the main street. Beyond a statue of La Tour d'Auvergne (by Marchetti; 1841) we reach the Place de la Mairie, with some Renaissance houses. In the Mairie are preserved a tooth, a lock of hair, a hairpin, and a gaiter-button of La Tour d'Auvergne, collected on the exhumation of his body ordered by the King of Bavaria in 1837; and at No. 13 Rue de la Tour d'Auvergne, behind the Mairie, is the house in which the 'first grenadier' was born.

The Rue Brizeux leads from the Place de la Mairie to the 16th cent. church of *St-Trémour*, with a good main portal, beneath the Gothic arcade of which is a statue of St. Trémour with his head in his hands. The Rue de l'Eglise goes on to the more interesting church of *Plouguerv*, originally Romanesque but remodelled in the Gothic and Renaissance styles, and much injured by fire in 1923. The tower dates from 1546.

An excursion from Carhaix to *Huelgoat* (p. 73) should not be omitted.—Not far from the station are remains of a Roman aqueduct, and c. 1½ m. N.E. is a bridge built by the Gauls, still used for traffic.

From Carhaix to *Louvéac*, see p. 59.

C. From Carhaix to Rosporden.

31 m. (50 km.), LIGHT RAILWAY in c. 2 hrs.

On leaving Carhaix the line crosses the Brest-Nantes canal.—3½ m. *Port-de-Carhaix*, where the branch for Châteaulin diverges.—We cross the main ridge of the Montagnes Noires to (8 m.) *Motreff*, picturesquely situated on the S. flank.

13 m. *Gourin* (2358 inhab.; *Hôtel du Cheval-Blanc*) has a 16th cent. Gothic church with a balustraded tower and Renaissance bell-turrets; behind it is a 16th cent. chapel. The pardon here (3 days following the last Sun. in Sept.) is accompanied by picturesque horse-races and wrestling-matches. At the 15th cent. chapel of *St-Hervé*, 2¼ m. N.E., is held a pardon (last Sun. in Sept.), with a procession of horses. The patron saint used to be invoked for protection against wolves.

Branch-line from Gourin to *Le Faouët* and *Lorient*, see p. 92.

16 m. *Kerbiquet* has a ruined castle, now a farm.—20 m. *Guiscriff*, ¾ m. S.E. of the station, has a church of 1570 and two chapels.—We cross the Isole. 23¼ m. *Scaër* (*Hôtel des Voyageurs*), is the centre of the largest commune of Finistère (30,000 acres), including part of the Montagnes Noires. The church is dedicated to St. Candidus, who caused a fountain to spring up here.—26½ m. *Coatlock* lies close to the forest of the same name. 31 m. *Rosporden*, see p. 88.

D. From Carhaix to Châteaulin.

35½ m. (57 km.), LIGHT RAILWAY in c. 2½ hrs.

We diverge to the right from the Rosporden line at (3¼ m.) *Port-de-Carhaix* (p. 74) and follow the windings of the Brest-Nantes canal.—7½ m. *St-Hermin-Cléden-Poher*. The church of *St-Hermin*, 1¼ m. S.E., has an embattled tower. *Cléden-Poher*, 1½ m. N.W., possesses an interesting 15th or 16th cent. church with contemporary stained glass windows and paneling, a 16th cent. reredos with figures in the costume of the period, and important paintings of 1694 on the ceiling.—10½ m. *Spézet-Landeleau*. The hamlet of *Landeleau*, 1½ m. N.W., takes its name from St. Teilo (Téliu; see below). A monolithic Merovingian tomb beside the church is known as 'St. Teilo's bed,' on which St. Yves is said to have passed a night of recumbent devotion. *Spézet*, 2½ m. S.W., has an 18th cent. church and an interesting chapel of 1532 (key at the parsonage), built in the form of a T-cross and possessing *Stained Glass Windows and frescoes of great beauty. Several pardons are held here in May-June.—17½ m. (28 km.) *Châteauneuf-du-Faou* (1749 inhab.; *Hôtel Bellevue; du Midi*), overlooking the right bank of the river Aulne, is a centre for excursions in the *Montagnes Noires* (c. 1000 ft.), which form a long chain to the S., and are well seen from the town. The parish church is dedicated to St. Teilo (c. 550), Bp. of Llandaff, whose statue is in the S. transept. Railway to *Landivisiau*, see p. 52; to *Rosporden*, see p. 89.—26 m. (42 km.) *Pleyben* (2520 inhab.; *Hôtel de la Croix-Blanche; des Voyageurs*) has an elaborate *Calvary in the form of a triumphal arch, which is the latest in date of the great Breton Calvaries. By an archaism common in Brittany the costumes of the numerous figures are those of the 15th cent., though the monument itself dates from 1632-40. The Church is a remarkable edifice of the 16th cent., with a Renaissance tower (1588-91) and an interior interesting for the number and variety of its wood-carvings. The central window of the apse has glass of 1564. The cemetery is entered through a monumental gate (1725). The ossuary is in the Flamboyant style.—29¼ m. *St-Ségol* has a good Calvary.—32¼ m. *Port-Launay* is the river-port of Châteaulin.—34¼ m. *Châteaulin-Ville*.—35½ m. (57 km.) *Châteaulin* (station), see p. 87.

23. FROM MORLAIX TO ST-POL-DE-LÉON AND ROSCOFF

RAILWAY, 18 m. (29 km.) in 1 hr. (13 fr. 5, 8 fr. 80, 5 fr. 75 c.); to *St-Pol-de-Léon*, 13½ m. (22 km.) in 50 min. (9 fr. 90, 6 fr. 70, 4 fr. 35 c.).
ROAD, 13 m. (21 km.). 3¼ m. (6 km.) *Taulé* (see below). — 6 m. (10 km.) *Henvic* (see below). — 10 m. (16 km.) *St-Pol-de-Léon* (see below). 11 m. (17½ km.) *Manoir de Kérvél* (l.; p. 78). 13 m. (22 km.) *Roscoff* (p. 78).

Morlaix, see Rte. 21. We diverge to the left from the railway to Brest. — 6¼ m. *Taulé-Henvic*. The church of *Taulé* has two arcaded 16th cent. ossuaries and contains a banner presented by Marie Leczinska to the Chapel of *Notre-Dame-de-Callot* (see below). — 8¼ m. *Henvic-Carantec*. The 'plages' of *Carantec* (*Hôt. du Kéleñn*; Celtic; du *Bon-Accueil*; des *Phares*), at the end of a promontory in the bay of *Morlaix*, lie 3½ m. N. and are more conveniently reached by omnibus from *Morlaix* (see p. 68). On the narrow *Île de Callot*, accessible at low tide, stands the chapel of *Notre-Dame*, founded in the 6th cent. to commemorate a repulse of Norman pirates and rebuilt in 1808. On a rock 2 m. E., at the mouth of the *Rivière de Morlaix*, and reached by motor-launch (ferry in summer), is the fort of *Le Taureau*, built in 1452 by the citizens of *Morlaix* to defend the roadstead against the English, strengthened by *Vauban* (1680), and afterwards a State prison, where *La Chalotais* (1765; comp. p. 42) was confined. The bay is strewn with other islets and reefs. Our line crosses a viaduct over the *Penzé*. — 11¼ m. *Plouénan*. On the right is the château of *Kerlandy*, on the left that of *Kérantraon*.

13½ m. **ST-POL-DE-LÉON** (**Hôt. de France*, pens. from 7/6; *des Voyageurs*, comfortable; *du Commerce*, *Central*, unpretending), the former seat of the barony of *Léon*, is a picturesque old city (4345 inhab.), whose splendid openwork spires are conspicuous far and wide. It is named after *St. Paul Aurelian* or *St. Paul de Leon*, a Welsh monk, who founded a monastery on the *Île de Batz* (p. 79) in 530 and became bishop of *Léon*. Under his successors *St-Pol* became a religious centre of importance and the fame of its ecclesiastical wealth attracted a descent of Norman pirates in 875. In 1375 it was captured by the English, who burned the *Creisker*. *St-Pol* disputes with *Tours* the honour of being the birthplace of the sculptor *Michel Colombe* (1431-1512).

We turn to the left on quitting the station. In the *Grande-Rue*, which traverses the whole length of the town, rises the beautiful Gothic **Chapelle du Creisker*, traditionally founded in the 6th cent. by a maiden who had been seized with paralysis for working on a feast day but was healed by the arch-deacon *St. Kirec*. The present church dates mainly from the end of the 14th cent., but the aisles, the porches, and the

crossing, with the tower above it, are of the 15th century. The W. façade has three large windows, and a beautiful N.W. porch, richly sculptured with figures and delicate foliage. Below the six fine windows of the S. façade is a shallow porch, decorated with foliage only. The square central tower is surmounted by a famous openwork **Spire* (283 ft. high), one of the boasts of Brittany, which recalls the spire of *St-Pierre* at *Caen* and has itself served as model for several Breton churches. Visitors may ascend to the base of the spire for the sake of the view (apply to the concierge of the neighbouring *Collège* if the guide is not in the church).

INTERIOR. The irregularity of the groundplan and the inclination of the main axis of the church to the right should be noted. The roofs are of wood except at the crossing, where four massive piers support the tower. The aisles, of unequal width, are flanked by tomb-niches. The windows throughout are interesting and in a chapel S. of the choir is a carved oak reredos of the 17th century.

The *Grande Rue*, passing several interesting houses (Nos. 30, 12, 9), leads on to the *Grande-Place*, in which is the former **Cathedral*, one of the principal religious edifices in Brittany, mainly in the Norman Gothic style. The nave and aisles date from the 13th and early 14th cent.; the choir and transepts were remodelled c. 1431-50; while the ambulatory was doubled and the radiating chapels added in the course of the 16th century. The W. façade (13th cent.), with two towers surmounted by spires of unequal height, has a porch surmounted by a platform once used for benedictions; and at the base of the S. tower is a portal known as the 'lepers' door.' The end wall of the S. transept is pierced by an admirable 14th cent. rose-window, above which is a balcony with a kind of exterior pulpit, called the 'window of excommunication.'

INTERIOR. The NAIVE (13-14th cent.; restored) contrasts strongly, but not inharmoniously, with the 15th cent. choir. The important organ-case dates from the Renaissance and the pulpit from the 17th century. In the N. aisle is a good 16th cent. window (Christ separating saints from sinners); and in the S. aisle are a 12th cent. bénitier, a window of 1560 representing the various Works of Mercy, and a sarcophagus with Romanesque moulding which passes for the tomb of the earliest Breton king, *Conan Mériadec* (d. 421), but is more probably a Merovingian tomb in which *St. Paul Aurelian* (d. 570) was once interred. The transepts, remodelled at the same period as the choir (the N. transept retaining Romanesque elements) contain one or two paintings; the glass of the rose-window (see above) is modern. — The CHOIR, rebuilt in 1431-50, is noteworthy for the decoration of its triforium and its 69 choir stalls (1512), rich in detail. A black marble slab in front of the high altar (1770) is said to mark the tomb of *St. Paul Aurelian*. In the AMBULATORY, among the tombs of bishops of *Léon*, are those of *G. de*

Kersauson (d. 1387), F. Visdelou, chaplain to Anne of Austria and bishop from 1661-71, and Rieux-Sourdéac (d. 1651). In the 3rd chapel on the right is a 16th cent. fresco of the Trinity, representing three human faces joined at the forehead. The apsidal chapel (adjoining) contains tombs of Archdeacon Richard (d. 1589) and Bp. Coëtlosquet of Limoges (d. 1784). On an altar in front of the 1st chapel on the left are exhibited the relics of St. Paul Aurelian (skull, arm-bone, and finger) and the hammered bronze bell, rung at the yearly pardon and reputed miraculous, which is said to have been brought to him from Britain by a fish. Opposite is the tomb of Amice Picard (1599-1652), who subsisted for the last 18 years of her life on the Eucharist.

To the N. of the cathedral are the Place de l'Evêché and a public garden, formerly the garden of the bishop's palace (now the *Hôtel de Ville*). Behind the cathedral is the Place du Petit-Cloître, with an early 16th cent. *Maison Prébendale*.

St-Pol-de-Léon is surrounded by market-gardens, the produce of which is largely shipped to England. About 1 m. N., at the farm of Kéravel near the road to Roscoff, is an 'allée couverte' formed by three dolmens. Another similar monument may be seen at the hamlet of Kéranguéz, 2 m. S.E. The little seaport of *Pempou*, $\frac{1}{2}$ m. E., is visited for sea-bathing in summer. — *Santec* (Hôt. du Gulf-Stream, 8), 3 m. N.W., is a 'plage' on the open seaboard, amid dunes. From St-Pol-de-Léon to *Plouescat* and *Plouider*, see p. 51.

Beyond St-Pol-de-Léon we have a good retrospect of the town and its spires as the railway describes a curving course through nursery and vegetable gardens. The 'allée couverte' of Kéravel (see above) is passed on the right.

18 m. (29 km.) **ROSCOFF**, a small maritime town (2715 inhab.) and seaside resort, is noted for its early vegetables, favoured by the warmth of the Gulf Stream. The surrounding country is flat and treeless.

Hotels. HÔT. DES BAINS-DE-MER, Place Michel-Bouquet, R. from 3/6, pens. 9/6; DE FRANCE, Place Michel-Bouquet, R. from 2/, pens. 6/; TALABARDON, pens. 6/; ROSCOVITE, at the station; DE LA MARINE; DE LA PLAGE; DE LA MAISON-BLANCHE.

History. Mary, Queen of Scots, a child of 5 years, landed at Roscoff in 1548 on her way to be affianced to the Dauphin (comp. p. 69). On Oct. 10th, 1746, the Young Pretender, fleeing after Culloden, was aided to disembark at Roscoff by a corsair of St-Malo, who beat off two pursuing ships. Roscoff was a smuggling centre during and after the Napoleonic wars.

On the left in the Rue de la Tour-d'Auvergne (the main road from St-Pol-de-Léon to Roscoff) is the *Hospital* (1573), near which, in the 'Enclos des Capucins,' a former convent garden, grows a celebrated fig tree, planted in 1600 and covering an area of over 700 sq. yds. (adm. $\frac{1}{2}$ fr.). We retrace our steps along the Rue de la Tour-d'Auvergne to gain the town, in the centre of which rises the Flamboyant Gothic church of *Notre-Dame-de-Croaz-Baz* ('Croix du Bâton'), with a handsome Renaissance tower (1550). The arms of Roscoff,

Post Office, Rue Gambetta. PARDON Aug. 15th.

Motor Launches ('vedettes') to the *Ile de Batz*; to *Carantec* (p. 76), thrice a week in summer.

represented by a ship, are carved above the porch and also on the left of the tower and the apsidal wall. Two small Louis XIII structures in front of the church served as ossuaries, when there was still a cemetery here.

In the Rue Amiral-Réveillère are one or two 16th cent. houses; No. 25 is known as the **House of Mary Stuart** (interesting courtyard). The adjoining Flamboyant chapel dedicated to St. Ninian in commemoration of Mary's landing was destroyed by a gale in 1922. Opposite is a *Marine Laboratory* of the University of Paris. A lane descends to the shore, where an old watch-turret marks the reputed site of the landing (see p. 78). The tidal *Harbour* is used by coasting ketches and small cross-Channel cargo-boats plying chiefly to Southampton with fruit and vegetables. There are several bathing-beaches; a fine view is obtained from the *Pointe de Blosson*, with its chapel dedicated to St. Barbe.

The *Ile de Batz* (motor-launches, tide permitting, from a jetty near the Laboratory; crossing, $\frac{1}{4}$ m. in $\frac{1}{4}$ hr.), in Breton *Enez-Batz*, is a rather featureless islet (1266 inhab.), with a lighthouse and a modern village church in which is preserved the embroidered Byzantine stole of St. Paul Aurelian (p. 76). The Romanesque chapel of *Le Pénity*, on the site of the monastery founded by the saint at the E. end of the island, is half buried in sand. Its apse is now an oratory dedicated to St. Anne.

Santec (2 $\frac{1}{2}$ m. S.W.; p. 78) also may be visited from Roscoff.

24. BREST AND THE NEIGHBOURING COAST

BREST (67,861 inhab., including the garrison), situated at the mouth of the *Penfeld*, on the N. shore of an almost landlocked bay or roadstead forming one of the finest natural harbours in Europe, is a great fortified naval port and dockyard, of no great interest to the general tourist except as a centre for excursions in Finistère, the 'Land's End' of Brittany. Its growth as a commercial port was greatly stimulated by the War of 1914-18, during which it was a base of the American army in France. Plans are on foot for the creation of a large additional harbour. Brest has the reputation of being the rainiest of French towns.

Railway Stations. *Gare de l'État* (Pl. D 3), the terminus of the line from Rennes and Paris, adjoined by the *Gare de Chemins-de-Fer Départementaux de Finistère*, for Poispoder, etc.

Hotels. *HÔT. CONTINENTAL (Pl. a.; C 3), Square de la Tour-d'Auvergne, R. from 4/, L. or D. 2/6; MODERNE (Pl. b.; C 3), Place des Portes, R. from 2/6, D. 2/6; DES VOYAGEURS (Pl. c.; C 3), 16 Rue de Siam, D. 2/; DE FRANCE (Pl. d.; C 3), Rue de la Mairie; DE PARIS, 58 Rue Aiguillon, DES TOURISTES, 16 Rue du Château, plainer.

Restaurants. *Grand Café*, 12 Rue de Siam (à la carte and prix fixe); *Brasserie de la Marine*, Place Wilson; *Lombard*, *Collet*, both opposite the market, near the Mairie; *Baléar*, 80 Rue de Siam, simpler.

Post Office (Pl. C 3), Place Wilson. — SYNDICAT D'INITIATIVE, 23 Rue du Château.

British Consulate, 3 Place du Château.

Tramways, all passing the Place des Portes (Pl. C 3), traverse several of the streets. To *Le Conquet*, see p. 81.

Steamers to *Le Fret* (p. 85), *Lanvéoc* (p. 86), *Quilern* (p. 86),

Ushant (p. 82), and to Landévennec and Châteaulin (p. 84).

Autocars to Plougastel (p. 84), Le Conquet (p. 81), Plouarzel, Plougerneau, Porspoder, Guipavas, Lesneven,

Lannilis, Argenton, Lanellud, etc. Frequent excursion-cars in summer.

Amusements. Théâtre Municipal, Place de la Liberté; several Cinemas; Luna Park, Place de la Liberté.

History. Brest, mentioned in the 9th cent. as a 'bourgade' of the counts of Léon, became important only in the 13-14th cent., when it was said by Duke John IV that 'he is not duke of Brittany who is not lord of Brest.' In 1342 Edward III seized the town on behalf of Jean de Montfort, and it remained English until ransomed in 1397, resisting sieges by Du Guesclin and others. The English were again called to the aid of Anne of Brittany, but after her marriage with Charles VIII (1491) Brest passed to the French crown. The dockyard owes its foundation to Richelieu (1631), whose undertakings were followed up by Colbert (who changed the wooden wharves for masonry), Duquesne, and De Seuil. The failure of the Anglo-Dutch attack of 1694 under Adm. Berkeley (comp. p. 84) was charged by Macaulay to the treachery of Marlborough, but credit must be given to the able defensive measures of Vauban. The Terror here was signalized by a mass execution of 26 Girondin deputies of Finistère (1793). The convict 'hulks' of Brest were long notorious, but the establishment was transferred to Cayenne in 1860.

From the main railway terminus (Pl. D 3), just outside which is the light railway station (view of the roadstead), we may proceed directly to the harbour via the Rampe du Port-du-Commerce (tramway), to the left, or to the centre of the town via the Avenue Amiral-Réveillère (tramway), straight in front. The Avenue de la Gare, to the right, skirts the ramparts, planted with tall elms, as far as the Place de la Liberté (Pl. C, D 2), where we turn to the left to enter the town. Beyond the Place des Portes (Pl. C 3) the Rue Louis-Pasteur and Rue de Siam (named in honour of the Siamese embassy sent to Louis XIV), the two busiest thoroughfares of Brest, lead S.W. A little to the right of the former, in the Rue de la Mairie, rises the church of **St-Louis** (Pl. C 3), begun in 1688, but mainly modern, with a sumptuous interior of the Louis XIV period decorated in the best style of Mansard and Robert de Cotte and containing a good organ and a number of old paintings. The baldacchino of the high altar was presented to Louis XIV by the Grand Turk.

In the *Musée Religieux* (Pl. C 2), a little to the W. of the Place des Portes, is an interesting collection of statues of old Breton saints, etc.

At the end of the Rue Pasteur is the *Port de Guerre* (Pl. B 2, 3) or naval harbour, occupying both sides of the valley of the Penfeld, and employing over 7000 workmen (adm. by permit, seldom granted to foreigners). Among its curiosities is a cannon from the muzzle of which a French envoy was fired by the Algerians at the attacking squadron during the siege of Algiers (1683). The river is bridged by the **Pont-Tournant** (Pl. B 2; *View of the busy dockyard and castle), a swing-bridge which is opened for the passage of ships. Beneath it is a pontoon bridge for foot-passengers, and on the right bank of the river is the populous quarter of *Recouvrance* with a 14th cent. tower and numerous sailors' inns and taverns. Without crossing the bridge we turn to the left along the Boulevard Thiers, from which the Rue Amiral-Linois (1st

turning on the left) leads to the Place Sadi-Carnot and the **Musée** (Pl. B 3; open free on Sun. 1-4; other days except Wed. 10-12 and 2-4 or 5; 1 fr.), occupying an old corn exchange and containing a picture gallery of some interest.

Ground Floor. ROOM I. Poussin, Israelites gathering manna; Vien, Portraits of a family. — ROOM II. Coyvel, Sacrifice of Iphigenia; Ary Scheffer, Arrest of Charlotte Corday. — ROOM III. De Troy, Meeting of Medea and Jason. — ROOM V. Yan Dargent, Last of the bards.

First Floor. ROOM I. (on the left). Harpignies, Landscape. — ROOM II. Guay, Landscape; Espey, Rest. — ROOM V. Poilleux St-Ange, Execution of Porcon de la Barbinais (p. 15); Lix, Camille Desmoulins at the Palais-Royal; Ribot, Madame Le Goff. Various sculptures.

In the Rue d'Aiguillon (E.) is the *French Protestant Church*.

We regain the Boulevard Thiers, beyond which rises the old **Castle** (Pl. B 4), built in the 13th cent. to replace a Roman fort, fragments of which are incorporated in the base of one of the towers and in the lower courses of the ramparts on the town side. The castle was long held by the English; Richard II surrendered it for 12,000 crowns in 1397. It is now used as military headquarters and barracks, and visitors are usually shown only the keep.

The keeper accompanies visitors. In the machicolated towers flanking the gateway the Girondin deputies (p. 80) were imprisoned before their hasty execution in 1793. The courtyard is enclosed by barracks (17-19th cent.) and by the armoury, in dungeons beneath which English prisoners were confined during the war of the Austrian Succession (1740-48). A passage on the left of the porter's lodge leads to a terrace overlooking the roadstead, and to the *Tour de la Madeleine* (15th cent.), *Tour Française* (partly ruined), *Tour de César* (12th cent.), and *Tour de Brest* (view of the port). The moated *Keep* was remodelled by Vauban. The *Tour d'Azénor* (late 12th cent.) is named after St. Budoc's mother (comp. p. 83). The *Tour d'Anne de Bretagne* contains the captains' or governors' apartments; beneath it are dungeons.

The tree-planted *Cours Dajot* (Pl. B, C 4; 1769), to the S. of the town is decorated at each end by a statue by *Coysevox* (17th cent.), originally at the old chateau of Marly, near Paris. The *Cours* offers a good view of the commercial harbour, with its long jetties, and of the *ROADS OF BREST, a spacious natural haven (over 50 sq. m.) at the mouths of the rivers of Landerneau and Châteaulin, communicating with the open sea by the strait or *Goulet* of Brest, scarcely 1 m. wide. In the roadstead, which is defended by many forts and batteries, several training ships and French war ships may be seen at anchor.

The 'plage' of Brest is *Ste-Anne-du-Portzic* (3½ m. W.), with a pilgrimage-chapel.

FROM BREST TO LE CONQUET. Le Conquet may be reached by electric TRAMWAY (14½ m., 23 km.) in 1½ hr., starting from the Porte du Conquet (Pl. A 3) in Recouvrance; by AUTOCAR belonging to the Hôtel du Beau-Séjour at Le Conquet, thrice daily from the Place des Portes (Pl. C 3); or by the Ushant STEAMER (p. 82) in c. 2 hrs. (10 fr. 45 c.). Steamer passengers land in small boats when the tide is low. — The tramway after the first 1½ m. follows the main road, beneath which is buried the transatlantic cable from Brest to New York, and the trolley-wires are doubled to prevent electrical induction. — 10½ m. *Le Tres-Hir* (Grand Hôtel; des Bains), or the 'long beach,' is a summer resort with many seaside villas belonging to the more prosperous citizens of Brest. — 14½ m. **Le Conquet** (*Hôtel du Beau-Séjour*; *Bretagne*; *Sainte-Barbe*; *du Port*), finely situated

at one of the W. extremities of Brittany, is a little old fishing-port and popular seaside resort. In 1404 and again in 1513 English squadrons were beaten off here, but in 1558 the English burned the town, sparing only eight houses (still existing) that belonged to English subjects.

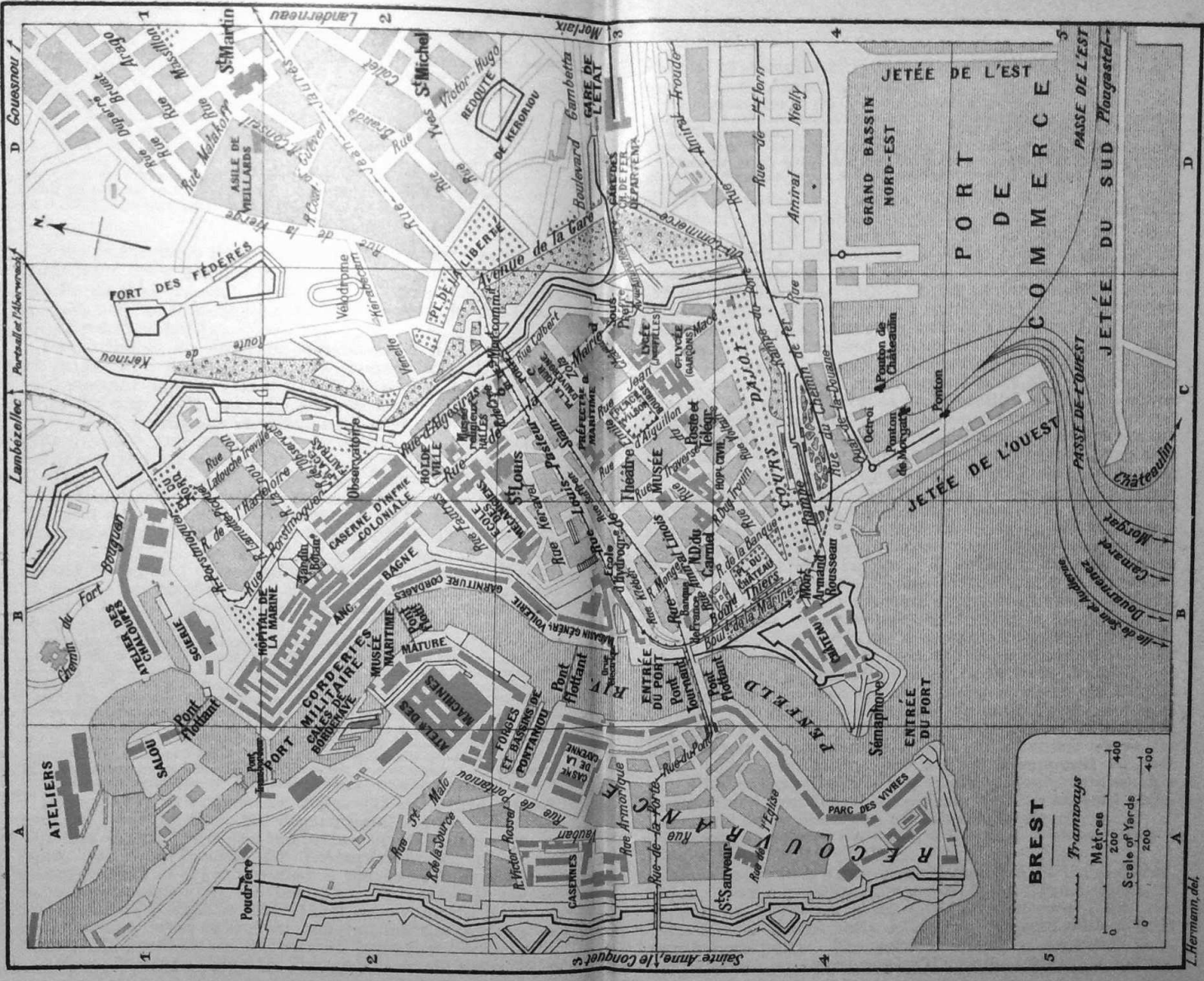
About 2½ m. S. by road (or c. 1 hr. by cliff path) is the rocky **Pointe de St. Mathieu* (view; rfmts.), where the head of St. Matthew, brought from Ethiopia by Breton sailors, is said to have been landed. The promontory is crowned by the imposing ruins of a large abbey church (1157-1208), a relic of a monastery founded in the 6th cent. by St. Tanguy, which later became a Benedictine abbey. There are also the remains of the old parish church, a lighthouse, and a monument (1927) to French sailors who perished in the Great War.

A few of the many **Excursions** by land or water that may be made from Brest are described below. In addition to these the *Île de Sein* (p. 102), *Audierne* (p. 101), and *Douarnenez* (p. 100) may be reached by excursion steamers in the season (usually on Sundays).

FROM BREST TO USHANT, steamer in c. 4½ hrs. (17 fr., 12 fr.), sailing from the Port du Commerce on Tues. and Fri. morning and returning on Wed. and Sat. afternoon. After leaving (c. 2 hrs.) *Le Conquet* (p. 81) the steamer steers N.W. among the islets and reefs of the *Chenal du Four* (often rough) and touches at (c. 3 hrs.) *Île Molène* (Inn). On this island are interred most of the victims of the wreck of the British Cape liner 'Drummond Castle,' which in June 1896 struck the neighbouring *Pierres Vertes* reef and sank with the loss of 400 lives. — In another 1½ hr. we reach *Île d'Ouessant* or *Ushant*, a rock-bound island (2524 inhab.), 5 m. long and 2 m. broad, with the small harbour of *Lampaul* (Grand-Hôtel) and three lighthouses. Ushant, the *Uxantos* of Roman geographers and called *Enez-Eursaff* ('farthest island') by the Bretons, lies 12 m. from the nearest point of the mainland (p. 83).

