

**ESSEX: HIGHWAYS,
BYWAYS,
AND WATERWAYS.
SECOND SERIES**

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Essex: Highways, Byways, and Waterways. Second Series by C. R. B. Barrett

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