It is interesting for the costumes and customs of its population. The women (the only tillers of the soil) wear short skirts and have their hair loose over their shoulders; for centuries they chose their partners in marriage. Fishermen lost at sea are still given a ceremonial funeral, with the empty grave marked by its cross. The island was the first landing-place of St. Paul Aurelian (p. 76), before whose coming it is supposed to have been occupied by Druidesses. In 1778 Adm. Keppel and the Comte d'Orvilliers fought an indecisive naval action off Ushant, but in 1794 in the same neighbourhood, on the day famous in British naval annals as 'the Glorious First of June,' Adm. Howe signally defeated Villaret de Joyeuse, sinking ten and capturing seven vessels, one of which, the 'Vengeur,' afterwards sank amid cries of 'Vive la République' from her indomitable crew.

FROM BREST TO PORSPODER, 26¾ m. (43 km.), light railway in 2 hrs., starting from the departmental station (Pl. D 3). The line at first skirts the ramparts. 3¾ m. *Lambézellec*. — 4¼ m. *Le Rufa*, junction for L'Aberwrach, see p. 83. — About 1 m. S. of (1½ m.) *Guilers* is the *Château de Kéroual* (adm. on application), the birthplace of Louise Renée de Penancoët de Kéroualle (1649-1734), who came to England in 1670 as a maid of honour and became the mistress of Charles II., by whom she was created Duchess of Portsmouth. — 10¼ m. *St-Renan* (Hôt. des Voyageurs), an old town (1958



inhab.) of strongly Celtic character, preserves a few mediaeval houses in its market square.

An omnibus runs to (7½ m. N.W.) *Aberildut* and *Lanildut*, consisting of a fishing-port and a rather muddy 'plage'; this is the nearest point of the mainland to the *Île d'Ouessant* (12 m.; comp. p. 82). Road to Porspoder, see below. A by-road leads W. from St-Renan viâ (3 m.) the menhir of *Kervatous*, the tallest in Finistère (nearly 40 ft.), still resorted to for the supposed cure of sterility, to (9 m.) the *Pointe de Corsen*, the westernmost extremity of France.

13¾ m. *Lanrivoaré*, named after St. Rivoaré, an early missionary to Armorica, has within its cemetery a curious walled and paved enclosure in which, according to legend, an entire tribe received burial after being massacred by heathen neighbours. No one has been buried there since. At its end is a cross with a statue of the Virgin below, in front of which are eight round stones, said to be loaves thus transformed by St. Hervé, nephew of St. Rivoaré, to punish a baker who had refused him an alms. The pardon takes place on the 4th Sun. of September. — 17¾ m. *Plourin*. In the modern church are preserved relics of St. Budoc (6th cent.), a son of the virtuous and beautiful Azénor, daughter of a count of Léon, who was imprisoned in the castle of Brest in consequence of her stepmother's calumnies, and was thrown into the sea in a barrel. After being nourished for five months by her guardian angel, she gave birth to St. Budoc, and mother and son were afterwards cast up safely on the shore of Ireland. — The church of (19¾ m.) *Ploudalmézeau* (*Hôt. de Bretagne*) contains frescoes by Yan Dargent. — 21¾ m. (31 km.) **Port-sall-Kersaint** (**Hôt. de Bretagne; des Baigneurs*), a small fishing-port and watering-place, is visited in summer. Near by are the considerable *Ruins of the castle of *Trémazan* (13th cent.), including a square four-storied keep. — 25½ m. *Argenton* (Inn), in a treeless region, with a good bathing-beach and rock scenery, has a neolithic chambered tumulus. The *Île de Iock*, rising 80 ft. from the sea, is joined to the coast at low tide. The reef of *Le Four*, with its lighthouse, 2 m. from the shore, is held to mark the spot where the English Channel (*La Manche*) meets the Atlantic Ocean. — 26¾ m. (43 km.) **Porspoder** (*Hôt. des Dunes*), visited in summer, is a modest village curiously built on a terrace above the rocky shore. St. Budoc (see above) is supposed to have sailed hither from Ireland on a 'floating stone,' as a window in the church testifies. Smoke from burning seaweed (kelp) sometimes hangs like a pall over the landscape.

The menhir of *Kérouzel*, 1 m. inland, is 20 ft. high. A coast-road leads to (3 m.) *Lanildut-Aberildut* (see above).

FROM BREST TO L'ABERWRACH (Brignogan, St-Pol-de-Léon), 22¼ m. (36 km.), light railway in 1¾ hr. From Brest to (4½ m.) *Le Rufa*, see p. 82. — 7½ m. *Gouësnoù* (*Hôt. des Trois-Piliers*) has an early 17th cent. *Church with a good Renaissance porch. The pardon is held on Ascension Day. St. Gouesnou or Gouesnoeus (7th cent.), refused a lodging

by the inhabitants, here passed the night on a stone still pointed out in the village. — 11½ m. *Plabennec* has statuettes from a former Calvary and an ossuary in its churchyard.

A branch runs hence N.E. viâ (2½ m.) *Loc-Maria*, with a group of Breton monuments in its graveyard, and (6½ m.) *Le Folgoff* (p. 53) to (8 m.) *Lesneven* (p. 53). Some trains run directly from Brest to *Brignogan* (see p. 53) and others to *St-Pol-de-Léon* (see p. 76) by this route.

18½ m. *Lannilis*. — 22½ m. (36 km.) **L'Aberwrach** (*Hôt. des Anges*, pens. 6/6; *Belle-Vue*), a little lobster-fishing port, is situated on a sandy bay, with a fringe of reefs and inlets, in one of the remotest corners of Brittany. The *Ile Vierge*, 3 m. N., has one of the tallest lighthouses in the world (246 ft.), the light of which is seen for over 40 miles.

FROM BREST TO PLOUGASTEL. Plougastel may be reached by road (c. 6 m.; motor-omnibus), crossing the Elorn by ferry (Bac du Passage, available for motor cars); or by railway to (5 m.) *Kerhuon* (p. 54) and thence by road (¾ m. more), crossing the ferry.

Plougastel (*Hôt. des Voyageurs*), more fully *Plougastel-Daoulas*, is a village famed for the **Calvary which stands near its modern church and rivals that of Guimiliau as the most important in Brittany. Erected in 1602-4, after an outbreak of plague, it has been restored in modern times. In front is an altar with statues of St. Sebastian (mutilated), St. Peter, and St. Roch; the encircling frieze presents bas-reliefs of the Life of Christ. On the platform the drama of the Passion is enacted by a veritable army of over 200 figures; most remarkable are the groups of the Resurrection (1602), in the middle, the Bearing of the Cross (r.), and the Entombment (l.). The execution is naive but very spirited. Many names inscribed on the tombstones of the churchyard recall the settlement here of Spanish followers of the Duc de Mercœur in the days of the League. The inhabitants of Plougastel and its neighbourhood still incline in their costume to vivid colours rarely seen in Brittany, but the old superposed waistcoats and skirts are no longer worn. Four celebrated pardons are held here yearly (see p. xxii).

From Plougastel to *Landerneau*, viâ *Kerhuon*, see p. 54.

FROM BREST TO LANDÉVENNEC (*Châteaulin*), 13½ m. (22 km.), steamer or motor-launch in summer (4½ fr.). A passenger and cargo steamer plies 2 or 3 times weekly to (32½ m., 52 km.) *Port Launay* (p. 87), the harbour of *Châteaulin*, calling at Landévennec en route. The boat crosses the roadstead of Brest, rounding (l.) the *Pointe de l'Armorique* and *Ile Ronde*, at the end of the promontory of Plougastel. On the right is the peninsula of *Crozon* (p. 85). We pass (10½ m.) the *Îles du Binde* and *Pointe du Binde* (l.). The *Sillon des Anglais* (r.), a beach projecting into the sea below the lofty pinewoods of Landévennec, recalls the ill-fated expedition of 1694 (comp. p. 80), when 800 English who had landed

here were cut down without quarter. We enter the beautiful estuary of the *Rivière du Faou* (l.) and the *Rivière de Châteaulin* or *Aulne* (r.).

13½ m. **Landévennec** (*Hôt. de la Station* or *le Stum*) is a delightful village in a sheltered and wooded situation. Many of its inhabitants are fair-haired descendants of Norman conquerors. The 16-17th cent. parish church, close to the shore, contains some interesting old panels and reliquaries. At the end of the village street, a little beyond a stone cross, is the entrance to the private grounds (adm. on application) now enclosing the ruins of the famous *Abbey founded by St. Winwaloe (or Guérolé), in which King Grallon is said to have been buried in the 6th century. The abbey, which was the Chartreuse of Brittany, grew very wealthy (owing, it is said, to the skill with which its monks drew up title-deeds), but it was pulled down at the Revolution, and its charters sent to Brest to make cartridge-cases. Of the ruined chapel there remain the Romanesque portal, the ambulatory and three chapels, and the apse with a spring, the tomb of St. Winwaloe, and a statue of St. Corentin.

Motor-launch passengers return to Brest the same day; but the steamer for (32½ m.) *Port Launay* (comp. p. 84) goes on up the winding river *Aulne*.

The **Peninsula of Crozon**, which separates Brest Roads from the Bay of Douarnenez, is a very interesting corner of Brittany, with its deeply indented coast-line, varied scenery and monuments of the stone age. It may be conveniently visited from Brest viâ *Le Fret* or viâ *Quéléarn*, two little ports on the N. coast (see below); or from *Châteaulin* (p. 87), whence a light railway traverses its entire length; or from *Le Faou* (p. 87), by a picturesque road crossing a fine viaduct. From the S. it may be reached from *Douarnenez* (p. 100) or from *Quimper* (p. 97). Bathers on the coast are warned that the currents are very treacherous and tourists should pay strict attention to the numerous military notices.

FROM BREST TO LE FRET, 7½ m., motor-launch or steamer twice daily in ½ hr. (5 fr., 4 fr., 2½ fr.). From the *Port du Commerce* we steer due S. across Brest Roads, with a view (on the right) of the open sea beyond the *Goulet* (p. 81), which is bounded on the S. by the peninsula of *Roscanvel*. The *Pointe des Espagnols*, the N.W. extremity of *Roscanvel*, owes its name to a Spanish force which entrenched itself here in 1593 but was expelled in 1594 by Marshal d'Aumont, assisted by 1800 English troops sent by Queen Elizabeth. *Martin Frobisher* (born c. 1535), the famous admiral, received his death-wound in the assault. — **Le Fret** (*Hôt. de la Terrasse*) is a little port on a sandy bay, whence Joan of Navarre, regent of Brittany, set sail in 1402 to marry Henry IV of England. It is connected by a branch with the light railway from *Châteaulin* to *Camaret* (see p. 88). The steamers are met at *Le Fret* by motor-omnibuses for *Camaret*, 5 m. W., and for *Crozon* and *Morgat*, 4½ m. S.

Camaret (*Grand-Hôt. de la Pointe-des-Pois*, 1½ m. from the village, pens. from 30 fr.; *Moderne*, on the quay, pens. 15 fr.; *de France*), terminus of a light railway from *Châteaulin* (p. 87), is a fishing-port and bathing resort (2094 inhab.), whence many fine excursions may be made to the neighbouring rocky coast. It figures in several of the novels of Gustave Toudouze. The harbour is protected by a curious natural breakwater or 'sillon,' about 600 yds. long, on which stand the Flamboyant Gothic chapel of *Notre-Dame de Rocamadour* or *Roch'Amadour* (1512) and the *Château Vauban* (1689), which played a

part in the naval battles of 1694, when an Anglo-Dutch fleet (p. 80) was repulsed with heavy losses. The *Pointe* and *Grottes du Toulinguet* lie $1\frac{1}{2}$ m. W.; and c. 2 m. S.W., by road and footpath, is the *Pointe de Pen-Hir* (lighthouse), prolonged by the remarkable isolated granite masses known as the **Tas-de-Pois*.

Crozon (*Hôt. Moderne; des Voyageurs*), 3 m. S. of Le Fret (see p. 85) and a station on the light railway from Châteaulin (p. 87), a little town with some 17th cent. houses, has a modern church with an altar-piece of 1602, representing the martyrdom of the Theban Legion.

Morgat (**Grand-Hôt. de la Mer*, pens. 12/6-15/; **De la Plage; Sainte-Marine; de la Montagne; Hervé*), a sardine fishing-port $1\frac{1}{2}$ m. S.W. of Crozon, on a fine bay flanked by cliffs, in a region of great natural beauty, has become one of the most frequented bathing resorts in Brittany. It is reached also by Steamer from Douarnenez (see p. 100) or by motor coach (34 m. in $1\frac{1}{2}$ hr.) from Quimper (see p. 97).

In the neighbouring cliffs are numerous caverns, the largest of which are accessible only by boat. The *Cap de la Chèvre*, 5 m. S.W., is visited for its cliff scenery and caves; and the *Pointe de Dinant*, $4\frac{1}{2}$ m. W. by road, $3\frac{1}{2}$ m. by footpath, ends in a striking 'rock-castle,' near which (guide necessary) are the beautiful **Grottes des Korrigans*.

FROM BREST TO QUÉLERN, 7 m., steamer thrice a week in c. $\frac{3}{4}$ hr. (5 fr., 4 fr.). The boat passes near the *Pointe des Espagnols* (p. 85) and then to the right to the *Ile Trébéron*, with a hospital, and the *Ile des Morts*, with a powder magazine. **Quétern**, at the base of the peninsula of Roscanvel (p. 85), is 3 m. N.W. of Le Fret and 3 m. N.E. of Camaret. Another steamer plies about once weekly from Brest to *Lawéoc*, c. 3 m. E. of Le Fret.

From Brest to Rennes (Paris) via St-Brieuc, see Rte. 17, via Redon, see Rtes. 25, 16; to Quimper and Nantes, see Rte. 25.

25. FROM BREST TO NANTES

RAILWAY, 222 $\frac{1}{2}$ m. (358 km.) in 7-12 hrs. (161 fr. 30, 108 fr. 85, 70 fr. 90 c.); to Quimper, 64 $\frac{1}{2}$ m. (104 km.) in 2-3 hrs. (46 fr., 85, 31 fr. 65, 20 fr. 60 c.); to Lorient, 105 m. (169 km.) in 3 $\frac{1}{2}$ -5 hrs. (76 fr. 15, 51 fr. 40, 33 fr. 50 c.); to Vannes, 138 $\frac{1}{2}$ m. (223 km.) in 4 $\frac{1}{2}$ -8 $\frac{1}{2}$ hrs. (100 fr. 45, 77 fr. 80, 44 fr. 15 c.); to Redon, 172 m. (277 km.) in 5-9 hrs. (124 fr. 80, 94 fr. 20, 54 fr. 85 c.).

ROAD, 196 $\frac{1}{2}$ m. (316 km.). 13 $\frac{1}{2}$ m. (22 km.) *Landerneau* (p. 52). 28 m. (45 km.) *Le Faou* (p. 87). 40 $\frac{1}{2}$ m. (65 km.) *Châteaulin* (p. 87). 57 $\frac{1}{2}$ m. (92 km.) *Quimper* (p. 97). 70 $\frac{1}{2}$ m. (114 km.) *Rosporden* (p. 88). 87 m. (140 km.) *Quimperlé* (p. 89). 106 $\frac{1}{2}$ m. (168 km.) *Hennebont* (p. 93; right to Lorient). 122 $\frac{1}{2}$ m. (197 km.) *Auray* (p. 94). 133 $\frac{1}{2}$ m. (215 km.) *Vannes* (p. 109). 153 $\frac{1}{2}$ m. (247 km.) *La Roche-Bernard* (p. 119). 166 m. (267 km.) *Pontichâteau* (p. 96; left to Redon). 196 $\frac{1}{2}$ m. (316 km.) *Nantes* (p. 122).

Brest, see Rte. 24, and thence to (12 m.) *Landerneau*, where we pass from the État line to the Orléans line, see p. 54. — We diverge to the S. from the line to Rennes and Paris, and skirt the hills at the head of the estuary of the Elorn. On the right is the headland of Plougastel (p. 84). — 18 $\frac{1}{2}$ m. *Divinon* has a chapel of 1577, visited by many pilgrims, containing the 16th cent. tomb of St. Nonna or Nonita (6th cent.), mother of St. David, the patron saint of Wales. St. Nonna, called Mélarie before she became a nun, was the daughter of Breacan, King of Wales, and her abduction by the Welsh prince Kérétic, led, according to the Breton legend, to her flight into Armorica and to the birth of St. David. According to the Welsh legend, St. David was born at the chapel of St. Non, near St. David's, in Wales. The legend

inspired one of the earliest monuments of Breton literature, a miracle play in manuscript (14th cent.) preserved in the National Library at Paris. The adjoining church has a good spire of 1588-93. — We cross a viaduct $\frac{1}{2}$ m. long. — 23 $\frac{1}{2}$ m. *Daoulas* (*Hôt. du Commerce; de Bretagne*, unpretending) is a little place noted for its cattle fairs. It preserves some relics of a 12th cent. abbey, including extensive **Cloisters* that are the most interesting survival of Romanesque architecture in Finistère. The Romanesque church has been restored. The Renaissance chapel of St. Anne and the porch of the cemetery are likewise noteworthy.

At *Rungléo*, about 5 m. S.W., is an interesting menhir adorned with mediaeval sculptures (round arches and figures in low-relief). The adjacent headland of Logonna produces the fine Kersanton granite used for so many Breton churches and monuments. Plougastel-Daoulas, with its celebrated Calvary (p. 84), lies 5 m. W.

Beyond (29 $\frac{1}{2}$ m.) *Hanvec* and the *Forêt du Cranou*, which is State property, we have a splendid view (r.) of Le Faou and the roadstead of Brest. — 37 $\frac{1}{2}$ m. *Quimerch* (Inn) is the station for (3 $\frac{1}{2}$ m. W.) *Le Faou* (*Hôt. de Bretagne*), a little port with a 16th cent. church (road to the Crozon Peninsula, see p. 85), and for (3 m. N.W.) *Rumengol*, with a pilgrimage-church (1536) famous throughout Brittany for its **Pardons*, at which many varied costumes and headdresses may be seen. The most frequented pardon is that on Trinity Sunday, others are held on March 25th, Aug. 15th, and Sept. 8th. The church (1536), with a profusely decorated interior, is dedicated to Notre-Dame-de-Tout-Remède ('cure-all,' Breton 'Reme-holl,' a pun on the name Rumengol). — 54 m. *Pont-de-Buis* has a powder factory. Boats from Brest to Port-Launay (see p. 84) call at a landing-stage 1 m. from the station. We cross the Aulne by the viaduct of Port-Launay (12 arches; 400 yds.); on the right is seen the Menez-Hom (see below).

45 $\frac{1}{2}$ m. (73 km.) *Châteaulin* (3015 inhab.; *Hôt. de la Grande-Maison*), picturesquely situated in the valley of the Aulne and the Brest-Nantes canal, has few vestiges of its castle built by one of the counts of Cornouaille in the 10th cent., but retains the former castle *Chapel* (15-16th cent.) on a rocky hillock, with a 16th cent. ossuary, a Renaissance tower, and a façade of 1722. *Port-Launay*, 2 m. N., is the harbour of Châteaulin (steamers to Brest, see p. 84).

FROM CHÂTEAULIN TO CAMARET, 28 m. (45 km.), light railway in c. 1 hr., traversing the whole length of the peninsula of Crozon, the W. end of which however, is more conveniently visited from Brest (comp. p. 85). The railway at first describes a loop to the S. of the road, but beyond Argol halt runs parallel with it. — 7 $\frac{1}{2}$ m. *Plomodiern-Plouvén*. At Plouvén, $1\frac{1}{2}$ m. S., the church contains some curious 16th cent. frescoes and a carved pieta in wood. About 2 m. N. of the station lies *Ste-Marie-de-Menez-Hom* (inn; $6\frac{1}{2}$ m. W. of Châteaulin by road), whence we may ascend the *Menez-Hom* (1082 ft.; $1\frac{1}{2}$ -2 hrs; views), the most imposing hill in Brittany, an isolated spur of the *Montagnes Noires* (comp. p. 75). — We now enter the Crozon peninsula proper. 10 $\frac{1}{2}$ m. *St-Nic* is the station for *Pentrez* (Didallier; des Dunes), a summer resort on the Bay of

Douarnenez. — 13 m. *Argol*, a halt for the village, 2 m. N., which has an interesting church. — 15 m. *Telgruc*. — 18½ m. *Tal-ar-Groas*, near which are several dolmens and menhirs. — 22 m. *Crozon-Morgat*, see p. 86. — At (25 m.) *Perros-St-Fiacre* a short branch diverges for *Le Frat* (p. 85). — 28 m. (45 km.) *Camaret*, see p. 85.

From Châteaulin to *Carhaix*, see p. 75.

Beyond Châteaulin we have a good view (l.) of the valley of the *Aulne*. 11¼ m. *Quéménéven*, 1¾ m. E. of its village, is the station also for (5 m. E.) *Briec* (Hôt. de Briec; omnibus to Quimper), noted for its small horses known as 'doubles bidets' (comp. p. 58). *Locronan* (p. 100) lies 4½ m. W. of the village of *Quéménéven*. — We descend the wild and beautiful valley of the *Steir*, which winds amid beech and fir-woods. The branch-line from Douarnenez (p. 100) comes in on the right.

64½ m. (104 km.) *Quimper*, see Rte. 26.

Beyond Quimper the line runs S.E. along the charming valley of the *Jet*. — 72 m. *St-Yvi* has an interesting church and a holy spring whose waters are supposed to heal children of 'St. Yvi's evil' (ophthalmia).

77 m. (124 km.) *Rosporden* (*Hôt. Continental; des Voyageurs*), a little market town (1943 inhab.) on a lake formed by the *Aven*, is interesting for its quaint survivals of Breton costume. The church, of the 14-15th cent., restored in the 17th, has a good Gothic spire and S. porch and contains several old wooden statues and a painting of the Assumption by Nicholas Loir (17th cent.). The pardon is held on the second Sun. in July.

FROM ROSPORDEN TO CONCARNEAU, 10 m. S.W., branch railway in c. ¼ hr.

Concarneau (5995 inhab.), a curious old walled town and sardine-fishing port, picturesquely situated on the *Baie de la Forêt*, attracts many artists, while a fashionable little watering-place is growing up at the adjacent *Sables-Blancs* (see p. 89). The multicoloured sails of the fishing-fleet are always a picturesque feature, and the environs are interesting. The earliest ramparts seem to date from the 14th cent., at which period the English were besieged here by Du Guesclin; and later the town ranked fourth among Breton fortresses. Many of the women (who are noted for their good looks) are employed in sardine-tinning, but lean years in the fisheries have led to a revival of the lace industry (Irish point).

Hotels. *ATLANTIC, facing the harbour; LE CLINCHE, Quai d'Aiguillon; DES VOYAGEURS; DE FRANCE, pens. 6/6; etc. — At *Sables Blancs*: *HOT. DE CORNOUAILLE, of the first class; BEAU RIVAGE.

Post Office, Place de la Mairie.
Motor Launches daily in summer for *Beg-Meil*; occasional excursions to the *Îles des Glénans*, etc.

From the station, adjoined by the terminus of the local line from Quimperlé (see p. 91), the *Avenue de la Gare* descends to the *Quai d'Aiguillon*, on the little bay with the islet picturesquely occupied by the old town. The harbour, unfortunately, is an expanse of noisome mud at low tide. The *Place Jean-Jaurès*, farther on, is linked by a bridge with the **Ville Close*, or old town, standing on an islet and entirely surrounded by massive granite walls (much restored) washed by the sea at high tide. The first round tower on the left, larger than the others, is doubtfully attributed to Anne of Brittany. Crossing the bridge we pass through two gateways, separated by a kind of barbican, to reach the old town, which is traversed from end to end by the *Rue Vauban*, with narrow lanes opening on both sides. To the right of the church of *St-Guénolé* (rebuilt in 1830) a flight of steps mounts to the top of the ramparts overlooking the harbour. Behind the church a passage leads to a ferry (10 c.) crossing to *Le Passage*.

Beyond the *Place Jean-Jaurès* the quay skirts the busy and picturesque outer harbour, and at the end of it we come in sight of the open sea. Turning to the right, we pass the *Aquarium* of the *Muséum de Paris* (no adm.) and the fish-market, and reach the 15th cent. chapel of *Notre-Dame-de-Bon-Secours*. In front is the *Port de la Croix*, where the sardine fleet anchors. To seaward are seen the *Îles des Glénans*, amid reefs, and on the opposite shore of the bay is the *Pointe de Beg-Meil* (see p. 99).

The road goes on along the coast to the watering-place of *Sables-Blancs* (*Hotels*, see p. 88) with its three 'plages' and numerous villas. The modern *Château de Kérioleit*, 1 m. N.E. of *Concarneau*, bequeathed to the department of *Finistère* by the Countess *Chauveau-Narischkine* and open daily (9-5, except Mon. morning; adm. 2 fr., Sun. afternoon 1 fr.), is an alleged reconstruction of a *Louis XII* manor-house. The miscellaneous but interesting collections include good faience and tapestries, a 'reredos of Anne of Brittany,' a bed which belonged to *Rachel*, the tragedian, period furniture, Breton costumes, and works of the painter *Camille Bernier* (1823-1902).

From *Concarneau* to *Pont-Aven* and *Quimperlé*, see p. 91.

FROM ROSPORDEN TO CHÂTEAUNEUF-DU-FAOU, 23½ m. (38 km.), light railway in 2¼ hrs., starting from the *Gare Départementale* adjoining the main station. 3¼ m. *Elliand* is a large village interesting for its peasant costumes. — Beyond (10 m.) *Coray* we cross the ridge of the *Montagnes Noires*. — 16½ m. *Laz*, nearly 2 m. E. of the station, gives name to one of the forests of the *Montagnes*. We descend into the valley of the *Aulne*. — 23½ m. (38 km.) *Châteauneuf-du-Faou*, see p. 75.

From *Rosporden* to *Carhaix* and *Guingamp*, see p. 75.

We traverse the lake of *Rosporden* on an embankment. — 83¼ m. *Bannalec* (Hôt. du *Ster-Goz*; des *Voyageurs*), with 1765 inhabitants. About 1¼ m. E. is the old castle of *Quimerc'h*, on a conical knoll, encircled by double moats. — 88¼ m. *Mellac-le-Trévoux*. At *Mellac*, 2 m. E., is an old *Calvary*.

92½ m. (149 km.) *Quimperlé* (**Hôt. du Lion-d'Or*, in the old abbot's dwelling; *du Commerce*; *de l'Europe*) is an old town (6833 inhab.) with ancient houses, charmingly situated

at the meeting ('kemper') of the Isole and the Ellé, which form the *Laita*. From the station we traverse part of the upper town on a hillside with steep streets; here rises the Gothic church of *St-Michel* (14-15th cent.), interesting for its square tower and Flamboyant N. porch and for the arches which join it to the neighbouring houses. The more ancient lower town grew up around a considerable abbey, the buildings of which, on one side of the Place Nationale, are now occupied by the mairie, gendarmerie, etc. The abbey church of **Stre-Croix*, one of the most curious in Brittany, is an almost exact reconstruction of the Romanesque building (1029-83) founded by a refugee Welsh king and destroyed in 1862 by the subsidence of its belfry tower. The plan of the rotunda, with its three apsidal projections forming a cross, is imitated from the church of the Holy Sepulchre at Jerusalem (comp. p. 63). The façade is of the 18th cent. and the detached tower has been rebuilt in recent years. The aisle or ambulatory forms a ring round the middle part of the rotunda, in which is the raised altar. The principal (W.) doorway is framed in a splendid though mutilated *Rood Screen* of the Renaissance (1541), with delicate carvings of Evangelists. Beneath the choir is an interesting 11th cent. *Crypt* (apply to the sacristan), the sole relic of the original building, with Romanesque capitals showing Byzantine influence. Here are the 15th cent. tombs of Abbot H. de Lespervez, with his statue and armorial bearings, and of St. Gurloës or Urlou, the first abbot of Quimperlé (d. 1057), who is specially invoked for protection from the gout. Opposite the N. entrance is the broad Rue Brémond-d'Ars, with several old mansions (Nos. 8, 10, 12 and 17) and the ruined parish church of St. Colomban. At the end of the Avenue Georges-Clemenceau is an old Dominican convent founded in 1255 by Blanche de Champagne, consort of Duke John I, and now bearing the name of the 'Abbaye Blanche' (pension for ladies). In the courtyard is the funeral chapel of Jean de Montfort, Duke of Brittany (d. 1345) and his wife. Quimperlé was the birthplace of Théodore de la Villemarqué (1815-95), the editor of 'Barzas Breiz' and the popular ballads of Brittany.

The hilly and wooded environs are interesting. To the N.E. lie (2 m.) the manor-house and chapel of *Rosgrand* (no adm.) and (5½ m.) the village of *Arzano* (Inn), the scene of 'Marie,' the chief work of the Breton pastoral poet Auguste Brizeux (1806-58). The road from Quimperlé to (13 m. N.) *Le Faouët* (p. 92) passes, about midway, near the *Rochers du Diable*, fine rocks in the upper valley of the Ellé, which may be reached by a détour of 2-3 m. on the right.

FROM QUIMPERLÉ TO LE POULDU, 9 m. (14½ km.), by motor omnibus several times daily (¾ hr.; 2 fr.), or by sailing-boat descending the *Laita* at favourable tides. — The omnibus passes W. of the *Forêt de Clohars-Carnoët*, at the S. extremity of which, in the park of an 18th cent. château, finely situated, are ruins of the abbey of *St-Maurice*, founded in 1170 by Duke Conan IV, the burial-place in 1191 of St. Maurice, a monk of Langonnet. One of the chapels has been restored, together with an elegant 13th cent. chapter house (no adm.). The old castle of *Carnoët*, or 'devil's castle,' said to have been built in the forest

by the ferocious Conomor (p. 74), the tyrant of Lower Brittany, has almost disappeared. — 9 m. (14½ km.) *Le Pouldu* (Hôt. Pouzoulic; Hôtel des Bains; etc.), a small resort on the sandy estuary of the *Laita*, has a curious bar at the river mouth, which is passable only at high tide. In the bay to the E. the unsuccessful English landing took place in 1746 (see below). There is a ferry to the chapel of *La Pitié*, on the left bank, whence we may gain (2½ m.) *Guidel*, on the tramway to Lorient (see p. 93).

FROM QUIMPERLÉ TO PONT-AVEN AND CONCARNEAU, 24½ m. (40 km.), light railway in 2 hrs.; to *Pont-Aven*, 13 m. (21 km.) in 1 hr. — 3½ m. *La Forêt-Clohars*, ¼ m. W. of the forest (see p. 90). — 5½ m. *Moëlan* possesses a Calvary of 1659; near by are an 'allée couverte' over 17 yds. long, and several menhirs and dolmens. — 10 m. *Riec-sur-Bélon*, near the head of a little estuary with oyster-beds. — 13 m. (21 km.) *Pont-Aven* (1661 inhab.; **Hôt. Julia*, with numerous souvenirs left by artists, pens. 8/-10/; *des Mimosas*; *Le Glouannec*; *Terminus*) is beautifully situated in a rustic valley where the *Aven*, with its numerous water-mills, forms a small harbour at the head of its estuary. Artists predominate among the visitors, and a small colony remains in the winter season. The pardon (3rd Sun. in Sept.) is interesting, and every second year (next in 1929; Aug. or Sept.) a regional fête is held on the Bois d'Amour by the riverside. About 2 m. S. is the 15-16th cent. castle of *Hénan* (no adm.) with a tall hexagonal keep. *Port-Manech* (Hôt. Julia), a fishing-village 2 m. further S.E. at the mouth of the estuary, may be reached by motor launch. — 15 m. *Nizon* preserves ruins of the castle of *Rustéphan* (Run Stéphan, or 'Stephen's knoll'), a stronghold of a 12th cent. count of Penthievre, apparently rebuilt three centuries later. — 17½ m. *Névez* is the nearest station to *Port-Manech* (see above; 3 m.). — Beyond (22½ m.) *Lanriec*, in barren country, we pass *Le Petit-Moros*, the former abode of Duquesne, and skirt the mudbanks of *Concarneau*; the *Ville Close* is well seen at high tide. — 24½ m. *Concarneau-Ville*. — 24½ m. (40 km.) *Concarneau* (station), see p. 88.

We cross the valley of the *Laita* by a viaduct, with a good retrospect of Quimperlé (l.) and its churches. — 99½ m. *Gestel*.

105 m. (169 km.) *Lorient* (**Hôt. de Bretagne*; *des Voyageurs*; *de la Croix-Verte*; *Terminus*; etc.), a dull modern town (41,592 inhab.) and naval dockyard, still strongly fortified, stands on the estuary formed by the *Scorff* and the *Blavet*, some 4 m. from the open sea. It is a centre for several excursions.

Lorient (*L'Orient*) was founded in 1628, but received its name in 1664, when letters patent were granted by Louis XIV to the pioneers of the French East India Company (*Compagnie des Indes*) for the establishment of shipbuilding-yards here. The company became a great maritime power, and reached the height of its prosperity towards the middle of the 18th cent., when it owned 35 ships of the largest class. An English attempt against *Lorient* under Adm. Lestock and Gen. Sinclair miscarried in Oct. 1746, although 7000 troops were landed; but the French loss of *Bengal* (1753) and internal mismanagement led to the failure of the company, and the port passed to the Crown, to be refortified under Napoleon. Auguste Brizeux (1803-58), the Breton poet (comp. p. 90), Victor Massé (1822-84), the composer, and Jules Simon (1814-96), the moralist and politician, were born here.

From the station we turn to the right into the *Cours Chazelles*, which leads towards the town and ends in the *Place du Morbihan*. Hence the *Rue du Maréchal-Foch* goes straight on, the *Rue Colbert* (l.) leads to the hospital and the *Port de Guerre*, and the *Rue Victor-Massé* (r.), with the composer's house at No. 23, leads into the *Place Alsace-Lorraine*, the chief square, surrounded by cafés, shops, and banks. In the *Place Bisson*, reached by the *Rue des Fontaines*, are a monument to the heroic lieutenant Hippolyte

Bisson, who blew up his ship in the Ægean Sea in 1827 on being boarded by Turkish pirates, and the featureless church of *St-Louis* (1758-1821). On the right the Cours de la Bove, a pleasant promenade, leads to the commercial quays above a swing bridge separating the floating dock from the outer harbour (steamers and vedettes, see below), which is dry at low tide. To the S. of the long jetty new quays are in construction. The *Port de Guerre* and arsenal (adm. by permit, granted to French subjects only) occupy the right bank of the Scorff just above its mouth; their most interesting features are a collection of firearms, a naval museum, a high watch-tower (view) and several old frigates berthed at training-schools, barracks, etc. The fortified *Roadstead*, resembling that of Brest, though on a smaller scale, is interesting for its shipping.

Kéroman and *La Perrière*, 1-2 m. S.W. by tramway, once small watering-places, are now absorbed in the construction of the new commercial harbour. From the latter a steam ferry plies to *Kernével*, at the opposite mouth of the Ter. **Port-Louis** (*Hôt. Bellevue*), 3 m. S., reached by steamer or vedette (20-25 min.; half-hourly service) or by light railway from Hennebont (see p. 94), now a fortified fishing-port and watering-place, is the ancient hamlet, first known as Blavet, which was handed over by Mercœur to the Spaniards and ransomed by France after the treaty of Vervins (1598) for 200,000 crowns. Richelieu named it Port-Louis in honour of Louis XIII, and the Breton merchants trading with the Indies set up their first warehouses here (comp. p. 91). In the *Citadel*, built by Richelieu, Louis Napoleon was confined in 1836, and several of the Communards were imprisoned there in 1871-72. The *Town Walls* (1664) rise picturesquely from the bathing-beach, and to the S. is the long sandy peninsula of *Gávres* with a rifle-range. A ferry plies to *Larmor* (Inn; restaurants), a modest little resort, reached also by tramway and vedette from Lorient, with an interesting church of various periods containing two painted 17th cent. altarpieces, one of them Flemish.

The *Ile de Groix* (*Hôt. de la Marine*), a large cliff-bound islet 9 m. S. of Lorient (5 m. open sea passage; steamers once daily in 1 hr.; special services on Sun. and Thurs. in summer, returning the same day), with a fisher population (5117 inhab.) was once inhabited by the Druids, whence its Breton name *Enez-Groac'h*, the 'isle of sorcery.' It preserves some megalithic monuments. The strait, the *Coureau de Groix*, separating it from the mainland is solemnly blessed yearly (June 24th) by the assembled clergy of both shores. The most interesting coast of the islet is that facing S. to the open sea (sea-caves and dolmens).

FROM LORIENT TO LE FAOUËT AND GOURIN, 46½ m. (75 km.), light railway in 4 hrs.; to *Le Faouët*, 31 m. (50 km.) in 2 hrs. Trains start from the Gare Départementale in the Cours Chazelles. — 7½ m. *Pont-Scorff* (two inns), picturesquely situated on the Scorff. — 16½ m. *Plouay* (1890 inhab.), the junction for Baud and Locminé (see p. 61), has a 12th or 13th cent. church. — 25½ m. (41 km.) *Meslan*, the junction for Pontivy (p. 60), lies in bare hilly country. The upper valley of the Ellé with the *Roches du Diable* (p. 90) is c. 4 m. S.W. by poor by-roads. — 31 m. (50 km.) **Le Faouët** (1639 inhab.; **Hôt. de la Croix-d'Or*, pens. 6/6; *du Lion d'Or*), in one of the wildest regions of Brittany, is noted for its pilgrimage-chapels, and is often visited by road from Quimperlé (see p. 90). The timber and slate *Halles* (late 16th cent.) deserve notice; the parish church was burned down in 1917,

save for its belfry. The nearest of the chapels (1 m. N. by footpath) is that of **Ste-Barbe*, romantically situated above a deep ravine of the Ellé, and built in 1489 in fulfilment, it is said, of a hunting-vow. It is a simple but elegant building in the Flamboyant Gothic style, with four good Renaissance windows. The small chapel of *St-Michel*, near by, is built on a sheer rock, and pilgrims used to make a circuit of the wall beneath it on iron footholds, which are still to be seen. The 15th cent. chapel of *St-Fiacre* (2 m. S. by the Quimperlé road; 1¼ m. by footpath), rather dilapidated-looking, contains a splendid Florid Gothic **Rood Loft* in carved and painted wood and some old glass. — 38½ m. *Langonnet* has a church with Breton Renaissance monuments. About 4 m. E., in the valley of the Ellé, is the former abbey founded in 1136, rebuilt in the 17-18th cent., transformed into a stud farm at the Revolution, and now a retreat for colonial missionaries. The 13th cent. chapter house should be visited. — We skirt the desolate fells of *Kérivoal*. 41 m. *Plouray*, on the easternmost slopes of the *Montagnes Noires*, 5½ m. E. — 46½ m. (75 km.) *Gourin*, see p. 74.

Electric tramways connect Lorient with (6½ m. N.W.) *Guidel* (for Le Pouldu, see p. 91); with (3¼ m. S.W.) *Ploemeur* (for Le Fort-Bloqué, 5 m. further on), and with (6¼ m. N.E.) *Hennebont* (see below). Motor launches also ascend the river to Hennebont in summer.

Beyond Lorient the Scorff is crossed by an iron bridge nearly ¼ m. long, with an interesting view (r.) of the naval dockyard and workshops. Some distance to the right is the estuary of the Blavet.

110 m. (177 km.) **Hennebont** (**Hôt. de France*; *des Postes*), a curious old town (6593 inhab.) and corn market, in the valley of the Blavet, is memorable for its brave defence by *Jeanne de Montfort* ('*Jeanne la Flamme*'), when besieged here in 1345 by Charles of Blois. In the last extremity she was saved by an English fleet under *Walter de Manny*, which had been sent by Edward III to her aid. In 1372, however, *Du Guesclin* put the English garrison to the sword. Near the bridge are some vestiges of the town walls of this period. The *Rue Launay*, a turning on the right of the principal street, has several old houses and passes beneath a Renaissance stairway in the shape of a flying buttress. Beyond this, in a square, rises the huge tower of the Gothic church of *Notre-Dame-du-Paradis*, built in 1513-30 and restored in recent years. The W. portal is graceful, and in the baptismal chapel is a painting of the Vow of the inhabitants taken after the plague of 1697, which is still commemorated. The narrow *Rue Neuve* (16th cent.), with its ancient houses, was the first part of the town to be built outside the old walls. It leads past an ancient well-head with good ironwork to the *Porte-Prison*, with its two machicolated towers (13-15th cent.), containing an interesting *Breton Museum* (adm. 50 c.) with good specimens

of old box-beds ('lits-clos'), etc. This forms the gateway of the *Ville-Close*, dating originally from the 13th cent., but largely rebuilt after the mediaeval sieges.

About $\frac{1}{2}$ m. N. is one of the most important horse-breeding studs in France (adm. on application, 12-5 or 6). — The valley of the Blavet offers charming excursions; just above the town on the left bank is the Cistercian *Abbaye de la Joie*, founded in 1270 by Blanche de Champagne (p. 90), of which the porter's lodge, the abbot's dwelling, etc. remain (no adm.).

Light railways run from Hennebont to (13 m. N.E.) *Baud* (p. 61) and to (15 m. S.W.) *Port-Louis* (p. 92), the latter traversing a country rich in rude stone monuments. — From Hennebont to *Lorient*, see p. 93.

The railway crosses the Blavet by a monumental viaduct (240 yds.) and traverses a dreary region of moor and heather. 118 m. *Landévant* is near the head of the lagoon of Étel (comp. p. 106). — Beyond (121 m.) *Landaul-Mendon* we are joined by the line from St. Brieuc and Pontivy (Rte. 19) on the left, and by that from Quiberon (Rte. 27) on the right.

126 $\frac{1}{2}$ m. (204 km.) **Auray** (*Buffet*), 1 $\frac{1}{2}$ m. from the station (omnibus 1 $\frac{1}{2}$ fr.), is a picturesque little town (6651 inhab.) with a river-port on the Loc or Rivière d'Auray, in whose estuary are important oyster fisheries. For the tourist it is a base for the excursion to Carnac and Quiberon (Rte. 27).

Hotels. *HÔT. DU PAVILLON, pens. from 10; DE LA TOUR-D'Auvergne, with baths; DES VOYAGEURS, near the station; DES FAMILLES, unpretending.

Motor Omnibus to Locmariaquer. Excursion cars in summer to *Carnac*, *Locmariaquer*, *Chartreuse d'Auray*, *Ste-Anne-d'Auray*, etc.
Steamer to Belle-Ile.

At Auray on Michaelmas Day, 1364, a decisive battle secured the dukedom of Brittany for the youthful John de Montfort, afterwards son-in-law of Edward III. During the fight Du Guesclin was made prisoner by Sir John Chandos and Charles of Blois was slain. Olivier de Clisson performed prodigies of valour on the side of the victors. In 1688 Mme. de Sévigné is believed to have occupied the house (partly on pillars) near the bridge; and in Dec. 1776 Franklin landed at the Quai Benjamin Franklin (tablet) on his way to negotiate the first treaty of alliance between France and the United States.

From the station a long avenue (1 $\frac{1}{2}$ m.) leads to the Rue Clemenceau, in a turning on the right of which is the Gothic church of *St-Gildas*, with a Renaissance W. front. In the Place de la Mairie is the *Hôtel de Ville* (18th cent.), but the old market, a most interesting feature of old Auray, has disappeared. The little Rue du Père-Eternel, passing a chapel with old carved stalls, leads thence to the Promenade du Loc, where a stone belvedere overlooks the Loc and the surrounding country (*View). The first castle here is said to have been built by King Arthur; little remains of its successor built in 1201 and demolished in 1558. In St-Goustan, the suburb on the other side of the river, are several sombre overhanging houses of the 15-17th cent. and the church of *St-Goustan*, largely rebuilt but retaining a Gothic porch.

From the station we follow the Pontivy road and a turning on the left of it to reach ($\frac{1}{3}$ m.) the 18th cent. CHARTREUSE D'AURAY, rebuilt on the site of a monastery erected to commemorate the victory of 1364 (see above), and now occupied

by a home for deaf mutes, who are tended by nuns (adm. on application). In the *Funeral Chapel* (1823-29) is the marble tomb of 952 Royalists who were made prisoners during the disastrous venture against Quiberon (comp. p. 107) and afterwards shot in Aug. 1795 by Hoche's Republican troops on the so-called *Champ des Martyrs*, $\frac{1}{4}$ m. N.E., where an expiatory chapel has been set up. The cloisters of the Chartreuse are decorated by 17 paintings from the life of St. Bruno, copied from the works by Lesueur in the Louvre.

From the Chartreuse we may follow the Ste-Anne road (N.E.), crossing the valley of the Loc and passing successively the *Champ des Martyrs* (r.; see above) and, 4 m. from Auray, the *Monument du Comte de Chambord* (1820-91; styled Henri V by his adherents), erected by a Royalist committee in 1891. — 4 $\frac{1}{2}$ m. *Ste-Anne-d'Auray*, see below.

FROM AURAY TO LOCMARIAQUER. This excursion may be made direct by road (8 m.; postal autocar from the station); by sailing-boat down the estuary of the Rivière d'Auray; or by the longer route via Carnac described in Rte. 27. — The direct road runs S. on the right bank of the estuary, passing a little to the W. of the château of *Plessiquier*, in which mediaeval and Renaissance architecture combine, and of the ruined castle of *Rosnarho*, near the remains of a Roman bridge. — 4 m. *Crach*. — About a mile farther on we join the road from Carnac, which passes several dolmens. — 8 m. *Locmariaquer*, see p. 106.

From Auray to *Carnac* and *Quiberon*, see Rte. 27; to *Belle-Ile*, see p. 108; to *Pontivy* (St-Brieuc), see p. 60.

We cross a viaduct over the Loc (view). — 128 m. **Ste-Anne-d'Auray** (*Hôt. de France*; *de la Poste*; etc.), 2 m. N. of the station (omnibus), is the most famous pilgrim resort in Brittany. St. Anne, mother of the Virgin (comp. p. 100), is said to have appeared here in 1623 to a peasant named Yves Nicolazic, and to have commanded him to build a chapel on a spot where she stated a chapel had stood 924 years before. Two years later a statue (possibly a Celtic or Gallo-Roman image) was dug up on the spot indicated. The Carmelites organised the cult, and a church and convent were built in 1645, but the image was destroyed, but for one fragment, at the Revolution. The pilgrims are most numerous at the pardon of St. Anne on July 26th, when costumes from all parts of Brittany may be seen. On July 25th there is a picturesque torchlight procession. An imitation of the Roman *Scala Santa* rises on the right of the road from the Chartreuse, and beyond it (1.) is the spring of St. Anne, with a statue of the saint. The *Basilica* is a pretentious modern building with a gilded statue of St. Anne on its tower (ascent 50 c.). It contains many statues and the shrine of St. Anne in the S. transept, with a modern statue of the saint and the surviving fragment of the ancient statue. The walls are covered with votive offerings and the windows illustrate the history of the pilgrimage. The treasury is interesting ($\frac{1}{2}$ fr.). Adjacent are the 17th cent. conventual buildings. The house of Nicolazic is now a small Breton museum (25 c.). Performances of Breton mysteries are given by peasant actors in a wooden theatre (1200 seats).

From Ste-Anne by road to the *Chartreuse-d'Auray*, see above.

138½ m. (223 km.) **Vannes**, see Rte. 28.

Beyond Vannes the line ascends the valley of the Ruisseau de Lizier, entering hilly country. — 145½ m. **Elven** (*Hôt. du Lion-d'Or*) lies 2½ m. N.E. of the station (omnibus). A turning on the left of the road to the town leads to the ruins of the castle of *Largoët* or *Tours d'Elven*, with a keep 130 ft. high, where Henry of Richmond (afterwards Henry VII) and his uncle the Earl of Pembroke were confined in 1474–76 (comp. p. xix). The castle figures in Octave Feuillet's 'Roman d'un Jeune Homme Pauvre.'

About 2 m. W. of Elven (¾ m. N.W. of the castle) is the ruined Renaissance manor-house of *Kerlo*, once the property of the family of the philosopher René Descartes (1596–1650), who lived here for some time. The country to the N. is rich in monuments of the Stone Age, including the *Loge du Loup*, a good dolmen, and an 'allée couverte' and rocking-stone situated between Elven and (4 m.) Trédion.

142½ m. *La Vraie-Croix* is named from a fragment of the true cross which is preserved in a 13th cent. chapel built over the village street. The church of *Sulniac*, 1½ m. S.W., has some Romanesque piers and arches. — 154 m. (248 km.) **Questembert** (1269 inhab.; *Hôt. de la Gare; de Bretagne*), an interesting little town, 1½ m. S. of the station (omnibus), has a 16th cent. church, a Calvary and chapels in the churchyard, a covered market of 1675, and a few old houses. Several engraved crosses in the neighbourhood are said to commemorate the victory in 888 of Alain the Great over 15,000 Northmen, only 400 of whom escaped to their ships.

From Questembert to *Ploermel* (Dinan), see p. 33.

161½ m. **Malansac** (Inns) is the station for (2½ m. N.W.; omnibus) **Rochefort-en-Terre** (**Hôt. Le Cadre*, with a collection of pictures; *Burban; Mahé*), a diminutive but very characteristic Breton town, on the Arz, visited by many painters. The *Castle* was twice destroyed, by the Leaguers in 1594 and by the Chouans in 1793, but considerable ruins are standing (view of the valley). The church of *Notre-Dame-de-la-Tronchaye*, named after an image taken from a tree-trunk, has an interesting S. front with pointed windows and crumbling sculptures. In the interior are painted wooden statues, believed to be those of Claude de Rieux (d. 1532) and his wife, a lord and lady of Rochefort, but converted into a St. Joseph and Madonna. At the fairs held here peasant girls often sell their tresses.

Rochefort lies on the S.E. border of the desolate belt called the *Landes de Lanvaux*, studded with megalithic monuments, especially fallen menhirs, some of which rival those of Carnac.

167 m. *St-Jacut*. The line descends the beautiful valley of the Arz and then crosses the Brest and Nantes canal.

172 m. (277 km.) **Redon** (*Buffet*), see p. 47.

We diverge to the right from the line to Rennes and Châteaubriant, and follow the canal. 180 m. *Sévérac*. — 182½ m. *St-Gildas-des-Bois* preserves the 13–15th cent. church of a Benedictine abbey founded in 1025. — 189½ m. *Pontchâteau*

(*Hôt. des Voyageurs*) is joined by branch-line to (2½ m. S.) the station of *Besné-Pontchâteau* (p. 118), on the line from Paris to St. Nazaire.

About 2½ m. W. is a Calvary set up by Grignon de Montfort in 1709, demolished by order of Louis XIV, and rebuilt in 1821, surrounded by a garden with little buildings and groups representing scenes from the life of Christ. An omnibus plies to (11½ m., 19 km. N.W.) *La Roche-Bernard* (p. 119), viâ (5½ m., 9 km.; by-road to the r.) *Missillac*, with the fine Gothic castle of *La Brestesche* dating mainly from 1471 and restored in the 19th cent. (Marquis de Montaigu; adm. on application).

We cross the line from Paris to St. Nazaire. — 198½ m. **Savenay** (*Buffet; Hôtel du Chêne-Vert*), a little town (2247 inhab.) and a junction for St. Nazaire (see p. 116), is notable for the battle of Dec. 24, 1793, when the last remnants of the Royalist army of the Vendée were defeated by Gen. Kléber. Glimpses of the estuary of the Loire are presently obtained on the right. We skirt the slopes of the *Sillon de Bretagne*, a long range of insignificant hills (300 ft.) with oak woods and heaths. — 204½ m. *Cordemais*, close to the Loire. — 207½ m. *St-Étienne-de-Montluc* (1266 inhab.). — 212½ m. *Couëron*, with important lead foundries, is sometimes identified with *Corbilo*, the chief ocean port of Gaul before the Roman conquest (comp. p. 109). Small steamers ply to Nantes. — 216½ m. *La Basse-Indre* is connected by steam ferry with the *Île d'Indret*, well known for its naval engineering works (no adm.). Small steamers ply to Nantes. — 220 m. *Chantenay* is an industrial suburb of Nantes.

222½ m. (358 km.) **Nantes**, see Rte. 30.

26. QUIMPER

QUIMPER (18,686 inhab.), a beautiful old cathedral town and river-port at the meeting ('kemper') of the Steir and the Odet, was the ancient capital of Cornouaille and is now the chief town of the department of *Finistère*. It is one of the most typical of Breton towns, and, with its facilities for excursions to the neighbouring seaboard, attracts many tourists. Quimper faïence, which is manufactured chiefly in the suburb of Locmaria, was originally imitated from old Rouen ware. The two museums here are interesting.

Hotels. **HÔT. DE L'ÉPÉE* (Pl. a; C 2), 16 Rue du Parc, R. from 3/, L. or D. 3/6., with decorative paintings in the dining-room; *Du Relais-St-COURENTIN* (Pl. d; C 2), R. 4/6–10/; **Du Parc* (Pl. b; C 2), 20 Rue du Parc, L. or D. 2/6; *DE FRANCE* (Pl. c; D 3), 1 Boul. de Kerguelen; *DE LA GARE; BEAUSÉJOUR; DES VOYAGEURS*. **Post Office** (Pl. B 1), Rue du Chapeau Rouge. — **SYNDICAT D'INITIATIVE**, 26 Rue du Parc. **Conveyances.** **MOTOR OMNIBUSES** ply to *Fouesnant* and *Beg-Meil*, see p. 99; to *Bénodet*, see p. 99; to *Concarneau*, see p. 88; to *Locronan* (p. 100), *Morgat*, and *Camaret* (pp. 85, 86). — **MOTOR LAUNCHES** to *Bénodet* and *Loctudy*, see p. 99. — **MOTOR COACH EXCURSIONS** in summer (20–50 fr.); to *Audierne* and the *Poinle du Raz* (p. 101), returning viâ Douarnenez (50 fr.; recommended). **Amusements.** *Theatre* (Pl. D 2); *Quimper Cinema*, Rue du Pont-Firmin; *Odéon Palace*, Boul. de Kerguelen. — *Horse Races* in Aug. (2 days). **Pardon** (costumes) on Aug. 15th.

History. There was a Roman settlement at Locmaria, but Quimper is said to have been founded in the 5th cent. by King Grallon, who brought the name of *Cornouaille* (Cornwall) from Britain, and made St. Corentin the first bishop of the see. The countship was united to the duchy of Brittany in 1066, and Quimper, after being walled during the 13th cent., suffered in the wars of succession, when it was sacked by Charles of Blois (1344) and besieged by John de Montfort (1345). Owing perhaps to its remoteness from the capital, Quimper has been a favourite butt of the French wits, being taken to typify the extreme of provinciality. It is the birthplace of Elie Fréron (1718-76), Voltaire's antagonist, of De Kerguelen (1745-97), the navigator of the Southern Seas, and of René Laënnec (1781-1826), the inventor of the stethoscope.

From the station (Pl. D 3) the Avenue de la Gare leads to a bridge over the Odet, on the other side of which, turning to the left, we follow a picturesque quay, passing (r.) a small square with vestiges of the old town walls. The ***Musée Archéologique** (Pl. C 2; open 1-4 or 5, 1 fr.; free on Sun.), in the old bishops' palace (1510-40), close to the cathedral, is interesting for its reconstructions of Breton architecture and its collections of Breton furniture, costumes, pottery, etc., of various periods.

The ***Cathedral** (*St. Corentin*; Pl. C 2), the work of nearly three centuries (1239-1515), is the most complete Gothic cathedral in Brittany, and exhibits the Breton style in all its phases, from the Norman inspiration of the choir to the simpler and more justly proportioned ensemble of the façade and the towers. The *W. Portal*, an example of Flamboyant Gothic (1425), with a triangular gable and an openwork balustrade, has been largely redecorated with modern sculptures, but among the heraldic devices the lion of the De Montfort family may still be seen holding aloft the banner of Brittany. Between the two towers, with their handsome modern spires erected by a subscription (the 'sou de St. Corentin') among the townsfolk (1854-56), is an equestrian statue of King Grallon (see above). The *S. Portal*, likewise of the Flamboyant Gothic period, is well preserved, and the N. front has some graceful features. As we enter by the *W. portal* the pronounced inclination of the choir to the left of the nave will be noted. The **NAVE** (15th cent.; restored) is noteworthy for its trefoil-headed triforium, surmounted by a clerestory with 10 Flamboyant windows containing contemporary stained glass (restored). The pulpit (1679) represents the life of St. Corentin in sculptured panels; here and elsewhere in the church the saint is shown carrying the miraculous fish which furnished his daily meal yet daily reappeared in the pool near his cell. At the end of the S. aisle is an Entombment with painted figures (18th cent.), and in the N. aisle are an alabaster ***Statue of St. John** (15th cent.) and the tomb of Bp. Le Moel (d. 1501). The keystone above the crossing bears the arms of Anne of Brittany. — The **CHOIR**, mainly in the Geometrical style (1239-61), has some good stained glass of 1417-19 besides some garish modern windows. The various chapels of the **AMBULATORY**

are decorated with modern frescoes by Yan Dargent; 3rd chapel, granite tomb of Bp. de Rosmadec (d. 1444); 4th chapel, tomb of Canon P. de Quenquis (15th cent.); 5th chapel, effigy of Bp. Le Marhec (d. 1383).

The *Sacristy* adm. on application) contains paintings by Valentin, and in the *Treasury* (no adm.) are preserved three drops of blood said to have fallen from a crucifix in the church at the instant when perjury was committed before it.

On the opposite side of the Place St-Corentin stands the Hôtel de Ville, containing the town library and the **Musée de Peinture et de Sculpture** (Pl. C 2; open 12-4 or 1-5, 2 fr.; free on Sun.), with an interesting provincial picture gallery.

GROUND FLOOR. Sculptures: *A. Larroux*, A fisherman's wife (wood carving); *Quillivic*, Two Bigauden women of Pont-l'Abbé; Breton wedding costumes. **FIRST FLOOR:** *Picture Gallery. Rooms I & II. Paintings of Old Quimper; historical subjects, including the *Flight of King Grallon, by *Luminais*. — R. III. *A. Caracci*, St. Sebastian; **Alonso Cano*, The Virgin presenting St. Ildephonsus with a cope embroidered by herself. — R. IV. *School of Dürer*, Adam and Eve; *Van Dyck*, Head of the Virgin at Calvary (study); *Flemish School*, Descent from the Cross (restored by Valentin). — R. V. French school, including paintings by *Boilly*, *Davéria*, *Guilou*, *Renouf*, *Corot*, *Harrisson*, and others. Near the Musée is the French Protestant Church.

In front of the Cathedral opens the Rue Kéréon, the chief thoroughfare of Quimper, bordered by a number of interesting old houses (Nos. 9, 11-14), leading to a bridge over the Steir, close to which (l.) is a portion of the fortified enceinte, with a corbelled turret. To the W. of the large Place Terre-au-Duc, on the further bank, which preserves numerous old mansions, rises the church of *St-Mathieu* (Pl. B 1), retaining a fine E. window with scenes of the Passion (16th cent.). Still farther W. is the Place de la Tour-d'Auvergne, with a statue of the hero (comp. p. 74). We regain the cathedral quarter by recrossing the Steir just above its confluence with the Odet, and following the Rue du Parc.

On the left bank of the Odet just below Quimper is *Locmaria* (Pl. A 3), with its faïence factories (adm. on application). The Romanesque *Church*, built by a count of Cornouaille c. 1030, is surmounted by a central tower in which the original twin windows may be seen on the S. and E. sides. Above it rises *Mont Frugy* (233 ft.; view).

About 10 m. S. of Quimper by omnibus (3 fr.) or by motor launch daily in summer (10 fr., return 15 fr.) is the attractive little watering-place of *Bénodet* (*Grand-Hôtel*; *Ker-Moor*; *Belleue*; *de la Plage*; *des Bains-de-Mer*), at the mouth of the estuary of the Odet, with a ferry (taking motor cars) to *Ste-Marine*, opposite. The launches go on several times a week (enquire) to *Loctudy*. — Omnibuses run from Quimper S.E. to (10 m.) *Fouesnant* (*Hôt. Arvor*), with a partly Romanesque church and a yearly pardon, to which pilgrims come in boats, and (13 m., 21 km.) *Beg-Meil* (*Grand-Hôtel*, *Hôt. des Dunes*, pens. 10/), both first class; *de la Plage, des Bains* (service of vedettes, see p. 97), with a menhir and a semaphore station on the *Pointe de Beg-Meil*. About 2 m. N.E. of Fouesnant is *La Forêt* (*Hôt. de l'Espérance*), at the head of a sandy bay with an interesting 16th cent. church.

From Quimper to *Brest* and *Nantes*, see Rte. 25

FROM QUIMPER TO DOUARNENEZ AND AUDIERNE, 27½ m. 44 km.) in 1½ hr.; railway to *Douarnenez*, where carriages

The fishing port of *Tréboul* (3780 inhab.), 1 m. N.W., has an attractive 'plage' known as *Les Sables-Blancs* (Hôt. du Coteau; des Sables-Blancs). — The 15th cent. belfry of *Ploaré*, $\frac{1}{4}$ m. S.E., is one of the handsomest in Brittany. Farther E. are *Piomarc'h* and (2 m.) the *Plage du Riz* (Hôt. de la Mer).

We continue the journey to Audierne by light railway. About $1\frac{1}{2}$ m. S.E. of ($19\frac{1}{4}$ m.) *Poullan*, which lies in a region studded with rude stone monuments, is the Romanesque and Gothic chapel of *Notre-Dame-de-Kérinec* (key in a neighbouring house), and $2\frac{1}{2}$ m. S.W. is *Comfort* (Inn), which has a good Calvary (17-18th cent.) and a handsome late-Gothic church containing a 'wheel of fortune.' — $21\frac{3}{4}$ m. *Beuzec-Cap-Sizun* is the station for the *Pointe du Château-de-Beuzec*, $1\frac{1}{2}$ m. N., with good cliff scenery. — $24\frac{1}{4}$ m. (39 km.) *Pont-Croix* (2139 inhab.; Hôt. des Voyageurs), at the head of the estuary of the Goyen, retains a church, originally Romanesque, but remodelled in the 15th cent., with a Flamboyant S. porch and a striking tower and spire (220 ft.) with flanking pinnacles. Quaint lanes lead from the church to the Goyen.

A branch-line runs S.E. from Pont-Croix to (23 m.) *Pont-l'Abbe* (p. 102), serving a number of sequestered villages near the shore of the bay of Audierne. Among these are ($10\frac{1}{4}$ m.) *Landudec*, $4\frac{1}{2}$ m. from the station, with a Romanesque and Gothic church; ($15\frac{1}{4}$ m.) *Tréogat*; and ($18\frac{3}{4}$ m.) *Plondour-Lanvern*, where stands a menhir surmounted by a cross, traditionally used as a mast by St. Enecour on his voyage from Britain to Armorica.

$27\frac{1}{4}$ m. (44 km.) *Audierne* (*Hôt. de France, pens. 7/-8/6; *du Commerce*; *de l'Océan*), a busy sardine-fishing port (3432 inhab.) near the mouth of the estuary, has an old hilltop church (15-17th cent.) and a quaint little harbour enlivened by the many-coloured sails of its fleet. A steamer plies hence weekly to (4-5 hrs.) *Brest*, touching at the *Île de Sein* (p. 102). Audierne is likewise the starting-point for an excursion to the **POINTE DU RAZ* (*Hôt. du Raz-de-Sein*, pens. from 7/6; *de la Pointe-du-Raz*; *d'Armen*; *Atlantic*, pens. 6/), or *Cap Sizun*, $9\frac{1}{2}$ m. W., one of the most impressive storm-beaten headlands in France (omnibus daily in summer; vehicles for hire). The Point, 240 ft. above the sea, is identified with Ptolemy's *Gobæum Promontorium*. It may be thoroughly explored in $1\frac{1}{2}$ hr. (guide desirable). On the N. opens the *Baie des Trépassés* ('bay of the departed'; bathing dangerous), named either from the Druidic custom of sending their dead hence for burial in the *Île de Sein* (p. 102), or from the many victims of shipwreck washed ashore on its sands. At the head of the bay is a lagoon supposed to mark the site of the maritime city of *Is*, traditionally submerged in the 5th cent. in divine punishment for the debauchery of Ahès (p. 74), the daughter of King Grallon, but some Gallo-Roman remains near the hamlet of *Troguez*, 2 m. from the point, are the only evidence for the story. In the cliffs further N. are some good sea-caves. Below the extremity of the point is the chasm known as *Enfer de Plogoff*, against which high seas thunder; the cliff paths hereabouts are dangerous. The 'Fauteuil de Sarah-Bernhardt,' a rock-terrace, affords

a good general view of the headland. The old lighthouse stands on the mainland, the new lighthouse on a rock $\frac{3}{4}$ m. off the point.

About 5 m. due W. of the headland, and reached either by sailing-boat or by the weekly steamer from Audierne to Brest (p. 101), is the small reef-bound **Île de Sein** (*Hôt. Valin; des Touristes*), possessing few attractions for tourists, but interesting as a Druidic burial-place (two menhirs) and as the 'Enez Sizun' or 'isle of the seven sleepers' of Breton legend. Until the evangelizing labours of the Jesuits in the 17th cent. the nefarious trade of wrecking thrived among the natives, who were known as 'sea-devils.' The whole islet was swept by the sea in 1896-97. In the 'bourg,' near the harbour, the main streets are only 3-4 ft. wide, both for economy of space and for protection against wind. To the W. is the famous lighthouse of *Armen*, built in 1867-81.

Near the road leading from Audierne to the Pointe du Raz is (2½ m., l.) *St-Tugean*, a hamlet with an interesting chapel (1515-30) dedicated to St. Eugene or Eoghan (d. 618), Bishop of Derry in Ireland, and a frequented pardon (Sun. before June 24th). About 4 m. farther on is *Plogoff* (Inn) with a 16th cent. church dedicated to St. Kenan or Ked, called also St. Collédoc, a Welsh bishop, linked by tradition with King Arthur and the Round Table, and said to have been the spiritual adviser of Queen Guinevere, who rejected the gallant overtures of Lancelot on his advice.

FROM QUIMPER TO PONT-L'ABBÉ AND ST-GUÉNOLÉ, 24½ m. (40 km.) in 1½ hr.; railway to *Pont-l'Abbé*, where carriages are changed, 13¾ m. (22 km.) in 40 min. (9 fr. 90, 6 fr. 70, 4 fr. 35 c.); thence by light railway. After diverging to the left from the Brest line at the end of the Quimper tunnel the branch-line crosses the Steir and runs S.W. — 6½ m. *Pluguffan*. — 10 m. *Combrit-Tréméoc*. The church of *Combrit*, 2½ m. S.E., contains a good 17th cent. reredos and the tomb of the Cosquer family. The modern *Château de Pérennou*, 3 m. E., is interesting for its remains of a Roman villa and baths; the mosaics, pottery, etc., discovered here are in the museum at Quimper.

13¾ m. (22 km.) **Pont-l'Abbé** (5630 inhab.; *Hôt. du Lion-d'Or; des Voyageurs*), at the head of an estuary, is interesting as the chief town of the *Bigouden* or *Bigauden*, one of the most characteristic races of Brittany, occupying the region between Combrit (see above) and Plozevet, near Audierne. The word 'Bigouden' means, strictly speaking, the bizarre headdress of the women, which consists of a high conical lace 'coiffe,' underneath which the hair is held up tight by a small bonnet. The black bodices of the women and the black waistcoats of the men are embroidered with arabesque patterns in yellow or orange. These costumes are still to be seen at Sunday mass, on market-days (Thurs.), and at the pardons (Sun. after July 16th; 4th Sun. in Sept.). Of the old *Castle* there remain a round tower (13th cent.) and some 16th cent. buildings in which the *Hôtel de Ville* is installed. The Gothic *Church*, remodelled in the 15-16th cent., has a slate and timber campanile and an aisle on the N. side only.

About 2 m. S.W. is the 15th cent. castle of *Kernuz*, which withstood a siege in the Wars of the League. The interesting Druidic and Gallo-Roman objects found in the vicinity, and formerly preserved here, are now at *St-Germain-en-Laye*. A menhir in the park is carved with figures of Mars and Mercury and symbols of native paganism.

The chapel of *Notre-Dame-de-Tronoan*, 5 m. W., overlooking the bay of Audierne, is noteworthy for its weatherworn 15th cent. Calvary, the oldest in Brittany, and the prototype of those at Guimiliau, Plougastel, etc.

An omnibus (90 c.) plies several times daily to (4 m. S.E.) **Loctudy** (*Hôt. des Bains; Hôt. Arman*), a small but favourite resort, with a harbour whence potatoes are shipped to England. The old 'bourg,' a little inland, has an interesting Romanesque *Church* (11th cent.) unfortunately marred by a pretentious 18th cent. W. front; the original pier capitals are of varied design. There is a ferry to ($\frac{1}{2}$ m.) the *Île Tudy* (852 inhab.; two hotels), a narrow sandy peninsula in the estuary.

From Pont-l'Abbé to *Pont-Croix* (Audierne), see p. 101.

The light railway to Penmarc'h and St-Guénolé skirts a lagoon and goes on to the S.W. viâ (17½ m.) *Plobannalec*, the station for the sardine-fishing port of *Lesconil*, 2¼ m. S. — 20 m. *Guilvinec* (Inn) has a considerable fishing-fleet. Beyond this we skirt sand-dunes.

23 m. (37 km.) **Penmarc'h** (Inns) is the remnant of a once flourishing city, which rivalled Nantes as a seaport four centuries ago, but declined with the failure of the cod-fishery off the coast, its chief source of wealth. It was swept by a tidal wave in the 16th cent. and ravaged by the brigand *Fontenelle* (comp. p. 100). Its name is derived from the 'horse's head' of the *Pointe de Penmarc'h*, 2 m. S.W. The curious 16th cent. church of *St. Nonna* (not *St. Non*, but *St. Ninidh*, an Irish missionary), built by the privateers of the town, has a round-arched portal of 1608, a window on the left of it with fleur-de-lys tracery, and three handsome Flamboyant windows in the apse. A large votive painting in the S. aisle depicts the procession of the Vow of Louis XIII entering the church. — 23½ m. *Kérity*, a sardine port, preserves ruins of the 15th cent. church of *St-Thumette*, which belonged to the Hospitallers of *St. John*. This is the nearest station (1 m.) to the *Pointe de Penmarc'h* (see above; *Hôt. du Phare*, plain) and the *Phare d'Eckmühl* (gratuity), a granite lighthouse 184 ft. high, with a visibility of 60 m., completed in 1897 and named after the Marquise de *Blocqueville* (née *Eckmühl*) who bequeathed the funds for its construction.

24½ m. (40 km.) **St-Guénolé** (*Hôt. de St-Guénolé; de Bretagne*), the terminus of the line, is a fishing-port in a bare and windswept countryside. The tower alone remains of the 15th cent. church; within it has been built a modern chapel containing a 15th cent. statue of *St. Winwaloe*, the patron saint. The remarkable cliff-scenery is a splendid spectacle under the buffeting of heavy seas; but it should be remembered that lives have been lost here through sudden waves engulfing too venturesome tourists.

To the N. extends the desolate shore of the bay of Audierne. — To the S., on the way to the *Phare d'Eckmühl*, is ($\frac{1}{2}$ m.) the 16th cent. *Chapelle de la Joie*, close to the beach, and serving as parish church for *St-Guénolé* and *Kérity* (pardon, Aug. 15th).

27. FROM AURAY TO CARNAC AND QUIBERON. BELLE ÎLE

RAILWAY, 17½ m. (28 km.) in ¾ hr. (12 fr. 60, 8 fr. 50, 5 fr. 55 c.); to *Plouharnel-Carnac*, 8¾ in. (14 km.) in 25 min. (6 fr. 30, 4 fr. 25, 2 fr. 80 c.). — The main ROAD from Auray to Quiberon closely follows the railway.

Auray, see p. 94. The branch-line runs S.W. through meadows and afterwards through heath and pinewoods. — 4¼ m. *Belz-Ploemel*. Ploemel has a 15-16th cent. church. *Belz* (p. 106) lies 5½ m. to the west. — At (8¾ m.) *Plouharnel-Carnac* we alight for *Carnac*, 2½ m. S.E., and *Locmariaquer* and also for *Étel* and *Belz* (p. 106).

FROM PLOUHARNEL-CARNAC TO LA TRINITÉ-SUR-MER (*Locmariaquer*), 6 m., light railway in ½ hr., following the road, except for the loop to *Carnac-Plage*.

2½ m. **CARNAC** (**Hôt. des Voyageurs; de la Marine*; *St-Michel*; restaurants near the station, from Breton *Karn*, 'a place of bones,' owes its celebrity to the rude stone monuments in its neighbourhood, now State property, which are the most extensive and interesting of their kind. The town lies 1 m. inland from the flat sandy shores of the Bay of Quiberon (*Carnac-Plage*, p. 105). The 17th cent. church of *St-Cornély* (*St. Cornelius*, the patron of horned cattle in Lower Brittany) has a good spire and interesting original frescoes. The curious pardon (2nd Sun. in Sept.) is accompanied by a fair at which cattle are drawn up in a semicircle before the church for presentation, and afterwards are driven in procession through the streets. Close by (to the W.) is the fountain of *St. Cornelius*. The *Musée Miln*, a few paces from the church on the road leading to *Locmariaquer*, contain a remarkable and interesting collection of primitive tools, weapons, etc. found beneath the monuments of the region (adm. 50 c.), and bequeathed to the commune by Mr. James Miln, a Scottish archæologist (d. 1881). Farther on a turning on the left leads to the base of the **Tumulus de St-Michel* (adm. 50 c.; tickets at the *Hôt. St-Michel*), a long barrow 40 ft. high, built of uncemented stone blocks (view of the alignments to the N.). The chapel on the summit has been rebuilt.

The earliest excavations (by René Galle in 1862) led to the discovery of a subterranean dolmen, with calcined bones, jewels, and other remains; but since then the interior has been 'reconstituted' for purposes of effect, and the cinerary vessels found at various points have been disposed in neat but spurious recesses.

A little farther E. are a number of mounds or 'boceniou,' where excavations in 1874 brought to light a Roman villa and other remains, some of which are in the *Musée Miln* (see above).

The ***Alignments of Carnac*, with a total length of 2½ m., comprising no less than 2813 standing and fallen menhirs, are reached by the road to Auray and the turnings from it,

to the N. and N.E. of the village. Carriages or motors may be hired for the round via *Le Ménec* and *La Trinité-sur-Mer* (6¾ m., 11 km.; see p. 106), returning to Carnac by the main road. Walkers should proceed directly from the *Tumulus de St-Michel* by a rough footpath to (¾ m.) the alignments of *Le Ménec*. A description of the megalithic monuments of Carnac and *Locmariaquer*, by M. Zacharie Le Rouzic, curator of the *Musée Miln*, may be obtained at the museum.

Many theories have been advanced concerning the origin of the Carnac alignments. At one time they seem to have been taken for the burial-ground of some great forgotten battle, and in the 18th cent. were seriously explained to mark the site of a Roman encampment where the stones had been set up for the protection of tents against the wind. The local tradition is that they are serried hordes of pagan warriors miraculously turned to stone in the act of pursuing *St. Cornelius* to the shore. M. Le Rouzic, while recognizing the funerary character of the alignments, believes that they were astronomically arranged to indicate the direction of sunrise at the solstices and the equinox, and thus to fix the periods for the festivals or ceremonies of a very ancient solar worship. Others hold that each alignment pointed to a tomb and served the mysteries of ancestor worship. Many of the stones are covered with white hairy lichens, which give them an uncanny grizzled aspect. Some appear to have been set up inverted.

The **Alignments of Le Ménec** (11 rows), which extend for ¾ m. on the left of the road from Carnac to Auray, end on the W. in a group of stones of increasing size and a circle of menhirs (more correctly a cromlech), partly embedded in the houses and gardens of the hamlet of *Le Ménec*. One of the last stones before the circle has artificial hollows which may have been used for sacrifice. — A turning on the right of the Auray road leads to the *Alignments of Kermario* ('the house of the dead'; 10 rows; ¾ m.), in which likewise the largest stones are at the W. end. The stones in the first group are curiously shaped, and a sacrificial stone may be identified. Some traces of Roman encampment have been found within these lines. The by-road goes on to the E. through a pinewood, in which an avenue (r.) leads to the château of *Kercado* ('the house of *St. Cadoc*'), in the park of which is a fine chambered tumulus or barrow. — Beyond a farm on the left of the road begin the *Alignments of Kerlescan* ('the house of burning'; 13 rows; ½ m.), which are preceded by an irregular ring of menhirs and end on the E. near the village of *Kerlescan*. Traversing this village we reach (3 m. from Carnac) the road from Auray to *La Trinité-sur-Mer* (p. 106; 1¼ m. S.), beyond which the alignments are continued as far as some rows of smaller stones known as the *Petit-Ménec*.

At *Le Moustoir*, a hamlet reached by a turning on the right of the Carnac-Auray road, to the N. of the alignments (2 m. from Carnac), is an excavated barrow surmounted by a menhir; a similar monument exists at *Crucuny*, 1 m. further N.E. Near the main road from Quiberon to Auray (3 m. from Carnac) are the fine dolmens of *Kériaval* and *Mané-Kérioned*; one of the latter is inscribed. Farther on in the direction of *Plouharnel* is (r.) the dolmen of *Runesto*, and close to the road as we return from *Plouharnel* to Carnac is (l.) that of *Kergavat*.

Beyond Carnac the light railway runs S. to (3 m.) *Carnac-Plage* (*Kermaria*), a growing bathing resort, but returns to

the road before reaching (6 m.) *La Trinité-sur-Mer* (Hôt. de Bretagne; des Voyageurs; de l'Océan), a little fishing-port, with oyster-beds, on the estuary of the Rivière du Crach, which is spanned by a long bridge. — The road goes on to the E., crossing the estuary by the long Pont de Kérisper and passing several interesting dolmens, to (7½ m. from Carnac) **Locmariaquer** (Hôt. de la Marine; du Menhir), 'the place of the Virgin Mary,' a little port on the estuary of the Rivière d'Auray at its meeting with the gulf of Morbihan. The stone monuments of Locmariaquer, though less numerous than those of Carnac, are remarkable for their size. The church dates partly from the 12th cent., and the tidal harbour (occasional steamers in summer to Vannes and Port Navalo; comp. p. 113) is protected by a jetty of Celtic or Roman construction. On the right at the entrance to the village is a round barrow with the dolmen of *Mané-Lud* ('hill of ashes'). A path leads thence to the **Men-er-H'ræck* or 'fairy stone,' the largest menhir in the world (76 ft.). It was struck by lightning in the 18th cent. and lies prostrate, broken into four pieces, one of which is 40 ft. long. It is of a granite foreign to the neighbourhood and is estimated to weigh 340 tons. On its left is the **Table des Marchands*, a very graceful dolmen, with a table approached by an 'allée couverte' and supported at one end by a conical inscribed menhir. About 200 yds. distant is the dolmen of *Mané-Rutual*, enclosed by a wall. — To the S. of the village (key at the Hôt. de la Marine; ½ fr.; candle necessary) rises the **Tumulus de Mané-er-H'ræck*, or 'fairy hill,' a barrow hollowed out in the shape of a funnel, with an entrance at the base. It should be ascended for the view of Locmariaquer and its peninsula, at the extremity of which is seen (¾ m. further) the allée couverte of the *Pierres-Plates*.

From Locmariaquer to Auray by road or river, see p. 95.

FROM PLOUHARNEL-CARNAC TO ÉTEL, 7 m., light railway in ½ hr., following the road. The interesting road leads N.W. past *Vieux Moulin* and *Le Cosquer* with their menhirs (r.), *St-Barbe* (¾ m., l.) where Hoche established his camp among the dunes to meet the landing at Quiberon (comp. p. 107), *Loperhet-Crucuno* (1¼ m.), with two fine dolmens (r.), one of them the largest in the Morbihan; and the **Alignments of Erdeven* (2½ m.), with over 1000 stones still standing. — From (3 m.) *Erdeven*, the first station on the railway, a by-road diverges on the right for the 17th cent. château of *Kéran* and the feudal *Tour de Kercadio*, and another on the left for the menhirs of *Kérangré*. Beyond (4¼ m.) *St-Germain* (l.), with a fine barrow and the dolmen of the *Sept-Saints*, we reach (5 m.) a cross-roads (*Quatre Chemins* station), whence the road and railway run W. to (7 m.) *Étel* (Hôt. Moderne; de la Plage), a small fishing-port on the estuary of the Rivière d'Étel. About 1 m. N. of the cross-roads is *Belz* (650 inhab.; r.) on the same estuary, here forming a curious inland sea. In the neighbourhood are the dolmen of *Kerlutu*, and on an islet accessible at low tide are the Romanesque chapel of *St-Cado* (Cadoc), and the ruins of an old Templars' priory. *St. Cadoc*, the Welsh saint, settled on this islet in the 5th or 6th century. The causeway by which it is reached from the mainland is traditionally held to have been built by Satan in a single night, in response to an offer of *St. Cadoc* to yield him the soul of the first foot-passenger to cross over. At daybreak the saint released his cat on the causeway; Satan in fury tried to destroy his own handiwork and the saint, in preventing him,

slipped upon a rock, leaving the 'Glissade de St-Cado,' now surmounted by a Calvary.

Beyond Plouharnel-Carnac the railway to Quiberon skirts (l.) the sandy bay of Plouharnel, where the sea is 3 m. distant at low tide, and enters the narrow *Peninsula of Quiberon*, an isthmus 8 m. long, consisting for the most part of dunes and sea-marshes, and widening toward its end into the fortified headland on which Quiberon stands. The bay of Quiberon, to the E., was the scene of the battle between Cæsar's triremes and the leathern sailed fleet of the Veneti in 56 B.C.; and in Nov., 1759, of the daring action in which Adm. Hawke (later Lord Hawke) destroyed the French fleet under Adm. Conflans, shattering the plans for an invasion of England (p. 110). — 11¼ m. *Penthièvre* (Hôt. des Pins; des Dunes) has an 18th cent. fort guarding the narrowest point of the isthmus (300 yds.); the fine sandy beach on the right stretches for 5 m. to *Ste-Barbe* (p. 106). — 13 m. *Kerhostin*. — 14¼ m. *St-Pierre-Quiberon*, with a little harbour, is interesting for its alignments (21 menhirs) and a stone circle.

17½ m. (28 km.) **Quiberon** (**Hôt. de Penthièvre*, R. 3/6-6/6, D. from 3/; **De France*, D. 2/6; *Central*, D. 2/; *de l'Océan*; etc.), the terminus of the railway, is a considerable fishing-port (1773 inhab.) and one of the most frequented of the smaller watering-places of Brittany. It lies in an exposed position at the end of the sandy peninsula, but the coastal scenery is magnificent. A statue of Gen. Hoche (1768-97), one of the youngest of the great soldiers of the Revolution, recalls the ill-judged and ignominious expedition of June 1795, when 6000 French emigrants, some of them 'ci-devant' noblemen and others supposedly converted Republican prisoners, were disembarked at the base of the peninsula under the protection of Commodore Warren's squadron. They were joined by bands of Chouans (p. 37), but some of the rank and file mutinied, and in spite of the brave resistance by a force under Sombreuil the invaders were driven into the sea or obliged to surrender. The English ships were driven off shore by a storm. Tallien was present with Hoche. Many of the prisoners were afterwards shot at Auray (comp. p. 95). — The animated *Plage de Port-Maria* and the harbour lie to the S. In stormy weather the steamers to and from Belle-Île are berthed at *Port-Haliguen*, 1 m. E. Close by a pyramid marks the spot where the 'émigrés' laid down their arms. The hamlet of *Mané-Meur*, 1 m. W., has several monuments of the Stone Age; and the cliffs and caves in this region are worth exploring.

The *Ile Houat* and *Ile Hoedic*, 10-13 m. S.E., two granite islets, both inhabited (inns), may be reached from Quiberon by the sailing-boat which carries the mails (Tues., Thurs., Sat.). They represent the last remnants of the coast-line which once joined the Quiberon peninsula to the *Pointe du Croisic*. In *Ile Hoedic* are two menhirs, one of them with a niche containing a statue of the Virgin.

Belle-Île-en-Mer.

Belle-Île is most conveniently reached from *Quiberon* (9½ m. in ¼-1 hr.), whence a steamer plies two or three times a day in summer (once in winter). In rough weather the boats ply to and from *Port-Haliguen* (p. 107). Through tickets are issued and baggage registered by this route by the *Chemin de Fer d'Orléans*. — There are weekly services also from *Nantes* (80 m.), and from *Lorient* (31 m.), and a service twice a week from *Auray*. In summer excursion steamers sail occasionally from *Vannes* (28 m.), *Le Croisic* (26 m.), *Le Pouliguen* (34 m.), and *St-Nazaire* (48 m.).

***BELLE-ÎLE** (c. 6700 inhab.), or *Belle-Île-en-Mer*, the most important of the Breton islands, 10½ m. long and 3-6 m. broad, lies parallel to the coast of *Morbihan*, some 8 m. S. of the *Quiberon* peninsula. It consists for the most part of a bare slate plateau, much exposed to wind and sun, but intersected by pleasant valleys, in which tropical plants often flourish, and ending on all sides in splendid cliffs. The island, with several harbours and dotted with little whitewashed hamlets, offers ample, if simple accommodation for summer visitors (*Syndicat d'Initiative* at *Le Palais*).

Belle-Île belonged to the counts of *Cornouaille*, one of whom presented it in the 9th cent. to the abbey of *Ste-Croix* at *Quimperlé*. An English fleet of 36 sail was driven off in 1548, but in 1573, after the monks had sold the island to the *Retz* family, a raid was successful. Many attacks followed, notably by *Adm. Tromp* (1673), who was obliged to re-embark the men he had landed, and by *Adm. Keppel* and *Gen. Hodson*, who captured the island with large forces in 1761. The English occupation lasted until 1763, when Belle-Île was restored to France by the same treaty that gave *Nova Scotia* to England. A number of *Nova Scotian* families then migrated to Belle-Île and introduced the potato here some years before *Parmentier* had popularized its culture on the mainland of France. *Nicolas Fouquet* was an owner of the island before his arrest in 1661; it was later rented for a time by the *French East India Company* (p. 91). *Adm. Willaumez* (1761-1845) and *Gen. Trochu* (1815-96) were born on Belle-Île. Here *Dumas père* laid several scenes of his '*Vicomte de Braglonne*' as well as the tragic death of *Porthos* (in the caves of *Locmaria*). In more recent years the island was celebrated as a summer residence of *Sarah Bernhardt* (1844-1923).

The steamers from *Quiberon* enter the picturesque harbour of *Le Palais* (**Hôt. de Bretagne*; *Atlantic et Commerce*; *Vauban*), a small fortress and the principal town (2111 inhab.) of the island. The town walls and the old *Citadel*, built in 1572 by *Marshal de Retz*, enlarged by the *Cardinal* of the same name, and strengthened by *Fouquet* and *Vauban*, give it an imposing aspect. The citadel proper is now used as barracks; above the glacis is a reformatory for young criminals; in buildings constructed in 1848 to receive political prisoners. The founder of the church of *St-Géran* has been identified by *Mr. Baring Gould* with the *Geraint* of *Arthurian* legend.

About ¼ m. S. is the 'plage' of *Ramonette*, and ¼ m. N.W. is the massive *Château Fouquet*, where *Bianqui*, the communist, was imprisoned after 1848.

A tour of the island may be made by carriage (1 day), or on foot. A road leads N.W. from *Le Palais* to (4¼ m.) *Sauzon* (*Hôt. du Phare*), a little fishing-port shut in by steep slopes. Near the N.W. extremity of the island, beyond this, is (6¾ m.) the *Château Sarah-Bernhardt* (r.) the residence

of the famous actress, who desired to be buried on the rocky *Pointe des Poulains* (lighthouse), an island at high tide. To the left is the old fort long occupied by her. — We retrace our steps for 1½ m. and then turn to the right (S.W.) to reach (10 m.) the **Apothicairerie* (Hotel, open Easter-Oct.), or *Grotte de l'Apothicaire*, one of the natural marvels of *Brittany*, named from the regularity (like that of a chemist's shelves) with which cormorants' nests used to be built on its ledges; the entrance from the sea is formed by a graceful natural arch. We return to the main road traversing the middle of the island and continue S. along it to (13¾ m.) two menhirs known as *Jean* and *Jeanne de Runello*, whence a by-road runs S.W. to *Port-Donant*. — Farther on, at (15½ m.) a cross-roads, we turn to the right for (17½ m.) the *Grand-Phare*, or *Phare de Belle-Île* (1826; view), below which lies *Port-Coton*, while 1½ m. S. are the impressive *Grottes du Talud*, to be visited at low tide only. — As we return towards *Le Palais* a road diverging on the right leads to (18¾ m.) *Bangor* (Inn), and at the cross-roads farther on we may turn to the right for (24¾ m.) *Locmaria* (Inn), about 2 m. N. of which lies the superb sandy beach of *Les Grands-Sables*, the scene of *Adm. Tromp's* landing in 1673 (p. 108). — The road thence to (31 m.) *Le Palais* affords good views of the *Coureau* and the mainland.

28. VANNES AND THE MORBIHAN

VANNES (19,859 inhab.), the chief town of the department of the *Morbihan*, situated at the head of the curious inland sea or gulf of *Morbihan*, is an interesting old place with ancient houses, a cathedral, and an important museum. It is a centre for excursions to the gulf and its islets.

Railway Stations. *Gare de l'Orléans* (Pl. D 1), adjoined by the *Gare des Chemins-de-Fer du Morbihan*, the light railway station for *Port-Navalo*, *Locminé*, etc.

Hotels. **HÔT. DU COMMERCE ET DE L'ÉPÉE* (Pl. a; B 2), *Rue du Mené*, R. from 3/; D. 2/6, pens. 7/6; **HOSTELLERIE DU DAUPHIN* (Pl. b; B 2), *Place de l'Hôtel-de-Ville*, pens. 7/6; *DE BRETAGNE*, *Rue du Mené*, pens. 5/6-6/6; *DESNET*; *DU BRAS D'OR*; *DE LA GARE* (simple).

History. *Vannes* was originally the stronghold of the *Veneti*, the great maritime tribe which headed the *Armorican* league against *Cæsar* but was compelled to surrender after the naval victory of *Decius Brutus* (afterwards one of *Cæsar's* assassins) in 56 B.C. (comp. p. 107). Many roads and causeways were built by the conquerors. *St. Paternus* was the earliest bishop of *Vannes* (466). *Canao*, one of the counts of *British* origin who ruled the town from the middle of the 6th cent. onward, gave asylum to *Chramme*, the fugitive son of *Clotair I*, the *Frankish* king, but was defeated and slain by *Clotair* near *Vannes* in 559, while the captured *Chramme* and his family were burned at *Le Guildo* (p. 28). During the

Post Office. (Pl. B 3), *Place de la République*. — *SYNDICAT D'INITIATIVE*, 18 *Place de l'Hôtel de Ville*.

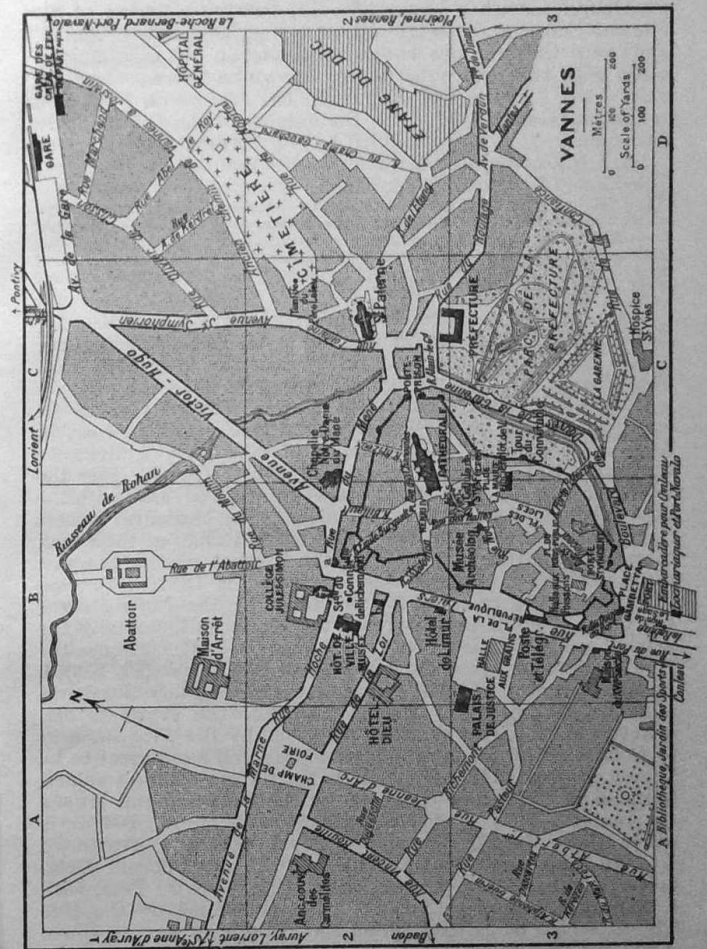
Motor Omnibuses to *Arradon* and to *Conleau*; once daily to *Plumelec* via *St-Avé*, *St-Nolf*, *Elven*, and *Trédion*. — **MOTOR TOUR** to *Quimper*, *Brest*, *Morlaix*, *St-Brieuc*, and *Dinard* (6 days), once or twice weekly in July and August, see p. xxviii.

Steamers and motor launches for the *Gulf of Morbihan*, see pp. 113-115.

wars of Breton independence Vannes was four times besieged in a single year (1342). Duke John IV built the castle of L'Hermine and made it his habitual residence; here he held his enemy Olivier de Clisson to ransom. His son John V summoned hither the famous Spanish Dominican preacher St. Vincent Ferrer, who evangelized most of the towns of Brittany before his death in 1419 at Vannes, where his name is given to the yearly pardon (April 5th). When Anne of Brittany went to war with Charles VIII the town was taken by the royal army, but lost again (1487-88); and in 1532, before the States assembled at Vannes in the presence of Francis I, the union of Brittany with France was definitely proclaimed (comp. p. xix). In 1759, during the Seven Years' War, a force was assembled here for a projected descent upon England, rendered futile by Hawke's naval victory at Quiberon (p. 107). The neighbouring parishes took the royalist part under the Revolution, and it was partly as an example that 150 prisoners taken at Quiberon were here executed by Parisian volunteers in July 1795, after local regiments had refused to carry out the sentence of death.

The Avenue de la Gare and Avenue Victor-Hugo lead from the station to ($\frac{1}{2}$ m.) the Rue du Mené, now the principal thoroughfare, on the N. of the old town. The *Chapelle Notre-Dame-du-Mené* (l.) dates from 1720. We turn to the right in order to reach the Place de l'Hôtel-de-Ville (Pl. B 2), in which is an equestrian statue of Constable Arthur de Richemont (comp. p. 126). The modern *Hôtel de Ville* contains the library; the *Collège Jules-Simon*, in the same square, preserves a chapel of 1652 containing a marble reedos of 1684 and a painting by Lhermitais (1754). In the Rue Lesage, behind the Hôtel de Ville, is a small *Breton Museum* (No. 10; closed) of furniture (La Tour d'Auvergne's bed) etc. From the square the narrow Rue Émile-Burgault leads into the quaint little Place Henri-Quatre (Pl. B 2), enclosed by old gabled houses.

The ***Cathedral** (*St-Pierre*; Pl. B, C 2), rebuilt in the 13th cent. on the site of a church burned by the Normans, was remodelled in the Flamboyant and Renaissance styles (15-16th cent.) and afterwards drastically restored (18th cent.). The W. front dates from 1873, and the general effect is poor and confused. Part of the N. tower belongs to the Gothic building. The N. portal (walled up) is Flamboyant work (1514), and on this side also are remains of a Renaissance cloister and a circular chapel (1537). The NAVE has lost most of its character, but retains a good 17th cent. organ-case; in the aisle-chapels are tombs, including that of Bp. de Bertin (d. 1774), by Fossati, and in the 2nd chapel of the N. aisle rest the bones of the émigrés shot in 1795 (see above). The transepts contain paintings illustrating the life of St. Vincent Ferrer (see above), and the tomb of the saint (1347-1419). — The CHOIR is noteworthy only for a high altar and two statues of apostles by Fossati. In the ambulatory are hung very dilapidated tapestries (1615) portraying St. Vincent's miracles and his canonization. The apsidal chapel (1536-1637), dedicated to the saint, has a rich Renaissance altar with his statue, and contains tombs of 17th-18th cent. bishops.



The fire brigade station opposite the Cathedral incorporates part of an old parliament hall, the meeting-place of the parliament of Brittany from 1456 to 1532. On the left of it the Rue des Orfèvres, with a house (No. 17) bearing a statue of St. Vincent Ferrer and containing his former cell, now a chapel, leads into the Rue des Halles, opposite an old overhanging house with two grotesque figures known as 'Vannes and his wife.' No. 2 in the Rue Noë is the old *Maison du Parlement* or *Château Gaillard* (Pl. B 3), the lodging of the Président du Parlement. It is now occupied by the **Musée Archéologique* (adm. 1 fr.), containing mediaeval relics and one of the richest collections of prehistoric remains in Europe.

The *Salle des États* (first floor) contains interesting prehistoric weapons, ornaments, and utensils from Carnac and Locmariaquer, and casts of the inscribed stones of Gavr' Inis (p. 113). In the next room are several embroidered dalmatics (16th cent.). Rooms on the second floor contain Aubusson tapestries, one of them dated 1671, and panelling painted in the 16th cent. for the first president of the States of Brittany.

We return to the Place Henri-Quatre via the quaint Rue des Halles and Rue St-Salomon, and follow the Rue des Chanoines, by the N. side of the cathedral, as far as the early 15th cent. *Porte-Prison* (Pl. C 2), a fragment of the old walls flanked by a machicolated tower. Henrietta Maria, wife of Charles I., occupied the old archdeaconry in the Rue des Chanoines, in Aug. 1644 (tablet). The church of *St-Patern*, a little to the N.E., is a classical building of 1727. On this side the TOWN WALLS (14-17th cent.) are well preserved, and, with the high-pitched roofs of the old houses, the cathedral towers rising behind them, and the Ruisseau de Rohan at their feet, form a delightful picture. In the highest of the rampart towers Olivier de Clisson was imprisoned in 1387. We cross the stream and re-enter the old town by the *Porte-Poterne* (Pl. C 2; 1680) in order to reach the Place des Lices, with the market and a turreted 17th cent. house (No. 11). Thence the Rue St-Vincent descends to the *Porte St-Vincent* (Pl. B 3), a classical gateway of 1704, giving access to the Place Gambetta and the shallow tidal *Harbour*, whence the steamers and vedettes start. The W. quay is formed by the *Promenade de la Rabine* (Pl. B 3), in which stands a small monument to Le Sage (comp. p. 114). Opposite is the former bishop's palace, founded in 1629, now occupied by the departmental *Musée* (beyond Pl. B 3; open free on Sun. and Thurs., 1-4 or 6, other days 50 c.), containing royal portraits attributed to Van Loo and paintings by Mme. Vigée-Lebrun, Delacroix, Henner, Tanguy, and others. The Rue du Port, with a Renaissance house (No. 2; 1.), is continued by the Rue Thiers, which leads back along the W. side of the old town. After crossing the Place de la République, in which are the *Post Office*, the corn-exchange, and the Palais de Justice, we pass (1.) the *Hôtel de Limur*, of the Louis XIV period, and regain the Place de l'Hôtel-de-Ville.

The **Gulf of Morbihan*, in Breton 'the little sea,' which gives name to the department, is a broad expanse of tidal water (40 sq. m.), with deep tributary creeks and many shoals and islets, opening on to the Atlantic by a strait no more than 1 m. wide. Strong currents impede the passage of sailing-craft, and at low tide noisome mudbanks lie exposed. The surrounding country is pleasant, if rather monotonous. The Morbihan may be of relatively recent formation, for encroachments of the sea have taken place within recorded history, and submerged Druidic remains have been found in addition to the numerous monuments on the islets. The gulf offers a calm passage in all but the roughest winter weather. The following routes describe excursions either by boat on the gulf or by rail to its shores.

FROM VANNES TO PORT-NAVALO VIA THE GULF OF MORBIHAN, 16½ m. (27 km.), steamer two or three times daily in 2-3 hrs.; to the *Île aux Moines*, 8 m. (13 km.) in 1-1½ hr. The steamers start from the Promenade de la Rabine at high tide, and from the Pont-Vert, ¾ m. lower down, at low tide. We descend the Rivière de Vannes, which gradually widens; at the head of a creek on the left is *Sené*, the home of the sailors of the gulf ('Sinagots'). — 2½ m. *Île de Conleau* (restaurants), with pinewoods and chalets. We now enter the gulf by a narrow and picturesque strait, and pass several small islets. — 4½ m. *Île d'Arz* (pron. 'ar'), nearly 2 m. long, once a dependency of the abbey of St-Gildas-de-Rhuis (p. 114), has a church with fantastic Romanesque pillar-capitals. At the S. end of the islet are two menhirs and an 'allée' known as the 'Maison des Poul-piquets' (Breton fairies). We pass the *Pointe d'Arradon* (r.).

8 m. *Île aux Moines* (c. 1000 inhab.; *Hôtel du Golfe*; *Belle-vue*; *Petit*), a refuge of the Veneti in Cæsar's time (p. 109), afterwards colonized by the monks of Redon, is the most important island of the Morbihan (nearly 3½ m. long). The landing-place for this quiet watering-place is in a little bay, close to which are the 'Bois d'Amour' and a bathing-beach, while on another little bay are the 'Bois des Soupirs' and the 'Bois des Regrets.' The church has a pardon on Sept. 29th. At the hamlet of *Kergonan*, c. 1 m. S., is an irregular stone circle, 100 yds. across (the largest cromlech in France), with many of the stones still upright, and near *Kerno*, 1½ m. farther, a fine dolmen stands on the heath. The women of the island have preserved their ancient costume (round coif, low-cut bodice, and coloured shawl).

The steamer next calls at (11½ m.) *Larmor-Baden* (small restaurants), on a spur of the mainland between the gulf and the Rivière d'Auray. About ¾ m. distant (sailing-boats for hire) is the small inhabited *Île de Gravinis* or *Gavr' Inis*, 'the goat island,' widely famed for its Celtic *Tumulus, 25 ft. high, 100 yds. round, containing a great burial chamber, doubtless that of a royal personage, approached by a gallery with inscribed menhirs and slabs (a candle should be brought). The view from the summit is striking. There is a barrow of similar character on the *Île Longue*, ¾ m. W. (boat from Larmor). — We leave Locmariaquer (p. 106)

to (291½ m., 470 km.) *Savenay*, see p. 97. — The line to *St-Nazaire* approaches the broad estuary of the Loire. — 298½ m. *Donges*, with a steam ferry to *Paimbœuf* (p. 128), is the capital of the marshy flats known as 'Les Brières' (comp. below). It has extensive quays built in 1916-18 and largely used by American troops. — 303½ m. *Montoir-de-Bretagne*, where the line from *Châteaubriant* (p. 118) comes in on the right, lies S.E. of *La Grande-Brière*, a curious peaty plain (17,000 acres), once a lagoon, now intersected by many dikes and flooded in winter; here and there rise mounds or islets, with groups of houses, whose inhabitants (said to be of British descent) have the monopoly of turf-cutting. We pass the iron foundries of *Trignac* (p. 119) on the right. — 307½ m. (495 km.) *St-Nazaire*, and thence to (325½ m., 524 km.) *Le Croisic*, see pp. 119-121.

B. Viâ Segré and Châteaubriant.

RAILWAY (Chemin de Fer del'État), 295½ m. (476 km.) in 12-14 hrs. (214 fr. 45, 144 fr. 70, 94 fr. 25 c.); to *St-Nazaire*, 277½ m. (447 km.) in 11-13 hrs. (201 fr. 35, 135 fr. 90, 88 fr. 50 c.). This is the more direct but the slower route.

ROAD, 288 m. (464 km.). From Paris to (192½ m., 310 km.) *Segré*, see the *Blue Guide to North-Western France*. 207½ m. (334 km.) *Pouancé* (see below). 217½ m. (350 km.) *Châteaubriant* (see below). 235 m. (378 km.) *Nozay* (p. 117). 243½ m. (392 km.) *Blain* (p. 118). 254½ m. (410 km.) *Savenay* (p. 97). 265½ m. (428 km.) *Montoir* (see above). 270½ m. (436 km.) *St-Nazaire* (p. 118). 277½ m. (447 km.) *Pornichet* (p. 119). 288 m. (464 km.) *Le Croisic* (p. 121).

From Paris (Gare Montparnasse) viâ (131 m., 211 km.) *Le Mans* to (161 m., 259 km.) *Sablé* and (195 m., 314 km.) *Segré*, see the *Blue Guide to North-Western France*. — We diverge to the right from the line to *Nantes*. — 200½ m. *Noyant-la-Gravoyère*. To the N. are lakes formed by the *Ruisseau de Misengrain*, which rises in the large *Forêt de l'Ombrière*, on the right of the railway. — 211 m. *Pouancé* (*Grand-Hôtel; de la Poste*), pleasantly situated on a lake formed by the *Verzée*, has ruins of a 13-15th cent. castle (adm. free), a 15th cent. gateway, and, on a smaller lake ¾ m. S., a handsome modern château. — 217½ m. *Soudan*.

221 m. (356 km.) *Châteaubriant* (*Buffet; Hôt. du Commerce, D. 2/6; de la Gare*), an old town (7152 inhab.) with limekilns, lies in the pretty valley of the *Chère*.

It takes its name from a stronghold, founded in the 11th cent., of *Brient*, a count of *Penthievre*, one of whose successors married *Jeanne de Beaufort* and became the head of the *Châteaubriant-Beaufort* family, from which *Châteaubriant* (p. 15) claimed descent. *St. Louis* captured the town in 1235; *Louis XI* besieged it in 1472; and in 1488 *La Trémoille*, general of *Charles VIII*, shattered the castle and burned the town. The new castle, begun in 1524 by *Count Jean de Montmorency-Laval*, is the scene of the alleged murder of *Françoise de Foix* (1495-1537), his wife and the former mistress of *Francis I*. The count is said to have spent his whole fortune in suppressing legal investigations of her death. In 1852 the *Duc d'Aumale*, who inherited the castle in 1830, presented it to the department.

The *CASTLE consists of two distinct portions, the Renaissance *Château-Neuf* and the remains of the feudal *Vieux-*

Château. The gateway from the *Place des Terrasses* is surmounted by a square tower; on the left of a tree-planted walk rise the sombre walls of *Brient's* castle, remodelled in the 11-15th cent. and preserving a huge keep, approached by a second gateway with drum towers. In the inner court are the 12-13th cent. chapel and the *Grand-Logis*, rebuilt after its destruction in 1488. We retrace our steps and cross the outer court to reach the *Château-Neuf*, the home of *Françoise de Foix* and her husband, with an inscription by the latter (1538) above the doorway of the graceful pavilion at the end of the colonnade. In the building are now installed the *Palais de Justice* and a *Musée* (open free on Sun., 1-4; other days on application), interesting chiefly for the bedchamber in which, according to tradition, *Françoise* was bled to death. The church of *St-Jean-de-Béré*, ¾ m. N.W., the old parish church of *Châteaubriant*, is an interesting Romanesque edifice (late 11th cent.) with a 15th cent. wooden porch, a half-domed apse, and three Renaissance altarpieces. The *Foire de Béré* (Sept. 13-14th) is held in a neighbouring meadow.

FROM CHÂTEAUBRIANT TO NANTES, 40 m. (64 km.), railway in 2 hrs. (28 fr. 85, 19 fr. 45, 12 fr. 70 c.). The line runs S.W., traversing the *Forêt Pavée*. From (13½ m.) *Abbatetz* an omnibus plies to (6 m. E.) *La Meilleraye*, with 18th cent. buildings of a Cistercian (now Trappist) monastery, founded in 1145, and an abbey church preserving its 12th cent. nave. — Beyond (21½ m.) *Nort-sur-Erdre* we descend the valley of the *Erdre*, a curious stream opening out into a series of navigable lakes. — 29½ m. *Sudé* (*Hôt. du Lion-d'Or*, in a 16th cent. house once occupied by *Descartes*) is connected with *Nantes* by a river steamer service. — 32½ m. *La Chapelle-sur-Erdre*, junction for *Rennes* (p. 47). The 15th cent. castle of *La Gâcherie* (restored) was once a residence of *Marguerite d'Angoulême*, sister of *Francis I* and authoress of the 'Heptameron.' — 40 m. (64 km.) *Nantes*, see p. 122.

FROM CHÂTEAUBRIANT TO MESSAC (*Ploërmel*), 27 m. (43 km.), railway in 1½-1¼ hr. (19 fr. 35, 13 fr. 10, 8 fr. 50 c.). — 5 m. *Ruffigné-St-Aubin-les-Châteaux*. — 8 m. *Rougé* gave name to a mediaeval lordship. We traverse the bleak *Landes d'Ercé*. — 19½ m. *Bain-de-Bretagne* (*Hôt. de la Croix-Verte*), on a large lake (75 acres), has vestiges of a 15th cent. castle and some mediaeval houses. — 27 m. (43 km.) *Messac*, see p. 46.

FROM CHÂTEAUBRIANT TO MASSÉRAC (*Redon*), 28½ m. (46 km.), railway in 1¼-1½ hr. (20 fr. 70, 14 fr., 9 fr. 10 c.). The line to *St-Nazaire* is followed as far as (7½ m.) *St-Vincent-des-Landes* (see below), where we diverge to the W. — 10½ m. *Derval* lies on the main road from *Rennes* to *Nantes*. — 23½ m. (38 km.) *Guéméné-Penfao*, in the wooded valley of the *Don*. — 28½ m. (46 km.) *Massérac*, see p. 46.

FROM CHÂTEAUBRIANT TO LA CHAPELLE-GLAIN, 12½ m. (20 km.), light railway in 1 hr. — 5½ m. *Erbray* is the junction for (26 m. S.) *Ancenis*. There are numerous limekilns in the vicinity. — 8½ m. *St-Julien-de-Vouvantes*, with pilgrimage-springs, has a modern church, in the crypt of which are preserved carvings, etc., from its predecessor. — 11½ m. *La Chapelle-GLAIN* (*Hôt. Gervais*). About 1¼ m. S., on a lake formed by the *Don*, is the castle of *La Motte-GLAIN*, built by *Pierre de Rohan* in 1496-1513, and visited by *Charles VIII* and *Anne of Brittany, Charles IX*, etc.

From *Châteaubriant* to *Laval*, see p. 37; to *Rennes*, see p. 45; to *Vitré*, see p. 39.

Beyond *Châteaubriant* the line skirts the lake of *La Courbetière* (l.). — The modern Calvary of (225½ m.) *Louisfert* is built of megalithic stones. — 228½ m. *St-Vincent-des-Landes*, junction for *Massérac*, see above. — 238½ m. *Nozay*. — The forest which takes name from (245 m.) *Le Gavre* is

the largest domanial forest in Brittany (over 10,000 acres); its ten principal avenues meet at a 'rond-point' in the centre. — 248½ m. **Blain** (*Hôt. de la Gerbe-de-Blé*) preserves a ruined *Castle* (adm. 50 c.) founded in 1104 by Duke Alain Fergent and possessed by Olivier de Clisson and successive members of the Rohan family. Henri, first Duc de Rohan, father-in-law of Sully and one of the Protestant leaders under Louis XIII, was born here in 1579. The Tour du Pont-Levis (13th cent.) should be noticed, and the *Tour du Connétable, built by De Clisson in 1380, is a fine example of 14th cent. fortification.

From Blain to Rennes and Nantes, see p. 47.

260½ m. *Campbon*, on the slopes of the Sillon de Bretagne, has a Romanesque church and some feudal ruins. We cross the line from Brest to Nantes (Rte. 25). — 267 m. *Besné-Pontchâteau* is connected by branch-line with Pontchâteau (see p. 96). — 273½ m. *Montoir-de-Bretagne* (p. 116).

277½ m. (447 km.) **St-Nazaire** (35,916 inhab.), a considerable maritime and industrial centre, and the seventh seaport in France, stands at the mouth of the estuary of the Loire. It is a dusty and unattractive modern town regularly built, with a harbour considerably enlarged during the War. At the end of August, 1914, St-Nazaire temporarily became the base of the British Expeditionary Force; and on June 26th, 1916, part of the American Army in France disembarked here. The port is the starting-place for Transatlantic steamers to the West Indies and Mexico.

Hotels. GRAND-HÔTEL (Pl. B 2), 36 Rue Ville-ès-Martin, R. from 7/; D. 3/6, pens. 11/; DE BRETAGNE (Pl. B 2), 5 Rue Ville-ès-Martin, pens. 9/6; DES MESSAGERIES, pens. 9/6; DES COLONIES, R. from 4/6; DES ÉTRANGERS; etc.

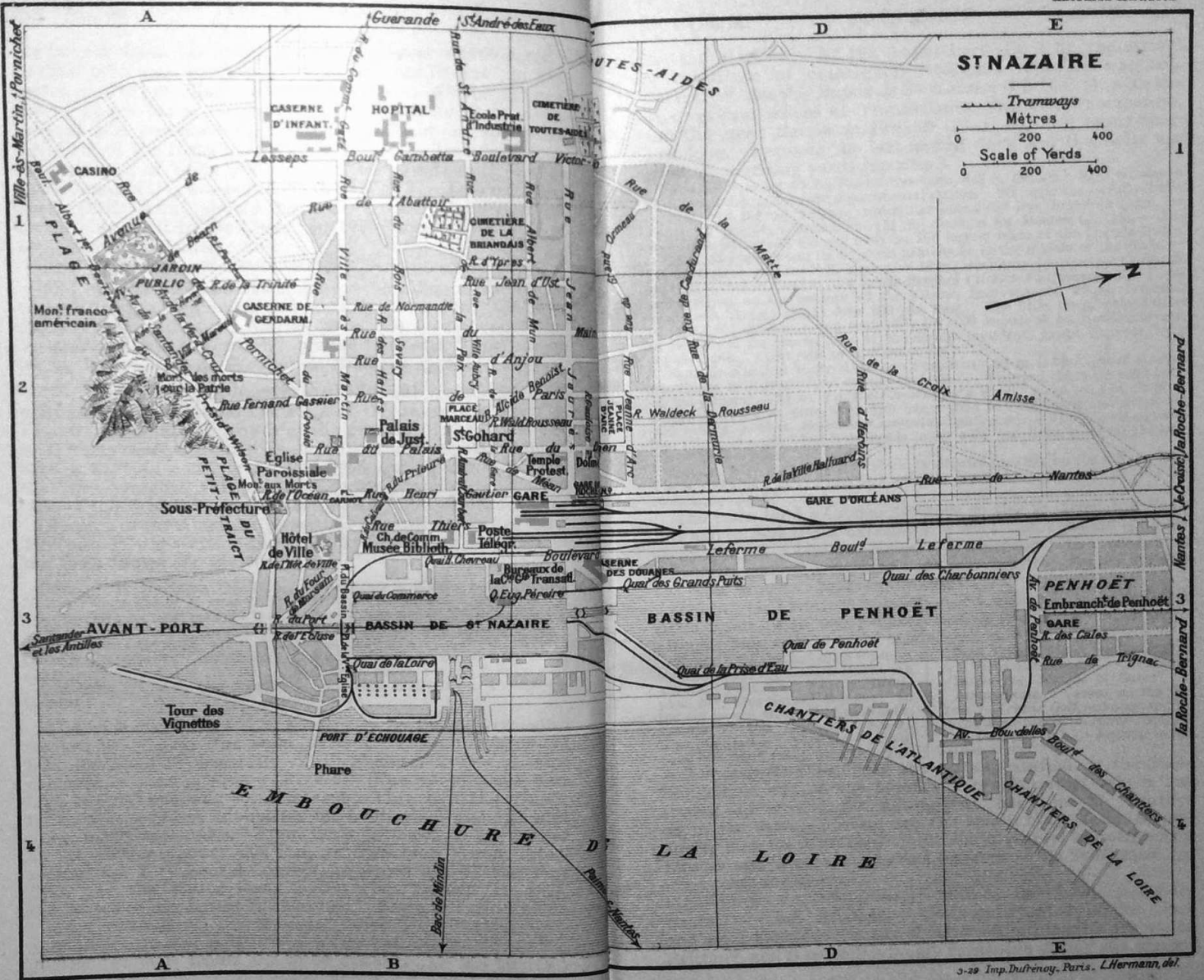
Post Office (Pl. B 3), Rue Amiral-Courbet.

Steamers to Nantes, see p. 127; to *Mindin* (ferry), see p. 119; excursions in summer to *Le Croisic*, *Pornic*, *Belle-Ile*, *Noirmoutier*, etc.

Amusements. *Théâtre de l'Athénée*, Place Marceau; *Casino* (Pl. A 1); *Palace-Théâtre*, Rue du Calvaire.

Syndicat d'Initiative, 4 Rue de l'Océan.

The main station (Pl. C 3) is adjoined by the departmental station, whence the Rue Jean-Jaurès and Rue du Dolmen (r.) lead to the sole antiquity of St-Nazaire, a fine *Dolmen* enclosed in a small square (Pl. C 2). The uprights are 6 ft. high and the covering stone measures 11 ft. by 6 ft.; beside it lie a long stone (doubtless an overturned menhir) and other megalithic relics. From the right-hand (S.W.) corner of the station square the Rue du Président-Wilson, intersecting the Rue Amiral-Courbet, in which are (l.) the *Post Office* and the *Musée*, leads to the Place Carnot (Pl. B 2), the centre of movement in the town. Beyond it the Rue de l'Océan extends to the sea-front, with an American war-memorial. To the right are the two bathing-beaches; the *Casino* (Pl. A 1) fronts the more distant. To the left (E.)



lies the *Harbour*. At the Avant-Port (Pl. A 3), the arrival or departure of ocean-going steamers may be watched. Farther W. are the *Bassin de St-Nazaire* (Pl. B, C 2), with the wharves and offices of Transatlantic steamship companies, and the great *Bassin de Penhoët* (Pl. C, D, E 2), more than $\frac{1}{2}$ m. long. Between the last-named dock and the Loire are great shipbuilding yards (no adm.).

FROM ST-NAZAIRE TO LA ROCHE-BERNARD, 24 $\frac{1}{2}$ m. (40 km.), light railway in 2 $\frac{1}{2}$ -3 hrs., starting from the departmental station. We enter the Grande-Brière (p. 116). At (3 $\frac{1}{2}$ m.) *Trignac*, which has important iron foundries (adm. on Thurs. by permit), a branch-line (1 $\frac{1}{2}$ m.) diverges for *Montoir* (p. 118). — The train calls at several villages built on the former islets of the Grande-Brière. — 8 $\frac{1}{2}$ m. *St-Joachim* and its adjacent hamlets lie in the middle of the plain. — 11 $\frac{1}{2}$ m. *Crossac* is on the N.E. border. — 18 m. *Herbignac*, junction for Guérande (p. 120). — 24 $\frac{1}{2}$ m. (40 km.) **La Roche-Bernard** (*Hôt. de l'Espérance*; *des Voyageurs*) stands on the estuary of the Vilaine, here spanned by an imposing single-arch viaduct (1911) over 200 yds. long. The little town, named after its first lord (10th cent.), was from 1795 till 1800 known as La Roche-Sauveur, in memory of the murder here of the district president, Joseph Sauveur, by a royalist mob. Light railway to Vannes, see p. 115.

FROM ST-NAZAIRE TO ST-MARC AND PORNICHET, 8 $\frac{1}{2}$ m. (14 km.), road (motor-omnibuses to St-Marc, light railway projected). The road skirts the right bank of the estuary. — 1 $\frac{1}{2}$ m. *La Ville-es-Martin*, a small 'plage.' — 5 m. *St-Marc* (**Hôt. de la Plage*, pens. from 6/6) has a good bathing-beach and attractive cliff scenery. — 5 $\frac{1}{2}$ m. *Pointe de Chemoulin* (lighthouse). — 6 $\frac{1}{2}$ m. *St-Marguerite* (see below) is a quiet but fashionable resort with golf links. — 8 $\frac{1}{2}$ m. (14 km.) *Pornichet*, see below.

A steam ferry plies from St-Nazaire to *Mindin* (p. 120), on the railway from Pornic to Paimboeuf. — From St-Nazaire to *Nantes* by railway, see p. 116; by steamer, see p. 127.

The train for Le Croisic diverges to the W. from the Paris line and crosses the S. extremity of the Grande-Brière (p. 116). — 283 $\frac{1}{2}$ m. *St-André-des-Eaux*. We approach the coast, with its succession of frequented seaside resorts, visited chiefly for their excellent bathing beaches.

287 m. (462 km.) **Pornichet** (1504 inhab.), a fashionable little resort, with many villas, lies at the E. end of a semi-circular bay, with 5 m. of sands.

Hotels. Of the first class (open in summer only): **Grand-Hôtel de l'Océan*, pens. 9/6; *Family Hotel*, pens. 10/; *Des Bains*; *Régent*. In the old town; *Hôt. des Etrangers*, 7/6-8/6; *Des Princes*, 8/6-9/. Near the station: *Hôt. de France*, pens. 8/; *de Paris*; *de l'Univers*.

Post Office, Place de la Mairie, in Vieux-Pornichet. — *Syndicat d'Initiative*, Av. de la Gare.

Amusements. *Casino*, on the sea-front. — *Tennis*, *Golf*, and other sports, in the Parc-Ninon. — *Horse Races* on Aug. 14th and 15th. — *Regattas* in the season.

Pornichet-les-Pins, near the railway station, is the most fashionable end of the town. *Vieux-Pornichet*, which has sprung up around the fishing-port, lies 1 m. S. Farther on in the same direction are the small *Plage de la Bonne-Source* and *St-Marguerite* (*Hôt. de la Plage*), frequented by English and American visitors for golf. — To St-Nazaire by coast-road, see above.

288 m. *La Baule-les-Pins*. — 289 $\frac{1}{2}$ m. (466 km.) *La Baule-Escoublac*. **LA BAULE**, charmingly situated on the coast and amid pinewoods, is one of the most fashionable resorts in Brittany, and is correspondingly expensive during the season.

Hotels. At La Baule: HERMITAGE, a hotel 'de grand luxe' with 300 rooms, new; ROYAL, near the Casino, pens. 15/; SPLENDID, pens. from 12/6; DE LA BAULE, pens. from 12/6; DE LA PLAGE; ARMORIC; CECILIA, DE BRETAGNE; DES PINS, etc. At La Baule-les-Pins: GRAND-HÔT, DES PALMIERS, of the first class; NORMANDY; DU MAZY, etc. Near the station, and less expensive: *RICHE; EXCELSIOR;

MODERNE; CONTINENTAL, pens. 9/6; CENTRAL, etc. — Numerous pensions. Post Office, near the station.

Amusements. Casino, with a restaurant and theatre. — Tennis Courts. — Golf Links (18 holes), between La Baule and Le Pouliguen. — Stade de l'Océan, for athletic sports. — Horse Races in August. — Motor Races, on the beach.

La Baule occupies the site of the old town of Escoublac, whose inhabitants were obliged to migrate 2 m. inland in 1779, owing to the invasion of shifting sands, now planted with pines. La Baule-les-Pins lies between La Baule and Pornichet, and there are, it is said, 3000 villas in the pine woods. The beach, bordered by a long esplanade, is one of the finest in France.

Guérande (Hôt. des Princes; Salmon; du Commerce), 37 m. N.W. of La Baule by branch line, is an interesting old town (2001 inhab.) still preserving the greater part of its walls built by John V of Brittany in 1431. Generally it has a deserted aspect, but on market-days (Sat.) there is a lively assemblage of peasants from the N., peat-cutters from the plain of La Grande-Brière to the E., and salt-workers from the extensive marshes to the W. (comp. p. 121). Of the flanking towers ten are standing, together with four gateways facing to the four winds. The church of St-Aubin, dedicated to St. Aubin, Bp. of Angers (469-550), who was born at Guérande, remains one of the finest Breton monuments of its period (12-16th cent.), although outwardly much restored. There is a good exterior pulpit (15th cent.) with a canopy and a door opening from the church. The gloomy interior shows an interesting juxtaposition of Romanesque and Gothic, the nave being mainly in the former style, with varied and admirable pier capitals. The transepts and important choir, in which Gothic prevails, contain some works of art, and in a Gothic chapel, on the S. side, are several good 16th cent. tombs, notably those of Tristan de Carné, a steward of the dukes of Brittany, and his wife. The three stained glass windows at the E. end have been reconstructed from designs of the 17th cent., at which period Guérande had a school of stained glass workers. The small chapel of Notre-Dame-de-la-Blanche, close by, was built in 1348 by John de Montfort. The Porte St-Michel or Castle (15th cent.), in which the Hôtel de Ville is now installed, opens upon a market place and 'mall' where fairs are held.

A light railway goes on from Guérande viâ (5 m.) La Turballe (Hôt. du Commerce), a small fishing-port, and (7½ m.) Piriac (Hôt. des Voyageurs, pens. 6/6), near the Pointe du Castelnau, with good cliff and cave scenery, to (21 m.) Herbignac, on the line from St-Nazaire to La Roche-Bernard (p. 119).

From La Baule the line to Le Croisic goes on to the W., skirting the great salt-marshes (3700 acres), lying several feet below high-water mark, which stretch as far as the hills of Guérande (see p. 120).

The water is admitted by canals into the reservoirs ('vasières') which feed the shallow evaporating basins ('métiers'), and thence the liquor passes successively into the circulating channels ('fars') and square pools ('adernes'), where the sun finally leaves a layer of salt. The salt is piled up in heaps by the 'paludiers' or salt-workers, who formerly wore a picturesque costume and are still a race apart.

In Saillé, on the right of the railway, amid the marches, John IV of Brittany was married in 1366 to Joanna of Navarre.

292 m. (470 km.) **Le Pouliguen** (Modern' Hôtel, closed in winter; des Voyageurs; Neptune, pens. 7/; des Familles) 'the little white bay,' a watering-place and yachting centre, has sprung up around a fishing-port on the principal canal leading to the salt-marshes. Golf Links, see La Baule (p. 120). At the Pointe de Pen-Château, 1½ m. S.E. (omnibus in summer), are interesting sea-caves. A road leads N. to (3 m.) Guérande viâ Saillé (see above). — 293½ m. (473 km.) **Le Bourg-de-Batz** (Hôt. des Voyageurs, pens. 7/6; du Commerce), or simply Batz (pronounced 'Bâ'), an old town (1263 inhab.) overlooking the marshes and the sea, was originally colonized by immigrants from Finistère, perhaps of Saxon origin. The 15-16th cent. church of St-Guénolé (restored in 1866), whose tower dominates all the surrounding countryside, contains four very curiously carved keystones in its N. aisle. There is a small Musée (¼ fr.) in which examples of the old salt-workers' costumes may be seen. The ruined chapel of Notre-Dame-du-Murier, left standing as a sea-mark, preserves some graceful Gothic details (15-16th cent.).

295½ m. (476 km.) **Le Croisic** (2073 inhab.), the railway terminus and a sardine-fishing port and watering-place, is situated on a peninsula between the open sea and the inland golf formed by the Petit-Trait and Grand-Trait. The chief attraction is the picturesque harbour.

Hotels. *HÔT. DE L'OcéAN, ATLANTIC-HOTEL, both on the sea-front; HÔT. MASSON, facing the harbour, pens. 7/6; DES ÉTRANGERS; LASSALLE; MODERNE, pens. 5/.

Post Office, at the harbour. Steam Launches to the Pointe de Pen-Bron. Amusements. Regatta in Aug.; excursions by motor launch.

History. Le Croisic was a place of some consequence in the middle ages, and the neck of the promontory was walled in the 14th century. The town afterwards sent vessels to the Newfoundland fishery, and in the 16-17th cent. it was administered as a diminutive republic. After the French naval defeat of 1759 at Quiberon (comp. p. 107), Le Croisic was bombarded by the English ships for three days. — Le Croisic was the birthplace of Heuvé Rielle (1654-1729; see p. 122). Of Browning's 'Two Poets of Croisic,' one was Paul Desforges Maillard, whose verses, published under the pseudonym of Mlle de la Malerais, inspired a very gallant and fulsome madrigal by Voltaire; the other was René Gentilhomme, a page of the Prince of Condé, cousin of Louis XIII.

From the station the road to the left leads directly to the bathing-beaches. The road to the town, on the right, skirts

regatta, the Blue Guides

the foot of the artificial *Mont-Esprit* (view of the salt-marshes from the top), built of ships' ballast to provide work in the hard winter of 1816. The harbour is situated on the Grand-Trait, the larger arm of the inland gulf, nearly 3 m. wide; the quays were rebuilt on a regular plan by the Duc d'Aiguillon in the 18th century. The Hôtel de Ville or *Château d'Aiguillon*, in the market square, is a graceful building of the Henri Quatre period, well restored. The Flamboyant Gothic church of *Notre-Dame-de-Pitié* has a tall tower with a 17th cent. lantern and a graceful N. porch. At the head of the creek forming the harbour is the *Mont-Lenigo*, with a monument at its foot to Hervé Rielle, a simple seaman, who saved 22 ships of the French fleet after the battle of La Hogue (1692) by piloting them to St. Malo through the Race of Alderney (p. 144). When Browning wrote his poem of 'Hervé Riel' in 1871 "not a pillar nor a post" kept alive "the feat as it befell."

The *Pointe du Croisic*, 2 m. W., is a rather uninteresting headland fringed by reefs; but the *Grande-Côte*, farther S.W., facing the open sea, has some fine cliff scenery. Opposite Le Croisic is the artificial promontory (service of vedettes from the Poissonnerie, the picturesque fish-market) known as the *Pointe de Pen-Bron*, built by the Duc d'Aiguillon to protect the salt-marshes.

30. NANTES

NANTES (176,371 inhab.), the chief town of the department of the *Loire-Inférieure*, a busy industrial city, and a great commercial seaport, is situated about 30 m. from the sea, at the meeting of the Erdre with the Loire, which is navigable to this point by the largest vessels. The islets formed by branches of the river are linked by eighteen bridges. The city originally grew up on the left bank of the Erdre near the present main railway station; it extended in the 18th cent. to the right bank, and the great industrial suburbs, covering both banks of the Loire, are a growth of the 19th century. Nantes possesses a notable cathedral and several other interesting buildings, and its art collections deserve a visit.

Extensive improvement works, now in progress, have joined the former Île Feydeau (Pl. C 3) to the N. bank of the Loire; and the Erdre is to be diverted into a subterranean canal below the Cours St-André and Cours St-Pierre (Pl. E 2).

Railway Stations. *Gare d'Orléans* (Pl. E 3; Buffet), Quai de Richebourg, for trains to Paris, Le Croisic, Quimper, Brest, etc.; *Gare de l'État* (beyond Pl. B 4), on the Île de la Prairie-au-Duc (tramway), terminus of the État railway. — *Gare de la Bourse* (Pl. B 3), a secondary station on the Orléans railway, for Le Croisic and Quimper (for passengers without luggage). — *Gare de l'Anjou*, a light railway station adjoining the

Gare d'Orléans; *Gare de Légé et de Rocheservière*, Boul. Victor-Hugo, Île de la Prairie-au-Duc, for the local lines to these places.

Hotels. *HOT. DE FRANCE (Pl. a; B 2), Place Graslin, R. from 4/, D. 3/6, pens. 10/; DES VOYAGEURS (Pl. c; B 2), Rue Crébillon, pens. 10/; DE PARIS, Rue Boileau, R. 2/6, pens. 7/6; CENTRAL (Pl. d; C 2), Rue du Couédic, pens. 7/6; DE LA DUCHESSE-ANNE (Pl. e E 3), near the Gare

d'Orléans; DU COMMERCE, 12 Rue Santeuil; DES TROIS-MARCHANDS, Rue d'Erdre; DU GRAND-MONARQUE, Rue St-Clément; etc.

Restaurants. *Prévost, Place Graslin; *Maurice, Place du Commerce, both of the first class; *Brasserie Moderne*, Rue Contrescarpe; others near the post office.

British Consulate, 3 Rue Kléber. **Post Office** (Pl. C 2, 3), Rue Ducouédic, near the Place Royale. — SYNDICAT D'INITIATIVE, Place du Change. — BANKS; *Banque de France*, 14 Rue Lafayette; *Crédit Lyonnais*, 4 Rue Boileau; *Société Générale*, 8 Rue Racine; *Westminster*, 6 Rue Lafayette.

Conveyances. CABS: tariff within the vehicle. — TRAMWAYS from the Gare d'Orléans and Gare de l'État to the central town and suburbs.

History. In the Gallic period the chief town of the *Namnetes*, and afterwards a Roman town and port, Nantes was Christianized in the 3rd cent. by St. Clair and became for a time the seat of government of Conan Meriadec, the Breton chieftain, in the 5th century. In the 10th cent. the sovereignty of Brittany was disputed by the counts of Nantes and Rennes. Pierre de Dreux, created duke of Brittany by Philip Augustus, made Nantes his capital and valiantly defended it against King John (1214). During the wars of the Breton succession Nantes was twice vainly besieged by the English allies of John de Montfort. In 1440 Gilles de Retz or Rais, by some said to be the original of 'Bluebeard,' a Marshal of France and the infamous murderer of over 100 children, who were sacrificed to devil-worship, was hanged and burned here after confessing to his crimes. The town opened its gates in 1598 to Henri IV, who signed here the famous Edict of Nantes, the charter of Huguenot liberties until its revocation by Louis XIV in 1685. The shipowners and corsairs of Nantes grew very wealthy in the 18th cent., thanks largely to the slave trade carried on with the West Indies. On June 13th, 1745, 'La Doutelle,' the little vessel that carried Prince Charles Stewart and his fortunes to Scotland, sailed from this port (comp. p. 129). Though Nantes had embraced the Revolution in 1789, it suffered the worst cruelties of the Terror. Carrier, sent hither in 1793 by the Committee of Public Safety, instituted the terrible 'noyades' or 'Republican marriages,' in which the victims, stripped naked and bound two and two, were crowded into barges that were then scuttled in mid-river. In 1832 the Duchesse de Berri (1798-1870) was arrested here in her vain attempt to create a rising in the Vendée against Louis-Philippe. Early in the War of 1914-18 Nantes was temporarily a British base, and afterwards it was a channel for American supplies. At Nantes were born Anne of Brittany, queen of France (1477-1514), Charles Errard (1606-89), the joint founder with Colbert of the French academy at Rome, Jacques Cassard (1672-1740), a sailor who distinguished himself against the English and Portuguese, Gen. Cambronne (1770-1842), Gen. de Lamoricière (1806-85), and Jules Verne (1828-1905). John Knox, taken prisoner at the surrender of St. Andrews castle to the French in 1547, was kept at Nantes as a galley slave until 1549.

From the Gare d'Orléans (Pl. E 3) the Quai de Richebourg, skirting the Loire, leads to the Place de la Duchesse-Anne, in which rises the castle, while a little to the N. is the cathedral.

The *Castle (Pl. E 3), a fine Gothic and Renaissance stronghold, now public property, was founded in the 10th cent., but rebuilt on its present plan in 1466 by Duke Francis II, and remodelled in the 16th cent. in the early Renaissance style, which is most marked in the interior. The three towers

Passengers alight in the Place St-Pierre for the cathedral and in the Place Louis-Seize for the Musée des Beaux-Arts.

Steamers to Chantenay and Trentemoult, every 20 min. from near the Bourse; to *Le Pellerin*, 9 times daily; to *St-Nazaire*, see p. 127; to *Vertou* and *Château-Thébaud* from the Pont-Rousseau (comp. p. 127); to *Belle Île*, *Lorient*, and the islands of *Yeu*, *Ré*, and *Oleron*, at intervals; to *La Jonnelière* and *Sucé*, on the Sèvre, from the Quai de Versailles (Pl. D 1), in summer only. Also many excursion steamers in summer.

Amusements. *Theatre*, Place Graslin; *Cinema*, *Katorza*, Rue Corneille; *Apollo*, Rue Racine; *Cinéma-Palace*, Rue Scribe. — *Golf Course* (9 holes) at Les Noëllés, 2½ m. N.W.

overlooking the quay date from Anne of Brittany; the N. bastion, bearing the double cross of Lorraine, was added by Mercœur under the League. The residence of Duke Francis II and his daughter Anne of Brittany, the castle has been visited by nearly every French king since Louis XI. Mme. de Sévigné lived in it in 1675. It was also the prison of Fouquet in 1661 and of the Duchesse de Berri in 1832; Card. de Retz escaped from it in 1654. The entrance is in the Rue des États (gratuity).

In the inner court are the Flamboyant *Grand-Logis*, adjoined by the *Tour de la Couronne d'Or*, with four good sculptured loggias. One of the oldest of the towers is pointed out as the prison of Gilles de Retz (p. 123). Some of the rooms contain a museum of *Breton Decorative Art* (daily 1.30-4 or 5, except Mon.; adm. 1 fr.).

At No. 3 in the Rue Mathelin-Rodier, which leads N. from the castle to the cathedral, is the *Maison de Guigny* (concierge at No. 5 Rue Tournefort) in which the Duchesse de Berri (p. 123) was found in 1832, concealed in a minute secret chamber behind a fireplace in the garret.

From the Place de la Duchesse-Anne the tree-planted *Cours St-Pierre* leads N. past the Rue Malherbe (r.), at the end of which is the small Gothic church of the *Immaculée Conception* (1469), interesting for its sculptured keystones. Farther on are the apse of the cathedral (l.) and the *Archives* (r.) in a former church of 1671. The Cours ends in the *Place Louis-Seize* (Pl. D, E 2), with a statue of Louis XVI by Molknecht (period of Louis-Philippe) on a column. We retrace our steps to the Rue du Lycée, almost opposite the apse of the cathedral, in order to reach the—

***Musée des Beaux-Arts** (Pl. E 2), one of the richest of the provincial art collections of France, with important galleries of paintings and sculpture, especially of the modern French school, installed in a modern building decorated in the usual allegorical style. The Musée (adm. 2 fr.) is open daily except Mon.) from 1-4 or 5, at other times on application to the concierge, from whom the catalogue (1 fr.) may be obtained.

Ground Floor. SCULPTURE GALLERY. **Clodion*, Cupids garlanding a pedestal; *David d'Angers*, Liberty; *Gérome*, Paul Baudry; *Houdon*, Voltaire; **Pajou*, Le Moyne the sculptor; **Rodin*, The Shadow. — SMALL PICTURE GALLERY. *Douillard*, Sister of Charity; *Toulmouche*, Portrait; *Ziéglér*, Prophet Daniel; *Delaunay*, Portraits; *Hervé*, Landscape. The STAIRCASE is decorated with frescoes by *H. Bertheaux*.

First Floor. ROOM I. Foreign Schools: **Murillo*, Madonna; *Ribera*, Christ disputing with the doctors; *Rizzo*, Hurdy-gurdy players; 'Velvet' *Brueghel* (?), Return from the hunt; *Denner*, Holy Family. — R. II. Modern French School: *Lepère*, The Road, Autumn morning; *Billotte*, Quarries at Soisy; *Dauchez*, Sandhills and rocks; *Maufra*, High sea at Donant (Belle-Ile); *De Vernisy*, Portrait; *Raffaelli*, The Mill, Rag-gatherer lighting his pipe; *Dé-taille*, Champigny; *Henri Martin*, Dusk; *Alfred Stevens*, Sea-piece; *Maufra*, Fruit Basket, Pointe du Raz, Bridge; *Ziem*, Quay in Venice. — R. III. Modern French School: *Mlle. Dufau*, In the garden of Andalusia; *Brillaud*, Breton woman; *Richard*, Great Mill of Autigny, Prairie d'Amont at Nantes; *Ridel*, At the waterside; *Surand*, The yellow veils; **Delaunay*, Portrait of Régnier, the actor; *Lesage*, Portrait; **Delaunay*, Portrait of the artist's mother; *Luminais*, The meet. — R. IV. Modern French School: **Lemaitte*, Dryad; *Dabadie*, Departure of the 'Islandais' (p. 64); *Merson*, St. Francis of Assisi; *Laurens*, Formosus and Stephen VII; *Delaunay*, Cæsar and his fortune, The artist's father. — RR. V & VI. Clarke de Feltre Collection, presented to the

Musée in 1852 by the heirs of the Duc de Feltre (a minister of the First Empire): *Hippolyte Flandrin*, Study; **N. Poussin* (?), A saint in ecstasy; *Grouse*, Portraits of Mme de St-Morys and her son; *Huet*, Cattle at pasturage; **Ingres*, Portrait of Mme Senonnes; *Fromentin*, Gazelle hunting in Algeria; **Gérome*, The prisoner, View of the Theban plain; *Gouérou*, A Portuguese; *G. Courbet*, Winnowing corn; *Baron Gros*, The battle of Nazareth; *Th. Rousseau*, Landscape, Cows at water; *Géricault*, Charge of the officers of the Imperial Guard; **Corot*, Democritus and the men of Abdera, Landscape; *Sabiet*, Portraits; **Brascassat*, Series of animal paintings; *Sigalon*, Athalia; *Français*, Portraits. — R. VII. French School (18th cent.): *Schall*, Dancer of the Louis-Seize period; *Lancret* (?), Before the masked ball; **Lancret*, Portrait of La Camargo; *Rigaud*, Portrait of the Marquis d'Herbault; **Watteau*, Scene from the Italian Comedy; *Largillière* (?), Portrait of Joseph Delaselle. — R. VIII. French School (17th cent.): *Le Nain Brothers*, Portrait of a young prince; **Fauchier*, Portraits. — R. IX. The Primitives: **Perugino*, The prophets Isaiah and Jeremiah; *Il Borgognone*, Scenes from the life of St. Benedict; **Fiorenzo di Lorenzo*, St. Sebastian and St. Bernardino; **Tura*, Sainted Bishop. — R. X. Italian School (16-17th cent.): *Moroni*, Portrait of a woman; **Tintoretto*, Portrait of a man; *School of Leonardo da Vinci*, Madonna; *Sacchi*, Funeral of a bishop; *Bassano*, Moses striking the rock. — R. XI. Italian School (17th-18th cent.): **Canaletto*, Views of Venice, Piazza Navona at Rome; *Guardi*, Assembly of Venetian nobles in the Doges' Palace, A banquet of the Doge. — R. XII. Flemish and Dutch Schools: *School of Rembrandt*, Portrait of a woman; *Owens*, Tobias and Sarah; **Cuyp*, Portrait of a girl; **Wouverman*, A halt of horsemen; *Palamedes*, Portraits; *Fyt*, Cat and game; *Rubens*, Triumph of Judas Maccabeus; *Snyders*, Wild boar-hunting. — GALLERY. Drawings, water-colours, and engravings by *Broca*, *Chabas*, *Dalaroché*, *Delaunay*, *H. Flandrin*, *Lepère*, *Tattegrain*, *Toché*, and others.

On leaving the Musée we return to the Cours St-Pierre and cross it, skirting the N. side of the cathedral. The Flamboyant *Porte St-Pierre*, erected on the foundations of the Gallo-Roman town walls, is to be occupied by a museum of local views ('Nantes par l'image'). Beside it are some remains of the baptistery of the church of St-Jean, which dated probably from the 6th century.

The ***Cathedral** (*St-Pierre*; Pl. D 2), begun in 1434 by Duke John V from the plans of Mathelin Rodier, but not completed until the 19th cent., is outwardly an unsightly pile, with its unfinished towers rising but little higher than the roof. The W. front has lost much of its detail, but its three lofty portals are dignified.

The Interior produces an imposing effect, with its pillars, unadorned by capitals, soaring directly to the vaulting; a good triforium runs above the arches. The NAVE (mainly 16th cent.) retains some 15th cent. works of art, including reliefs and statues beneath the organ, and statues on either side of the main portal. The graceful Flamboyant doorways at the ends of the aisles should be noticed. The Chapelle St-Clair, in the S. aisle, contains a painting (St. Clair healing the blind) by *H. Flandrin* and the tomb of Bp. Gueguen (d. 1506). — The TRANSEPTS have evidently been remodelled several times, and the crossing may be a survival of the 12th cent. Romanesque church which preceded the present building. In the S. transept is the splendid **TOMB OF FRANCIS II, Duke of Brittany (d. 1488), and his second wife, Margaret de Foix, one of the masterpieces of French Renaissance

sculpture, erected in 1503-1507 by Michel Colombe for their daughter Anne of Brittany, whose heart was for some time contained in it, together with the ashes of Margaret of Brittany, the duke's first wife. The tomb was originally set up in a Carmelite church, but was removed hither in 1817 after being violated at the Revolution, when the remains of the Constable de Richemont (Arthur III of Brittany), one of the French heroes of Agincourt (comp. p. 114), were enclosed in it. The effigies of the duke and duchess rest on a black marble slab, with a lion and a greyhound at their feet; they are guarded by figures of Justice, Strength (in armour), Moderation (holding a bit), and Prudence (with two heads, of a young woman and an old man); in the upper row of niches are statuettes of apostles and saints, and in the lower, mourners. In the N. transept the modern *Tomb of Gen. Lamoricière (see p. 123) by Dubois (1879) forms a not altogether unworthy companion work. — The CHOIR and its radiating chapels are modern, but below them a Romanesque crypt (no adm.) was discovered in 1886. The towers may be ascended (1 fr.).

In front of the cathedral is the Place St-Pierre, whence the Rue Albert-Premier leads N. to the *Préfecture* (Pl. D 1), built in 1763-77, and the Rue de Châteaudun W. to the *Hôtel de Ville* (Pl. D 2), with a façade dating from Charles X.

We follow the Rue de Verdun (tramway) S.W. to the small Place du Pilon, in the oldest quarter of Nantes, where some ancient houses survive. Further on, to the left of the Rue de la Marne, is the church of *Ste-Croix* (Pl. C, D 2), with a tower containing the old town-bell of Nantes ('le Bouffay'). Beyond a bridge over the Erdre we traverse the busy Rue d'Orléans and reach the Place Royale (Pl. C 2), the centre of movement in Nantes, with a fountain representing the Loire and its tributary streams. Thence the Rue Crébillon ascends to the Place Graslin (Pl. B 2), with the *Theatre* (1788), decorated with statues of eight Muses (the ninth is at the Bourse). In the Rue Voltaire is the *Museum of Natural History* (open Tues., Thurs., and Sat., 12-4; or on application), one of the most comprehensive provincial collections of its kind. In the Rue Jean-Cinq (r.) is the 15th cent. manor-house of Duke John V, adjoined by the modern Palais Dobrée, in a 12th cent. style. Both were bequeathed to the town by M. Dobrée, a wealthy collector (d. 1895), and they now contain the **Musée Dobrée* or *Musée Archéologique* (Pl. B 2; open free on Sun. and Thurs., 12-4; other days 1 fr.), with collections of antiquities, tapestries, period furniture, etc., very tastefully arranged, original engravings by Rembrandt and Dürer, a triptych by Memling, and the original reliquary of the heart of Anne of Brittany, removed from the tomb of Francis II in the cathedral (see above). In the *Manoir de Jean V* are the tomb of Jean II, the 'expiatory' monument of Gilles de Retz, and sculptures and inscriptions of old Nantes.

From the S. side of the Rue Voltaire several streets lead to the *Quai de la Fosse* (Pl. A, B 2), bordering the most animated part of the harbour of Nantes, and connected with the Île de la Prairie-au-Duc (see below) by a striking *Transporter Bridge* (1903), engineered by Arnodin (25 c.; ascent of the pylons 1 fr.). On the quay are several interesting old houses, notably No. 17 (Louis XV style), No. 10, and No. 5, the *Maison des Tourelles*, once a lodging of Henri III and Henri IV. The *Bourse* (Pl. B, C 3), in a small square at the end of the quay, is a neo-classic building of 1792-1812, with an E. façade embellished by statues of Jean Bart, Duguay-Trouin, Duquesne, and Cassard (p. 123), and a W. façade with allegorical statues and a muse. Steamers for Paimbœuf, St-Nazaire, etc., are berthed close by. The Pont de la Bourse leads to the former *Île Feydeau*, built over in the 18th cent., with the town market at the W. end and a fish market at the E. end.

Beyond the Île Feydeau lie the *Île Gloriette*, $\frac{3}{4}$ m. long, and the still larger *Île de la Prairie-au-Duc*, with its important shipyards. The Île de la Prairie-au-Duc is linked to the left bank of the Loire by the new iron Pont de Pirmil, at the farther end of which rises the 12th-15th cent. church of *St-Jacques*.

We cross the Erdre at its mouth in order to reach the *Place du Bouffay*, where the dukes of Brittany built their original castle, and where the scaffold was set up during the Terror. Farther on the Quai du Port-Maillard leads back to the castle and the Gare d'Orléans.

Excursions may be made to (2 m. N.) the *Bois de la Morhonnière* and its race course (tramway from the Place du Commerce); to (2 $\frac{1}{2}$ m. E.) *St-Sébastien*, a pleasant river resort (tramway from the Place du Commerce); to (4 $\frac{1}{2}$ m. S.E.) *Vertou* on the Sèvre (steamer from the Pont-Rousseau), and thence to (12 $\frac{1}{2}$ m.) *Château-Thébaud* on the tributary river Moine; to (c. 16 $\frac{1}{2}$ m. S.E.) *Clisson*, etc. (comp. the *Blue Guide to North-Western France*).

FROM NANTES TO LÉGÉ, 28 m. (45 km.), light railway in 2 $\frac{1}{2}$ hrs., starting from the Gare de Légé. — From (4 $\frac{1}{2}$ m.) *Les Sorinières* a branch runs via *Aigrefeuille* to *Rocheservière* (29 m. from Nantes). — 14 $\frac{1}{2}$ m. *St-Philbert de Grand-Lieu* (Hôt. du Chêne-Vert), on the Boulogne, has a church remodelled in the 16-17th cent., but preserving in its nave and transepts interesting remains of a Carolingian building, almost unique in France. — The ancient crypt contains the 9th cent. tomb of St. Philibert, founder of the abbey of Jumièges in Normandy. — 28 m. (45 km.) *Légé*, see the *Blue Guide to North-Western France*.

FROM NANTES TO ST-NAZAIRE BY THE LOIRE, 29 m. (47 km.), steamer daily in 3-3 $\frac{1}{2}$ hrs., starting from the Quai de la Fosse (Pl. B 3). There is a more frequent local service to *Le Pellerin*; railway to St-Nazaire, see p. 116. — Below Nantes we pass the *Île de Trentemoult*, opposite Chantenay (p. 97). — 6 $\frac{1}{2}$ m. *Basse-Indre*, for the Île d'Indret, see p. 97. — 9 $\frac{1}{2}$ m. *Couéron* (p. 97). — 10 $\frac{1}{2}$ m. *Le Pellerin* (Hôt. du Commerce; du Lion-d'Or), on the left bank, stands near the head of the *Canal Maritime*, by which vessels up to 20 ft. draught ascend the Loire. We pass the largest of the islets of the Loire (*Belle-Île*). — 19 $\frac{1}{2}$ m. *Le Migron*, beyond which the river opens out to nearly 2 $\frac{1}{2}$ m. in width. — 26 $\frac{1}{2}$ m. *Paimbœuf*, see p. 128. — 29 m. (47 km.) *St-Nazaire*, see p. 118.

FROM NANTES TO PORNIC, 38 $\frac{1}{2}$ m. (62 km.), railway in 1 $\frac{1}{2}$ -2 hrs., starting from the Gare de l'État. A through train from Paris to Pornic, via Le Mans and Nantes, runs in the season in 11 $\frac{1}{2}$ hrs. — The line crosses several arms of the Loire. — 4 $\frac{1}{2}$ m. *Pont-Rousseau*. — 9 $\frac{1}{2}$ m. *Bouaye* is the station

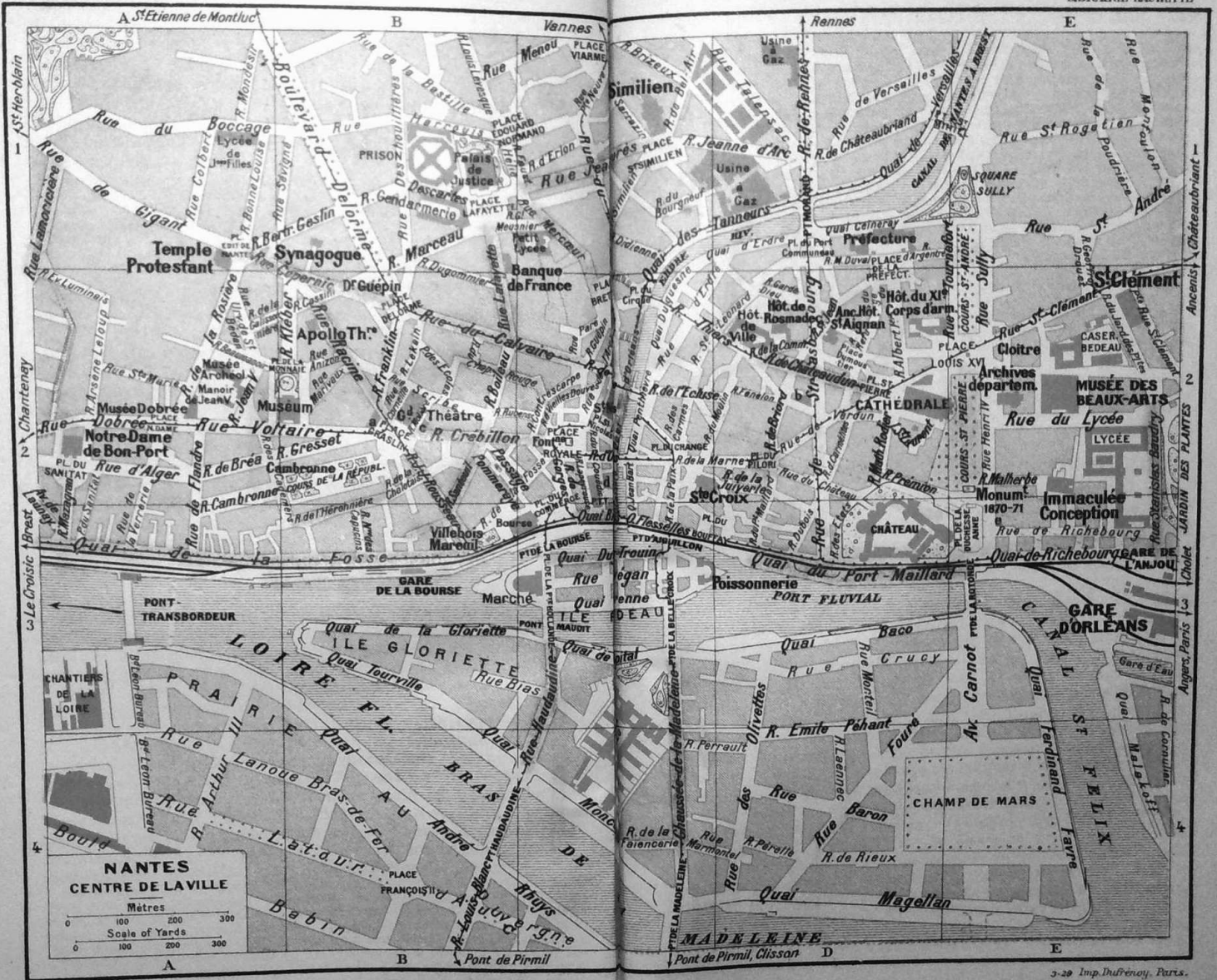
for the *Lac de Grand-Lieu* (17,300 acres). Boats may be hired at the neighbouring fishing village of *L'Étier*. — 13 m. *Port-St-Père*. — 16½ m. *Ste-Pazanne* is the junction for the line to Challans and La Roche-sur-Yon (see the *Blue Guide to North-Western France*). — 19¼ m. *St-Hilaire-de-Chaléons* is the junction for Paimbœuf.

FROM ST-HILAIRE TO PAIMBŒUF, 16¼ m. (27 km.), railway in 50 min. (12 fr. 15, 8 fr. 20, 5 fr. 35 c.). Beyond (3 m.) *Chéméré-Arthon* we pass on the left ruins of one of the many sinister castles of Gilles de Retz (p. 123). — 8 m. *La Sicaudais-Frossay* has a 16th cent. castle. — 11½ m. *St-Père-en-Retz*. — 15¼ m. *St-Viaud* has a modern church built over a grotto containing the 7th cent. tomb of St. Viaud or Vitalis, abbot of the Pays de Retz. — 16¼ m. (27 km.) **Paimbœuf** (*Hôt. St-Julien; du Lion-d'Or*), an old town on the left bank of the Loire, has suffered from the silting up of its harbour and roadstead. The modern Byzantine church of St-Louis contains a polychrome marble high altar of the Louis XV period. Steam ferry to *Donges*, see p. 116; steamers to *St-Nazaire* and *Nantes*, see p. 127; light railway to *Pornic*, see p. 129.

25½ m. *Bourgneuf-en-Retz* (*Hôt du Cheval-Blanc*) has a small harbour on a navigable canal to the S.W. and is connected by a light railway with *Beauvoir-sur-Mer*. The famous Protestant leader François de La Noue, surnamed *Bras-de-Fer* (1531–91), was born at the castle of *Lanoue-Briord* (now a farm), 4 m. E. To the W. is the sandy bay of Bourgneuf, which the line approaches; to the S. is seen the *Île de Bouin*, now joined to the mainland and embedded in salt-marshes. — 28 m. *Les Moutiers*. In the cemetery is the only 'lanterne des morts' in the department of the Loire-Inférieure; the church contains a good 17th cent. altarpiece. — 30½ m. *La Bernerie* (*Hôt. des Voyageurs; des Étrangers; etc.*) is a small watering-place amid vineyards. — 33½ m. *Le Clion*, with a dolmen.

38½ m. (62 km.) **Pornic** (1877 inhab.; **Hôt. de la Plage*, pens. from 12/; *Continental; de France; de l'Écu-de-France*, pens. 6/), on a creek forming a good natural harbour, is frequented as a watering-place and as the chief approach to the *Île de Noirmoutier*. There is a small *Casino* on the quay, and another at the *Plage de Gourmalon*, reached by ferry. The old *Castle* (13–14th cent.; restored), which rises picturesquely above the harbour mouth, was forfeited by Gilles de Retz and devastated in the Breton wars of succession. In the park (no adm.) is a *Croix des Huguenots* (17th cent.), at the foot of which are buried 200 men of La Vendée slain at Pornic by the Republican army. From the *Plage de la Noveillard*, the chief bathing beach at Pornic, with a golf course, a pretty coast road leads W., passing several other attractive little 'plages.' Browning's 'Gold Hair' is a 'story of Pornic'.

FROM PORNIC TO THE ÎLE DE NOIRMOUTIER, steamer in c. 2 hrs., two or three times daily in July-September. The *Île de Noirmoutier*, 12 m. long and 1–4 m. broad, is comparatively densely populated (7460 inhab.), though it is largely composed of dunes and salt-marshes. Its primitive name seems to have been *Heror Er* and, its present name is derived from *Heri Monasterium* (*Hermoustier*), a Benedictine monastery founded by St. Philbert about 680 and pillaged by the Normans in the 9th century. The Dutch under Adm. Tromp made a landing in 1676. The steamer lands its passengers at *Le Bois de la Chaise* (*Hôt. Beau-*



Rivage; St-Paul), the chief 'plage,' whence a path leads N.W. to (2½ m.) the ruins of the *Abbaye de la Blanche*, at the N. end of the island, with remains of a 14th cent. chapel and the abbots' lodgings of the 18th century. From Le Bois de la Chaize a road (omnibus in connection with the steamers) leads S.W. to (1½ m.) *Noirmoutier* (Hôt. Moderne; de France), the little chief town of the island, where in 1794 the Vendéan leader D'Elbée was captured and shot. The castle, a dependency of the ancient abbey, consists of a square keep with corner-turrets, and the abbey church of St-Philbert has some Romanesque portions. The crypt, in the purest 11th cent. style, contains the heart of La Trémoille and the empty tomb of St. Philibert, whose remains are now at Tournus in Burgundy.

Ferry from the S. end of the Ile de Noirmoutier to *Fromentine* and causeway across the sands to *Beauvoir-sur-Mer*, see the *Blue Guide to North-Western France*.

FROM PORNIC TO PRÉFAILLES AND PAIMBOEUF, 25 m. (40 km.), light railway in 2 hrs., starting from the departmental station adjoining the Gare de l'État. — 3¼ m. *Ste-Marie*, with good coastal scenery. — 7½ m. *Préfaillles* (Hôt. de la Plage; du Chalet; etc.), a little watering-place, lies 1½ m. E. of the Pointe St-Gildas (*View). — 14¼ m. (23 km.) *St-Brévin-l'Océan* (*Hôt. de la Plage; de la Forêt; Pavillon des Fleurs), an attractive watering-place. — 15½ m. *St-Brévin-les-Pins* (Hôt. de l'Océan; Beauséjour) has a picturesque old church. — At (17½ m.) *Mindin*, which lies opposite St-Nazaire (ferry, see p. 119), Prince Charles Stewart joined 'La Doutelle' (p. 123) in 1745. — 25 m. (40 km.) *Paimboeuf*, see p. 128.

From Nantes to *Bordeaux*, etc., see the *Blue Guide to North-Western France*; to *Brest*, see Rte. 25; to *Châteaubriant*, see p. 117; to *Rennes*, see Rte. 16; to *St-Nazaire* and *Le Croisic*, see p. 97; to *Paris*, see the *Blue Guide to North-Western France*.

31. FROM ST-MALO TO MONT-ST-MICHEL

34 m. (55 km.) in 2½-3½ hrs. RAILWAY to (27¼ m.; 44 km.) *Pontorson* in ¼ hr. (19 fr. 80, 13 fr. 40, 8 fr. 70 c.), thence LIGHT RAILWAY to (6¼ m.; 11 km.) *Mont-St-Michel*. — MOTOR BRAKES make the journey by road (33 m.; 53 km.) during the season, and MOTOR LAUNCHES ply also at some tides. — This is one of the favourite excursions from St-Malo; if possible it should be taken at the time of the highest tides, i.e. 36 hrs. after full or new moon, when the waters surround the islet.

From *St-Malo* to (14¼ m., 23 km.) *Dol*, see p. 21. We proceed E. towards Normandy, and pass (19¼ m.) *La Boussac*, about 2 m. S. of which are the ruins of the 15th cent. castle of *Landal*, with a restored keep. — 24 m. *Pleine-Fougères* is connected by steam tramway with *Rennes* (comp. p. 45). At a farmhouse 2 m. E. is an old boundary stone marking the frontier between Normandy and Brittany. We presently cross the frontier stream of the *Couësson*, which enters the bay of St-Michel at the foot of the famous Mount. One of the scenes (No. 17) of the Bayeux tapestry represents Harold saving the lives of some Norman soldiers who were sinking in the quicksands of this river on their march against Duke Conan of Brittany. — 27¼ m. (44 km.) *Pontorson* (*Hôt. de Bretagne; de l'Ouest; de la Gare), a small town (2951 inhab.) and port, on the *Couësson*, is important chiefly as a starting-point for the excursion to Mont-St-Michel, and is thronged with tourists in the summer season. The 12th cent. *Church* contains in one of its chapels an interesting but much mutilated carved stone reredos, dating from the Renaissance.

From *Pontorson* to *Fougères* and *Vitré*, see Rte. 14; to *Coutances* (Cherbourg, Caen), see the *Blue Guide to Normandy*.

The LIGHT RAILWAY, leaving Pontorson, first curves round the outskirts of the town and then joins the road, calling at *Pontorson-Ville* en route. The right bank of the canalized Couësnon is followed. — 2 m. *Moidrey*. On the left are seen large deposits of muddy sand ('*tangue*') from the bay, which are exposed for several months to free them from salt before being used as manure. Beyond the Couësnon stretch the fertile 'polders' reclaimed from the bay, prolonged towards the sea by the 'herbus' or sandy pasturages on which graze flocks of sheep ('*prés-salés*'). — 3½ m. *Beauvoir* has an 18th cent. church.

The **Bay of St-Michel*, at the meeting of Normandy and Brittany, measures 13½ m. in width (between Cancale and Granville), and penetrates to a depth of 14 m. It consists ordinarily of a vast sandy tract ('*La Grève*') which the rising tide covers with great rapidity. Long excursions can be made over the sands at low tide, either on foot or horseback, or in high-wheeled vehicles; but guides are necessary owing to the dangers of the tide and (in some places) of quicksands.

In front rises the famous abbey on the rock of Mont-St-Michel, an isolated cone of granite rising from the expanse of sand. Beyond *La Caserne* the tramway and road enter upon the long causeway (1¼ m.) built in 1879 to join the Mont to the mainland. The terminus of the tramway (6¾ m.) is at the farther end, where the causeway is interrupted by a wooden footbridge. Here in summer the traveller is besieged by an army of guides and hotel-touts; but it should be remembered that guides to the abbey are obtainable only in the building itself.

****MONT-ST-MICHEL** (**Hôt. Poulard*, with a garden, pens. 10/; *de la Confiance*, pens. 9/; *du Cheval-Blanc*; *Du Guesclin*; *du Mouton-Blanc*), one of the chief natural curiosities and ancient monuments of France, consists of a granite islet, 260 ft. high, girt round at its base by a circler of mediæval walls and towers, above which rise the quaint irregular houses of the village, plastered as it were against the rock and piled one above another. The whole is crowned by the ancient abbey, with its lofty walls and immense buttresses flanking the middle tower and spire. The historical associations of this shrine of the archangel Michael—the saint of high places—are not inferior in interest to its outward aspect. Three or four hours are necessary for a visit to the Mont, but a night may very well be spent here when the tide is at the full and the moonlight is reflected in the surrounding waves.

Mont-St-Michel was originally called 'Mont-Tombe,' and (like its neighbour islet Tombelaine) was doubtless one of the sea-tombs whither, according to Celtic mythology, the souls of the dead were ferried in an invisible bark. In 708 an apparition of St. Michael to St. Aubert, bishop of Avranches, commanded the building of an oratory on the summit of the Mont, which gave place in turn to the Carolingian church (10th cent.) and to the present Romanesque basilica. The shrine was from early times a place of pilgrimage, and in 966 Richard I of Normandy installed the Benedictines who formed the monastery. The islet contributed a number of vessels to the Conqueror's fleet for the invasion of England, and in the 12th cent., under its abbot Robert de Torigni, it became a celebrated seat of learning. Henry I of England here effectually resisted his

two elder brothers. Here Henry II, in 1166, kept his court and received the homage of the turbulent Bretons whom he had subdued. In 1203 the French king sent an expedition against the Mont, and part of the abbey buildings was burned. Philip Augustus compensated the monks royally, and the '*Merveille*' was built with the proceeds. Soon afterwards the system of fortifications was begun, and St. Louis, who made a stay at the abbey in 1254, contributed a large sum towards their cost. Mont-St-Michel took increasingly the character of an ecclesiastical fortress, with a garrison maintained at the joint charge of the sovereign and the monastery.

This was the only stronghold which held out for the French king when all Normandy was overrun by the armies of the hero of Agincourt, and it successfully withstood two sieges (1417 and 1423) under the brave Louis d'Estouteville. A third English assault was beaten off in 1434, when the attackers left behind them two bombards, still preserved near the town gate. In 1469 Louis XI crowned the prosperity of the monastery by founding here the royal Order of St. Michael. Disorder having crept into the confraternity, the monks were replaced in 1622 by others of the congregation of St. Maur. The dungeons and oubliettes are of great antiquity; here also was the iron cage of St-Michel, eventually changed for a cage of wooden beams, and destroyed in 1777. The monastery buildings were used as a prison from 1790 to 1863. They passed into the hands of the Commission des Monuments Historiques in 1874, and were afterwards thoroughly restored. St. Michael's Mount in Cornwall, which bears so remarkable a resemblance to this, though on a smaller scale, was one of the foreign dependencies of the monastery. The '*Société des Amis du Mont-St-Michel*' (167 Rue Montmartre, Paris) is a society formed to protect Mont-St-Michel against acts of vandalism, and in effect to maintain its insularity, which is constantly threatened by the retirement of the sea from the bay and the encroachment of the 'herbu.' Fresh water is a precious commodity on the islet, as there is only a single well to eke out the supply of rain-water. The inns of the Mont have long been noted for their omelettes.

From the tramway terminus a footbridge leads to the *Porte de l'Avancée*, the only opening in the ramparts, to whose threshold the sea rises at spring tides. A second gateway is flanked by the two bombards abandoned in 1434 (see above) by the English, who fired from them stone balls 1 ft. in diameter. A third gateway, the picturesque *Porte du Roi* (15th cent.), is surmounted by a house used as the Mairie, and preserves its iron spiked portcullis, its battlements, and carvings of the salmon that figure as town emblems.

Here we may turn to the left to mount to the abbey by a flight of stone steps, passing the curious *Maison de l'Arcade* and *Tourelle du Guet*; but this route is better chosen for the descent.

We follow the steep and narrow lane of the *Grande-Rue*, the sole thoroughfare of the town, with its gabled and overhanging houses, mostly occupied by inns and shops where '*souvenirs*' are sold. The flagstones are worn smooth and slippery. On the left is the *Parish Church*, founded in the 11th cent., with a choir beneath which is pierced a vaulted stairway leading to the little cemetery. The pilgrimage of St. Michael is now made to this church, and the *Chapelle St-Michel* contains numerous ex-votos, including the sword of Gen. Lamoricière (p. 123). The rock protrudes from the wall at the foot of the nave. Just beyond the church on the same side is the house (restored) that Du Guesclin is fabled to have built in 1366 for his wife, Tiphaine Ragueneil. A Romanesque portal in a garden wall, farther on, is a relic of the earliest fortress. The immense fabric of the abbey and the bell-

turrets of its church now tower overhead. The Grande-Rue, which is cross-cut by steps in its upper part, leads to the Abbey, with its enceinte of crenellated walls.

The ****Abbey** (daily, 8-6, June 1st-Sept. 15th; 9-11 and 12-4 at other seasons; adm. 2 fr., church and tower 5 fr. extra; gratuity to the guide) had for its sole communication with the outer world the fortified gateway beneath the keep or *Châtelet* (late 14th cent.). Hence an interior staircase, the *Escalier du Gouffre*, leads up to the 13th cent. guard room, with its monumental chimney-piece. On the right is a little court with the porter's lodge. We begin by ascending the *Escalier Abbatial* or *Grand-Degré* (90 steps) to the terrace of the church, skirting on the way the exterior of the choir. To the left rises the *Abbot's Lodge* (begun c. 1250, continued in the 14th cent.), the interior of which is ruined; the buildings are connected with the church by two bridges thrown over the flight of steps. Farther up (r.) is the graceful Gothic cistern of the *Aumônerie* (early 16th cent.), lately rebuilt. At the top we reach the terrace of the 'Saut-Gautier,' named after a prisoner who went mad and leapt from it. Passing a side-portal (13th cent.) of the church we reach the *Terrace* in front of the building, which offers a splendid view as far as Mont-Dol and the cliffs of Cancale; at the foot of the Mont the Couësson is seen meandering through the sands. We continue the circuit of the church, and pass in front of the original *Monks' Dormitory* (11th cent.), in which an archaeological museum is being installed, containing the various objects found in the course of the restoration. Next we enter the cloisters forming the upper story of the Merveille.

The MERVEILLE, with its immense three-storied façade, or north wall, begun in 1203 and completed in 1228, was the monastery proper, where the monks lived in contemplation of the sands and the waves. Its architecture summarizes the most robust and graceful qualities of 13th cent. Norman art. The ***CLOISTERS**, forming the W. half of the superstructure, are especially famed. Towards the court they are supported by a double row of pointed arches resting on slender granite pillars, leaving an exquisitely groined narrow vault between the rows.

The very graceful capitals are of the plain bell form with a circular abacus, so common in English work, but rare in France. The pillar of one arch alternates with the point of the next, so as to allow a most graceful carved volute or sprig, issuing from the capital of every second pillar, to be seen. The spandrels of the arches are filled up with a creation of foliage, flowers, and garlands, such as is scarcely to be equalled anywhere for its fanciful variety.

The E. half of the superstructure is occupied by the *Refectory* (1225), a large hall lighted by long narrow windows and crowned by a wooden roof (restored). In the wall on the right is seen the stone chair used by the reader during meals. The dishes were raised from the kitchens through a circular

aperture. We retrace our steps through the cloisters and return to the front of the church.

The CHURCH, whose W. end has been truncated and completed by an 18th cent. façade, consists of two parts, of different ages and styles. The Norman Romanesque nave and transepts are in the massive style of 1020-1135 (restored). The Flamboyant choir dates from 1450-1521, and is surrounded by aisles and radiating chapels and supported by noble flying buttresses adorned with a profusion of pinnacles. The rich mouldings of the arches are carried down the piers, uninterrupted by capitals. The lofty clerestory is pierced by large windows, and the triforium is glazed. In the chapels surrounding the apse are some interesting examples of late carving (16th cent.). — From the second chapel to the right a stairway leads up to the outer platform of the apse, with its ***View** towards Avranches. The enormous flying buttresses are seen at close quarters, and above rises the modern spire, 498 ft. above the sea, topped by a gilded St. Michael and the dragon, by Frémiet.

We return through the church to visit, beneath the building, the remains of the original abbey, notably the *Pyromenoir des Moines* (11-12th cent.), the original refectory, later used for recreation; the *Crypte de l'Aquilon* (11-12th cent.), once the almonry; the *Crypte de l'Ouest*, which is no other than a part of the Carolingian church (10th cent.) reinforced to support the upper church; the *Chapelle de St-Étienne*, or mortuary chapel, remaining in its 13th cent. state; the *Grand Escalier*, and the basement of the Saut-Gautier, now occupied by a huge wooden wheel used in hoisting the victuals for the prisoners. Several oubliettes are likewise shown, with the niche in the wall where the cage of St-Michel stood (p. 131). Its last occupant is doubtfully said to have been a Dutch journalist named Dubourg, imprisoned in 1745 for having attacked Louis XV. We then traverse the crypt of the S. transept, long used as a reservoir, whence a dark corridor leads to the *Crypte des Gros-Piliers* (15th cent.), named from its enormous columns, 16 ft. round, which support the choir of the upper church. The cisterns in its corners hold 1200 tons of water.

The Merveille is regained by way of the *Salle des Hôtes* (1213), beneath the refectory, and probably at one time a chapter-house. Beneath the cloisters is the *Salle des Chevaliers*, a noble hall or nave (1215-20) with four finely vaulted aisles. The earliest chapters of the Order of St. Michael (p. 131) were held here. The lowest story of the Merveille consists of the *Cellier*, below the *Salle des Chevaliers*, and the *Aumônerie*, below the *Salle des Hôtes*. The *Cellier* was ironically nicknamed 'Montgomerie' after the failure of De Montgomery to carry the abbey-fortress by assault in 1591. The *Aumônerie*, where the visit ends, was a victualling hall

as well as almonry, and here is seen the lower opening of the shaft in which food was hauled up to the refectory by aid of a windlass. We quit the abbey via the entrance courtyard and porter's lodge.

A lane (guide-posts) on the right of the exit leads to the *Musée du Mont-St-Michel* (adm. 2 fr.), containing wax figures of various historical personages connected with the abbey, arms, medallions, furniture, etc. — Thence we may descend directly to the causeway by a flight of steps.

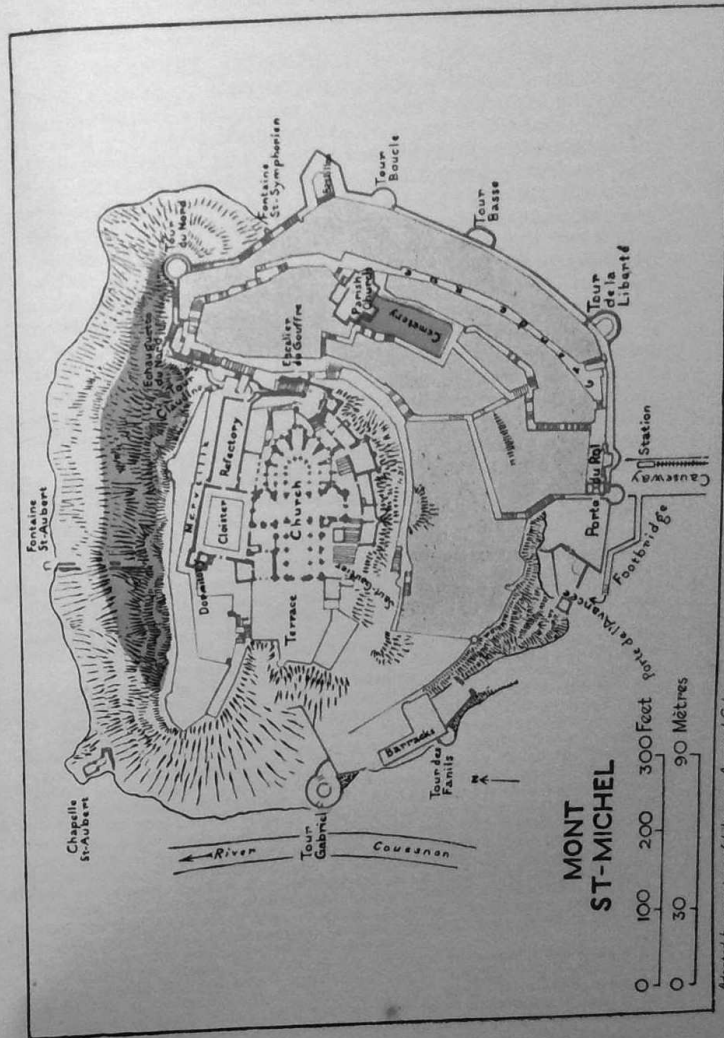
A *Tour of the Walls completes the visit to the town. On leaving the Escalier du Gouffre (p. 132) we pass through the archway of the barbican, opposite, and follow the line of the ramparts. An ascent of a few steps brings us to the *Tour Claudine*, at the base of the Merveille, whence we descend to the Echaugette du Nord and the *Tour du Nord* (1255-60), the favourite point of view to the seaward, especially when the tide is coming in. In clear weather the *Iles Chausey* are seen on the horizon. The rampart walk is intersected by steps; farther on we pass a corner bastion and the *Tour Boucle*, *Tour Basse*, and *Tour de la Liberté*. Beyond the *Porte de l'Avancée* (p. 131) the ramparts are irregular. — A tour of the Mont by the sands can be made in ½ hr. on foot at low tide, but wading through shallow pools may be necessary. At high tide a motor launch (5 fr.) makes the picturesque circuit. On the W. flank of the islet is the *Tour Gabriel* (1534), on the N.W. the *Chapelle St-Aubert* (13th or 14th cent.), and on the N. the *Fontaine St-Aubert*, said to have been discovered by St. Aubert in the 8th cent. and used for the water supply of the monastery until seven centuries later.

EXCURSIONS. Guides are essential for all lengthy excursions by the sands (comp. p. 130). To the N. (2 m., with guide) is the quaintly shaped granite islet of *Tombelaine*, where a chapel and a cell of the abbey were established as early as the 12th century. The English several times seized this vantage point, but they were finally expelled in 1450 by the Constable de Richemont. In the 17th cent. Fouquet acquired the islet and converted the priory into a château; but after his disgrace (1666) Louis XIV had it pulled down, and only a few ruins remain. From *Tombelaine* the village of *Genets* may be reached with a guide by way of the sands (2-3 m. farther; comp. the *Blue Guide to Normandy*).

32. THE CHANNEL ISLANDS

APPROACHES. A. From England. Steamers ply daily (except Sun.) in July-Sept. from *Southampton* (night service) and from *Weymouth* (daylight service, night service in Sept.) to *Guernsey* and *Jersey* (33/6, 21/; from London 50/, 30/, return 75/, 45/; transfer from 3rd class to saloon 12/6, double journey 19/); from Oct.-June night service thrice weekly (from *Southampton* on Mon., Wed., and Fri.; from *Weymouth* on Tues., Thurs., and Sat.). From *Plymouth* (Trinity Pier) steamer weekly (on Mon.) to *Guernsey* and *Jersey* (32/), going on fortnightly to *St-Brieuc* (40/), or in the potato season *Paimpol*, in *Brittany*. An air service plies between *Southampton* and *Guernsey*, see p. 1.

B. From France. Steamers ply in summer thrice weekly or oftener between *St-Malo* p. 14 and *Jersey*, and less often between *Granville* (Normandy) and *Jersey* (fares by either route, 17/6, 12/6, return 27/6, 20/; children half-fare). For time-table, etc., apply to M. Buernel, 26 Hill St., *St. Helier*. — The steamer from *St-Brieuc* to *Plymouth* (comp. above) calls at *Jersey* and *Guernsey* once a fortnight. — In summer steamers ply from *Cartaret* or *Portbail* (Normandy)



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to Gorey (p. 138). — In addition to these services, motor-boat excursions to the Channel Islands are organized from various ports on the French coast in fine weather during the season.

The CHANNEL ISLANDS (*Iles Anglo-Normandes*), viz. Jersey, Guernsey, Alderney, and Sark, with the islets of Herm and Jethou and a labyrinth of rocks and reefs, are situated in the wide gulf of St-Malo, off the N. coast of France. Though within 10–30 m. of the coast of the Cotentin in Normandy and 50 m. at their nearest point from England (Portland Bill), they have been united with England through the Crown for seven centuries and a half. The total area of the archipelago is about 75 sq. m., and their population in 1921 was 89,600. English, of course, is spoken and understood everywhere, though French is the official language, while the natives among themselves use a dialect or patois, which varies considerably in the different islands and even in the different parishes. — Those “lovely gardens of the sea,” as Victor Hugo calls them, are an attractive summer resort, offering fine rock scenery, rich and varied vegetation, a pleasant climate, bathing, boating, golf, and good roads for cycling. At the same time they afford most interesting material for study to the historian, the lawyer, the economist, and the archæologist. Beneath a veil of modern English life the Norman feudal system still faintly lingers, especially in Sark. Compulsory service in the militia has been the rule for centuries.

The Channel Islands are divided into the two distinct Bailiwicks of Jersey and Guernsey, differing considerably in constitution. Alderney, Sark, Herm, and Jethou rank as dependencies of Guernsey. Both the little commonwealths have retained their domestic independence, with their own legislatures and jurisprudence, and are not controlled by the Imperial Parliament. Acts of the island legislatures must receive the consent of the Sovereign in Council. The Privy Council, too, is the final court of appeal. The foundation of their laws is the Grand Coutumier of Normandy, modified by centuries of island legislation and by the adoption of many British Acts of Parliament. Each bailiwick has its Lieutenant-Governor (or commander-in-chief), its Bailiff (or chief magistrate), and its own judicature. The bailiffs (who are also ex-officio presidents of the States) preside over the royal courts, consisting of 12 Jurats (*Jurés-Justiciers*), chosen by the whole electorate in Jersey, and by a body called the States of Election in Guernsey. In Jersey the States consist of the 12 Jurats, 12 rectors, and 12 constables of the parishes, and 17 deputies (one for each country parish and 6 for the parish of St. Helier). The lieutenant-governor and crown officers have seats in the States and may speak but not vote. In Guernsey the States consist of the 12 jurats, the crown officers, 8 (out of 10) rectors, 15 douzeniers (or representatives of the parishes), and 9 deputies, elected by the ratepayers, and these, with the crown officers, form also the States of Alderney. In Sark, where the feudal system is seen in actual operation, though on a microscopic scale, the seigneur and the tenants of his manor form a court, which is presided over by a seneschal nominated by the seigneur.

The Soil of the islands, light and very productive, is industriously cultivated and periodically enriched with ‘vraic’ or seaweed. Except in the case of the fiefs (p. 136) and seigneuries the land in descent is subject to ‘partage’ amongst the members of the family, so that the islands present an interesting system of small holdings. Large quantities of early potatoes, tomatoes, apples, and pears are exported to England from Jersey, and grapes, melons, and tomatoes from Guernsey. The Jersey cabbage, or great cow cabbage (*chou cavalier*), often grows to a height of 10 ft., and its stalks are manufactured into walking-sticks. — The famous CATTLE of the Channel Islands, of small size and delicate frame

but unsurpassed as milkers, are of two breeds, viz. Jersey cattle, descended from a Breton stock, and Alderney or Guernsey cattle (rather larger), descended from a Norman breed. These are the only breeds permitted to exist in the islands; they are never crossed and purity of breed is maintained by strict legislation. Considerable numbers are exported to England and America.

Money. British coins are the legal tender in all the islands, and no others are usually accepted at the post offices and the larger hotels; but Jersey and Guernsey each have a local 'copper' coinage, not mutually valid, corresponding to British pence and half-pence.

History. The present inhabitants are mainly of Norman descent, with an admixture of Breton blood, but in Alderney the stock is mainly English. It is doubtful whether the islands came under the rule of Rollo at the Treaty of St. Clair-sur-Epte (912), but in 933, after the conquest of the Breton chiefs, they became part of the Duchy of Normandy. At the Norman Conquest they were united to the English Crown, and this union, interrupted under William II and Stephen, became permanent on the accession of Henry II in 1154. When Philip Augustus of France confiscated the Duchy of Normandy and united it to his crown in 1204, the islanders remained faithful to King John, and France failed to retain them. It is curious to note, however, that ecclesiastically they still long remained subject to the Bishop of Coutances, for the bull of Pope Alexander VI, transferring them to the diocese of Winchester at the instance of Henry VII, did not take actual effect until 1568. By the Treaty of Brétigny in 1360 Philip II recognized the English claim to the islands, but both before and after that date the French made repeated efforts to take possession of them, the final attempt being made in 1781, when the invaders, under Baron de Rullecourt, were defeated at the Battle of Jersey, in the market-square of St. Helier, by Major Francis Peirson, who fell at the moment of victory (Jan. 6th). During the Civil War Guernsey sided with Cromwell, while the royalist Jersey afforded an asylum to Charles II when Prince of Wales (comp. p. 137) and proclaimed him as king immediately on the execution of his father. But Dec. 15th, 1651, saw the surrender of all the islands to the Parliamentarian forces under Admiral Blake and General Heane. New Jersey, in the United States, granted in 1664 to Lord John Berkeley and Sir George Carteret, was named in honour of Carteret's gallant defence of Jersey for the King. A silver-gilt mace, presented at the Restoration by Charles II to Jersey, is still carried before the Bailiff in the Court and States. Victor Hugo, exiled from France by the Coup d'Etat of 1851, sought refuge, at first in Jersey, but from 1855 in Guernsey, where he remained until the fall of the Second Empire in 1870 (comp. pp. 138, 141).

JERSEY (39,000 acres; 49,500 inhab.), lying 12 m. from France, is 12 m. long and 6 m. wide. The N. coast offers picturesque rocky scenery with many remarkable sea-caves, while the other coasts consist of open sandy bays enclosed by rocky headlands. The well-wooded interior is intersected by lovely miniature valleys. Jersey was known to the ancients as *Cæsarea*.

The island is divided into 12 parishes, each with its ancient church, mostly built in the 12th cent. but sadly entreated since. Ancient small manor and farm houses, with rectangular windows and of a severe simplicity, and some with their characteristic double gateways of granite, exist in numbers all over the island; but these, too, have been freely modernized. — There are in Jersey five fiefs (St. Ouen, Rozel, Samarès, La Trinité, and Mélesches), called fiefs haubert, originally held direct of the Sovereign 'par foi et homage ou service de chevalerie' (knight's service). A fief haubert ranks immediately below a feudal barony. That of St-Ouen is now the only fief haubert in Europe (the rest now held by serjeanty). Leave to visit the grounds of the manor-houses, with their chapels and their ancient colombiers, is freely granted; admission to the houses requires special introduction.

St. Helier (26,300 inhab.), the capital of Jersey, situated on the fine bay of *St. Aubin*, often compared with the Bay of Naples, is a clean and flourishing town, with fine parks and two excellent sea-bathing establishments. Prominent in the

centre of the bay as the steamer approaches the harbour is *Elizabeth Castle*, built in Queen Elizabeth's reign on the site of the ancient monastery from which the town took its name (adm. 6d.). Within it is the house in which Lord Clarendon wrote his *History of the Great Rebellion* and in which Charles II sought refuge with him in 1646-49 (comp. p. 136). On a rock called the *Hermitage*, just beyond the castle, is a rudely built chapel or oratory with a pointed stone roof of the 11th cent. (key at the lighthouse).

Hotels (hotel-omnibuses meet the steamers). **GRAND HOTEL**, Westmount, facing the sea; **ROYAL**, David Place, near the centre of the town; **ROYAL YACHT**, near the harbour; **BRITISH**, Broad St.; **HALKETT**, Halkett Place, R. 4/6, D. 4/, pens. 12/6; **SOUTHAMPTON STAR**, at the pier. — **French Hotels:** **HOTEL DE L'EUROPE**, Mulcaster St., good cuisine, R. 6/, L. 3/, D. 5/, pens. 15/; **POMME D'OR**, at the pier; **PALAIS DE CRISTAL**, King St. — **Pension Omaroo**, Havre des Pas. — **Boarding Houses and Apartments** abound; apply to the Secretary, Jersey Commercial Association.

Post Office, Broad St. — **AMERICAN CONSULAR AGENT**, *Albert E. Ereaux*.

Theatre Royal, Gloucester St. — *West Park Pavilion*.

Cabs, 1/ per mile; from the harbour to the town, 1/6. — **CARRIAGES** for excursions, 20/-25/ per day. — **MOTOR CHARS-A-BANCS** (2/6 and 4/) make circular tours daily, but are not recommended to those who desire to visit the various points of interest in leisurely comfort.

Steamers via *Guernsey* to England daily (see p. 134); the Southampton steamers berth in the Albert Harbour, the Weymouth boats at the new North Quay. To *Plymouth* (weekly) and *St-Brieuc* in France (fortnightly), see p. 134. Steamers ply also almost daily to *St-Malo*, and to *Granville* (see p. 134).

At the entrance to the town is the *Parish Church* (11th and 14th cent.), with a low massive square tower, to the E. of which is **ROYAL SQUARE**, the ancient market-place and scene of the Battle of Jersey in 1781 (p. 136). A statue called *George II* stands on the site of the old market-cross, and official proclamations are still made at this spot on market-days. One side of the square is formed by the *Court House* or *Cohue Royale*, the *Salle des Etats* (where the local Parliament meets), and the *Public Library* (founded in 1736). The first contains a fine portrait of General Conway (Governor of Jersey in 1772-95) by Gainsborough and a copy of Copley's 'Death of Major Peirson' (now in the National Gallery). On the Town Hill, overlooking Royal Square on the S., is *Fort Regent*, built in 1806. — The museum of the *Société Jerseyaise*, at No. 9 Pier Road, near the church, contains interesting prehistoric relics found in the island (open on Mon., Wed., and Fri.; adm. 6d.). In the *Town Hall*, in York St., is a collection of paintings, mainly by local artists. *Victoria College*, a public school opened in 1852, is finely situated on an eminence E. of the town.

The following four **EXCURSIONS** from St. Helier include the most noteworthy points in the island. Nos. 1 and 2 may be made partly by rail, partly on foot, Nos. 3 and 4 by carriage, or preferably by motor car or cycle.

1. **FROM ST. HELIER TO GOREY**, by the Eastern Railway (Snow Hill Terminus; in 25 min.; 2/, 1/6; motor-omnibus, 10d.), skirting the S. and E. coasts. Beyond *St. Luke's*, the

first station, is the Maison Victor Hugo, where the poet lived in 1852-55 (p. 136). *Samarès* (St. Clement) is the station for the *Manor of Samarès*, mostly of the 18th cent. with a dovecote and a 12th cent. chapel-crypt. The fine dolmen of Mont Ubé lies 5 min. from the station. On the left, beyond *Grouville*, appears *Gorey Common*, with its golf-links and racecourse. Beyond *Gorey*, famous for its oysters, we reach the terminus at *Gorey Pier* (Main's Elfine Hotel, good cooking; British Hotel, pens. 12/6), whence a steamer plies daily in summer to (1 hr.) *Carteret* (p. 134). On a lofty headland dominating the village is *MONT ORGUEIL CASTLE, an imposing ivy-mantled mediæval fortress (adm. 6d.).

Called 'Castellum de Gurrit' in ancient records, the castle was begun early in the 12th cent., to which date the crypts of the chapels of St. Mary and St. George belong. The title of 'Mont Orgueil' was conferred upon it by the Duke of Clarence, brother of Henry V, and though the castle underwent many sieges its keep was never taken. William Pryune, the Puritan, was imprisoned here in 1637-40. The view from the summit of the keep is extensive, embracing on a clear day the coast of France and the spires of Coutances cathedral.

A steep pathway ascends from the exit of the castle to the summit of *Gorey Hill*, with notice-boards indicating the way to the *Dolmen de Faldouet*, the finest megalithic remains in Jersey. The capstone weighs 23 tons. From the dolmen we descend to the *Bay of Anne Port*, whence a picturesque *Coast Road leads to *St. Catherine's Harbour*, built by the British Government in 1843-55 as a naval harbour of refuge, but afterwards discovered to be useless. Thence we may find our way on foot through the centre of the island to (c. 4½ m.) St. Helier, or return to catch the train at *Gorey*.

2. FROM ST. HELIER TO ST. AUBIN AND CORBIÈRE, 7 m., by the Western Railway (Western Terminus), at first skirting the Bay of St. Aubin. 4 m. *St. Aubin* (Somerville Hotel, with fine view, pens. 15/-21) is a picturesque little village with a harbour. The road following the Bulwark and ascending the hill past the Somerville Hotel leads to (1 m.) the *Manor of Noirmont* (with fine grounds extending to Noirmont Point) and *Portelet Bay*. From the heights above the latter we cross the common to *La Cotte Point* (the E. arm of St. Brelade's Bay), where a cave-dwelling of Moustierian man has recently been discovered (fine flint implements and other remains in the museum at St. Helier). On the W. side of St. Brelade's Bay is the village of *St. Brelade* (St. Brelade's Bay Hotel, pens. 10/6), the quaint church of which (12th cent.) has been restored, though it has escaped more lightly than the other country churches in the island. The *Fishermen's Chapel* (10th or 11th cent.), adjoining, has remains of 14th cent. frescoes. Thence we may proceed to the *Corbière* either viâ the road behind the rectory or by rail from *Don Bridge Station* (½ m. from St. Brelade). The train crosses extensive sand-dunes, known as *Les Quenvais* (good golf links), and reaches the terminus at (7 m.) *La Corbière* (Pavilion

Hotel), situated on the cliffs, overlooking the wild rocky coast and the lighthouse (no adm.). *Corbière Point* is the S. arm of *St. Ouen's Bay*, which may be conveniently explored thence.

3. FROM ST. HELIER TO THE WESTERN PARISHES (motor-omnibus to St. Aubin, 6d.). We follow the St. Aubin road, noticing at First Tower (in a public garden) the megalithic remains of *Ville ès Nouveaux*, consisting of an 'allée couverte' and a kist. At *Bel Royal* we turn inland, by the beautiful valley of St. Peter. Beyond *St. Peter's House*, the residence of the present Bailiff of Jersey, we reach the beautiful *Manor of St. Ouen*, the domain of the De Carteret family since before the Norman Conquest. The original manor-house (of which little remains) dates from the 13th cent., and in recent restorations and additions its character as an ancient fortified house has been preserved. Close by is the parish church (13th cent.), about 1 m. W. of which is the *Dolmen de Grantez*, in a field on the height above St. Ouen's Bay. Thence we follow the main road to the N. to visit the scanty ruins of *Grosnez Castle* (14th cent.), situated on the extreme N.W. point of the island (9½ m. from St. Helier), which commands a magnificent view of the rest of the archipelago. Half-way down the cliffs near the castle is the *Cotte à la Chèvre*, a pre-Moustierian cave-dwelling. We now strike E. and descend to *Grève de Lecq* (Pavilion Hotel), a picturesque bay, with caves accessible at low water. The return to St. Helier may be made through the centre of the island viâ the churches of *St. Mary* and *St. Laurence* (12th and 13th cent.; interesting), and thence either by the main road to *Millbrook* or, preferably, by descending into the lovely Waterworks valley, the road through which joins the St. Aubin road.

4. FROM ST. HELIER TO THE EASTERN PARISHES (motor-omnibus to Rozel, 1/3). Quitting St. Helier by St. Saviour's Road, we pass on the right *Victoria College* (p. 137), the *Jesuit College*, and *Government House* (residence of the Lieutenant Governor), and reach (1 m. from Royal Square) *St. Saviour's Church*, properly St. Sauveur de l'Épine, with its square embattled tower, one of the finest churches in the islands. Thence we strike N.E. for (1½ m.) *La Hougue Bie*, or the *Prince's Tower* (rfmts.; fine view from the top), built about 1792 by Adm. Philip d'Auvergne, titular Prince de Bouillon, on a prehistoric artificial mound. On the mound stand also an old chapel (noteworthy font) and a reproduction of the Holy Sepulchre, constructed by a dean of Jersey on his return from Jerusalem in 1525. About 1½ m. farther N. is *St. Martin's Church* (13th cent.), beyond which are *Rozel Manor* (beautiful gardens and 13th cent. chapel), the residence of the Lemprière family since 1365, and (2 m.) *Rozel Bay and Harbour* (Inn). The Seigneur of Rozel is bound to ride into the sea up to his saddle-girth to meet the King

when he visits Jersey and to act as his butler.—A few min. walk to the E. of Rozel Bay is the *Couperon Dolmen*. In the opposite direction we may proceed via *Trinity Church* and thence along the picturesque N. coast, viewing *Bouley Bay*, *Les Platons*, *Bonnenuit Bay*, etc., from the cliffs, and return to St. Helier by the St. John's Road. Or from Trinity Church we may return direct (S.) to (3½ m.) St. Helier, passing the lodge-gate of the *Manor of La Trinité*, a house of the 17th cent. (restored and enlarged), with many interesting features and beautiful sub-tropical gardens.

GUERNSEY (15,500 acres; 40,100 inhab.), the *Sarnia* of the ancients, the most westerly and exposed of the islands, is in shape triangular (9 m. in length by 5 m. in width). The S. coast, with its bold rocky headlands, intersected by lovely little valleys, equals in beauty the N. coast of Jersey; but the interior is not so attractive. About two-thirds of the area is in cultivation, a large proportion under glass.

The old churches of its 10 parishes, architecturally similar to those of Jersey, are not unpicturesque, although almost all have lost the stone tracery of the windows and have been much neglected. Many of the farm-houses are interesting from their antiquity, possessing fine doorways with semicircular granite arches. A few manor-houses, such as those of Saumarez, La Haye du Puits, and St. George, are worthy of a visit.

St. Peter Port (17,000 inhab.), the capital of Guernsey, is built on the slopes of the E. coast, and possesses a good harbour, which commands an excellent view of the town. Adjoining the harbour on the S. is *Castle Cornet*, a fortress begun in the 13th cent. but much altered since, though it still retains some interesting architectural features. Once the residence of the Governors, it was afterwards (till 1811) used as a prison (adm. by permit from the District Office).

Hotels. OLD GOVERNMENT HOUSE, with fine view of the islands, R. 7/6, B. 3/6, L. 4/, D. 6/, pens. 15/-17/6; ROYAL, R. 5/6, B. 3/6, L. 4/, D. 6/, pens. 15/-17/6, CHANNEL ISLANDS, both on the Esplanade; QUEEN'S; CROWN; RICHMOND, Cambridge Park, 10/6-13/6.—For other *Boarding Houses* and *Apartments* apply to the Advertising Committee of the Guernsey Chamber of Commerce.

Post Office, Smith St.—CARRIAGES for excursions, 20/-25/ per day.—EXCURSION CARS make circular tours daily (but comp. p. 137).

Steamers to Jersey daily; to England, see p. 134; to Sark, see p. 142; to Alderney and Cherbourg, see p. 144; to St-Brieuc, p. 134.

Bathing Places, under the heights of Fort George, constructed in graduated platforms to suit the states of the tide.

The South Esplanade and the High St. both lead S. from the harbour to *St. Peter's Church*, the finest and largest of the ancient churches of the Channel Islands. The nave dates from the 13th century. The rich mouldings and canopies and the monuments of distinguished Guernseymen should be noticed. In 1922 a memorial screen was erected to Sir Isaac Brock (1769-1812), 'the hero of Upper Canada,' born here and killed at the battle of Queenston Heights. Close by are the interesting *Markets* and the *Guille-Allés-Library* (named

after its two founders), with a reading-room (free) and a museum (adm. 6d.; free on Thurs. & Sat., 2-4) containing many objects of local interest. From beside the library Cornet St. ascends steeply to Hauteville St., in which is **Hauteville House* (adm. daily; gratuity), the residence of Victor Hugo from 1855 to 1870 (comp. p. 138). The house contains many portraits and mementoes, and the poet's study at the top of the house, with a glass roof and a glass floor, commands an entrancing view of the coast and sea, with Jersey in the distance.—The *Royal Court House*, in Manor St., where the Court and States meet, was erected in 1799. It contains some good portraits, and in the adjoining Court Registry Office may be seen a fine collection of royal charters granted to Guernsey.—In Grange Road are the castellated building (1828) of *Elizabeth College*, a boys' school founded by Queen Elizabeth in 1563, and the *Lukis Museum* (adm. 6d.), with a collection of prehistoric objects from the dolmens of the Channel Islands and Brittany.

With St. Peter Port as headquarters the following EXCURSIONS are recommended, preferably by carriage or motor. The roads are excellent for cycling. Excursion-cars, see p. 140.

1. FROM ST. PETER PORT TO THE NORTH OF THE ISLAND. Leaving the town by the Glatney Esplanade, we follow the coast road, passing near (1 m.) *Ivy Castle*, or *Château d'Orgueil*, a picturesque mediæval ruin, and an obelisk on De Lancey Hill in memory of Admiral Lord de Saumarez (1757-1836). *St. Sampson*, 1 m. farther, a little town with a harbour, is the heart of the granite-quarrying district. In the church (12th cent.), a primitive structure with an interesting pyramidal tower, are shown a latten cross, censer, candlesticks, etc., of early 16th cent. English workmanship, discovered in 1913 in a secret recess of the tower. About 1 m. farther N. is the *Du Thus* or *Dehus Dolmen*, called also 'Autel du Grand Sarazin.' We now strike W. across *Lancrese Common* (fine golf-course), and at a house at (1 m.) the cross-roads obtain the key for the *Autel des Varvès*, one of the finest dolmens in the islands, situated to the W. on Lancrese Bay.—From the cross-roads Lancrese Road leads S. to (½ m.) *Vale Church*, a fine early-Norman building dedicated to St. Michael, near the remains of a priory dependent on the abbey of Mont-St-Michel in Normandy. We follow the coast-road westwards via the village of *L'Islet* (megalithic remains) to (c. 3 m.) *Cobo Bay* (Grande Rocque Hotel, R. 4/, D. 4/, pens. 12/6), and thence return to (3½ m.) St. Peter Port by Lower Catel Road, passing Saumarez Park.

2. FROM ST. PETER PORT TO THE WEST. Quitting the town by Grange Road we proceed to (2 m.) *Catel Church* (13th cent.; view), supposed to have been built on the site of an ancient fort named the 'Castle du Grand Sarazin.' The massive arcades and frescoes should be noticed; in the churchyard

is a statue-menhir (early bronze age) discovered in 1878 buried at the entrance to the chancel. Thence the road leads through the *King's Mills* and past the very ancient *Chapel of St. Apolline* (fresco-remains; key at the house opposite) to (c. 4 m.) *Rocquaine Bay*. Near *L'Erée* on this bay is a dolmen known as *Le Creux des Fées*, covered with its original tumulus.

At the N. end of *Rocquaine Bay* a causeway leads at low water to the island of *Lihou*, a singular and interesting spot, with the remains of a 12th cent. priory of some architectural pretensions.

The road skirting *Rocquaine Bay* leads S. to (c. 2½ m.) *Pleinmont Point* (Imperial Hotel), the extreme S. point of Guernsey, with rugged and striking cliff scenery. The *Hanois Lighthouse* rises 1 m. from the shore, and farther out, 20 m. distant, the *Roches Douvres Lighthouse*, described in Victor Hugo's 'Toilers of the Sea,' is visible in clear weather. The 'haunted house' in the same story is identified with an old guard-house on the cliff here, above the Gull Rocks. From *Pleinmont* we proceed E. to (1½ m.) *Torteval Church* (about ½ m. N. of *Creux Mahie*, see below), whence we may return to *St. Peter Port* either by reversing the following excursion or by following a pleasant inland route (c. 6 m.) via *St. Peter's in the Wood*, *St. Saviour's*, and *St. Andrew's*.

3. FROM *ST. PETER PORT* TO THE SOUTH COAST. The following points are reached by carriage or cycle by successive deviations from the road running more or less parallel with the coast; the robust pedestrian may follow the cliff-path from *Petit Port* to the *Gouffre* or farther. *Hauteville St.* (p. 141) is continued by *George Road* up the hill to *Fort George* (1775), the chief military station, overlooking the harbour. About ¾ m. farther on we diverge to the left for (2½ m. from *St. Peter Port*) *Doyle's Column* (150 ft. high), a land and sea mark, commemorating *Sir John Doyle* (d. 1834), governor in 1804-15. The top commands a very extensive view (key at the neighbouring cottage; fee). Below, to the W., is the sandy little *Petit Port*, a cove of *Moulin Huet Bay* (tea-gardens), with its exquisite morsels of rocky scenery. A little farther to the W. is the picturesque *Saints' Bay*, and 1 m. farther, beyond *Icart Point* and *Icart Bay*, is *Petit Bot Bay*, approached from the N. by a very beautiful valley. Farther on are the *Gouffre* (Hotel), a narrow rocky gorge, and the bold headland of *La Corbière*. About 1 m. from the *Corbière* is the *Creux Mahie*, the largest cavern in Guernsey, approached by a steep but not difficult descent. We may return to *St. Peter Port* via *Torteval Church* (see above) or via the so-called *Forest Road*, passing *St. Martin's Church* (14th and 16th cent.), which has a fine Norman porch and (at the churchyard-gate) a statue-menhir resembling that at *Catel Church*.

SARK or *Serk* (3½ m. long, 1½ m. wide; 500 inhab.), the most picturesque of the Channel Islands, is reached from *St. Peter Port* (p. 140) daily in summer by small steamer (7 m. in

1 hr.; fare 3/6, 5/ return). The *Seigneurie* grounds are open on Mon. only. The steamer rounds the S. end of the island in going, and the N. end in returning. *Sark* consists of two parts, *Great* and *Little Sark*, connected by an extraordinary natural causeway, known as the '*Coupée*,' which rises almost sheer for 300 ft. above the sea, and is traversed by a roadway 100 yds. long and only about 6 ft. wide (railings).

Few islands contain so much of beauty and romantic scenery in so small a compass, and *Sark* cannot adequately be explored in a single day. The wild scenery of the vertical wall of rock surrounding the islet is enhanced in effect by the caverns with which it is everywhere penetrated, and nowhere can the destructive power of the sea be better studied than on this torn and rugged coast. The geologist and marine naturalist will find subjects for studies of absorbing interest. The local guide-book (by *Malan* and *Hume*) is an excellent practical guide, particularly for the cliffs and caves, some of which are dangerous of access except by certain paths.

In the reign of *Edward II* *Sark* belonged to the Norman family of *Vernon*, and from 1565 to 1715 to the *De Carterets*. The present *Seigneur*, or 'Lord of *Sark*,' is *Mr. W. F. Collings*.

There is no village on *Sark*, but there are three HOTELS: *Hôtel Bel-Air*, with fine sea-view; *Dixcart, Stock's* (pens. 12/6-14/), both in the beautiful *Dixcart valley*. — *Wagonettes* and *Victorias* meet the steamers (drive round the island, about 10/). — To the visitor for the day (6 hrs. between steamers) the following route (about 3 hrs.' walk, and involving no climbing) is recommended.

From the curious little *Creux Harbour*, on the W. side, we pass through a tunnel to the road leading to the interior. From the top of the *Collinette Hill* (*Hôtel Bel-Air*) an avenue of trees leads straight on to the *Prison*, a tiny building of two cells, seldom occupied. A few yards up the road to the right is the modern *Church*, containing some mural tablets to celebrities of *Sark*. Thence a road leads past the *Boys' School* (used also as the *Court House*) to the *Seigneurie* or *Manor Grounds* (open to visitors on Mon.). The small battery on the terrace behind the house includes a bronze culverin, inscribed "Don de Sa Majesté la Reine Elizabeth au Seigneur de *Sercq*, A.D. 1572."

From the end of the terrace a path descends to the *Port du Moulin*. [When the grounds are not open, *Port du Moulin* may be reached by a path beginning at a white gate immediately beyond the *Seigneurie* gates.] The path leads to a platform on the edge of the cliff, commanding a magnificent view of the *Aulelet Rocks* and adjacent coast.

From the *Seigneurie* we next follow the road leading S. to the **Coupée* (see above). As we return thence the second turning on the right is a shady lane leading to *Dixcart Valley* (hotels, see above), whence an easy path goes on to the beach (excellent bathing-place). On returning from the beach we cross the valley at *Petit Dixcart* to visit the *Creux du Derrible*, a remarkable natural funnel in the cliffs of *Derrible Bay*. Thence we make for *La Peignerie*, a group of cottages near *La Collinette*, our starting-point.

Those who wish to visit the **Gouliot Caves* proceed to the W. towards Beau Regard Farm, from *La Vauroque*, a group of cottages at the cross-roads about midway between the Seigneurie and the Coupée. From a white gate near the farm a path leads across the common to the cliffs and down to the caves (steady head required). The floors of the caves, which should be visited at low water, are piled with immense boulders and every inch is covered with living corallines.

Herm (*Mermaid Inn*), an islet $1\frac{1}{2}$ m. long by $\frac{1}{2}$ m. broad, 3 m. E. of Guernsey, is noted for its *Shell Beach*, composed entirely of minute perfect shells and richer in species than the shores of all the rest of the British Isles. Over 40 genera, with 200 varieties, are recorded. Motor boats (return-fare 3/6 or 4/, incl. landing fee) ply irregularly in summer from St. Peter Port (p. 140). — Herm was long leased to a German company, which sublet it to Prince Blucher (d. 1915). In 1920 Herm and *Jethou* (1 m. in circumference) were let on lease to Mr. Compton Mackenzie, the novelist, who has since relinquished the larger island. From the tiny harbour a road winds up to the castellated mansion built round the ruins of the old priory, with the 14th cent. chapel of St. Ingwal.

ALDERNEY ($4\frac{1}{2}$ m. long, $1\frac{1}{2}$ m. broad; 1600 inhab.), lies 23 m. N.E. of Guernsey and is separated from Cap de la Hague in France by the dangerous Race of Alderney, 8 m. broad. Apart from the grand cliff scenery there is not much to interest the general tourist, but for the geologist there are many interesting phenomena.

STEAMERS ply on Tues., Wed., Thurs., & Fri. from St. Peter Port (p. 140) to (1½ hr.) Alderney (6/6, 5/6, return 9/, 7/6), going on on Wed. to *Cherbourg* (15/, 12/, return 22/6, 18/), and returning thence the same afternoon. Excursion steamer from St. Peter Port to Alderney on Thurs. in summer (7/6 return).

Passengers land at *Braye*, on the N. coast, a little port protected by a huge breakwater, begun in 1847 as the first arm of a naval harbour designed as a post of observation upon Cherbourg, but never completed. About 1 m. inland is **St. Anne** (*Belle Vue Hotel*), the capital of Alderney, a quiet town with a fine modern E.E. Church (1847–50), by Sir Gilbert Scott. The Norman tower of the old church is used as a clock-tower. The *Court House* contains a portrait, by Opie, of John Le Mesurier (d. 1843), last hereditary governor of Alderney, who sold his rights to the Crown in 1825.

The finest rock-scenery is on the S. and E. coasts. On the former are the *Sisters* (two huge pyramidal masses of porphyry), the *Lovers' Chair*, and *Les Rochers*. On the E. coast is *Essex Castle* (now a hospital), built by the Earl of Essex and intended, it is said, as a prison for Queen Elizabeth, should she refuse to settle on him the crown of England. A rough climb ascends from the castle to the *Roche Pendante*, or *Hanging Rock*, a striking mass of sandstone above the sea.

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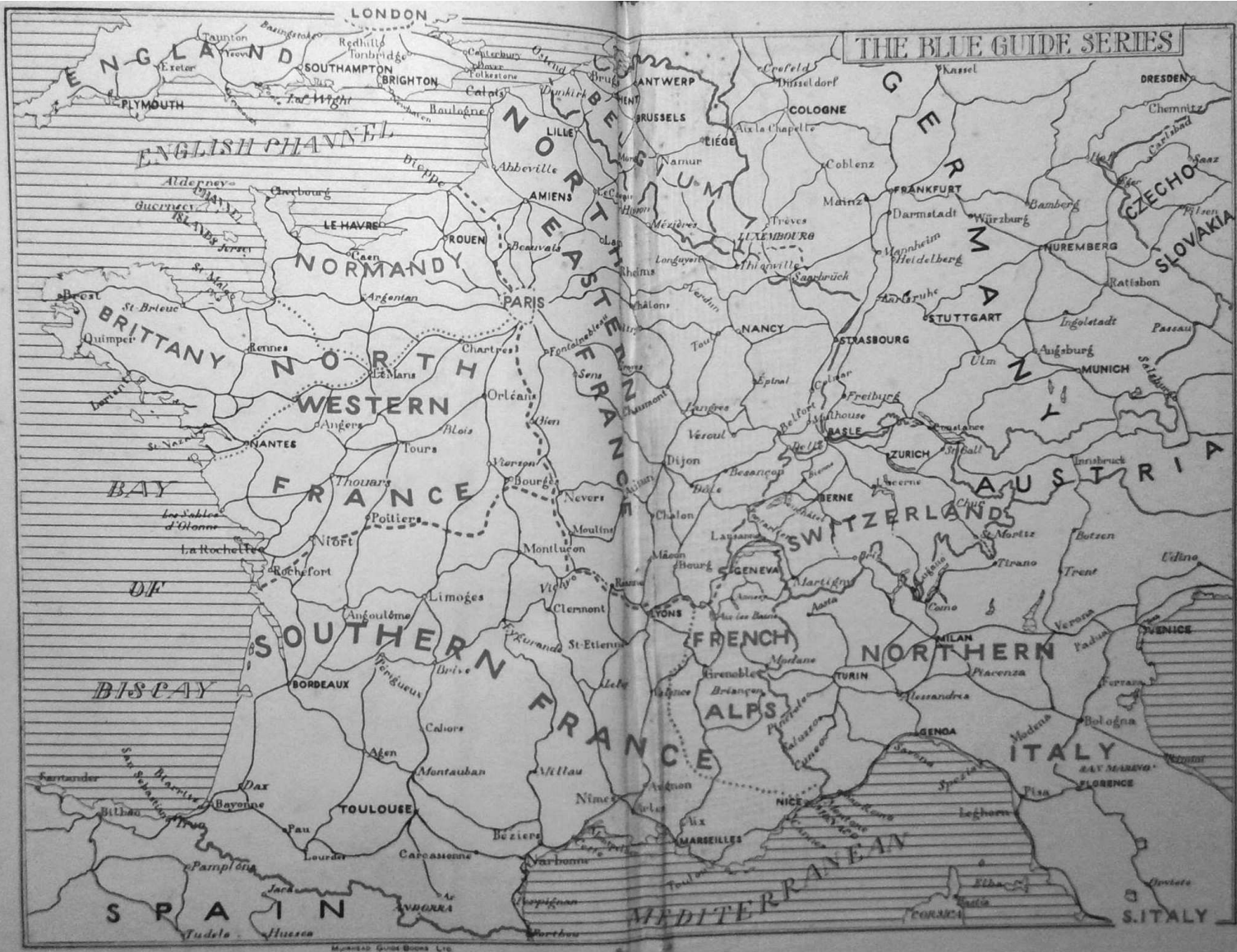
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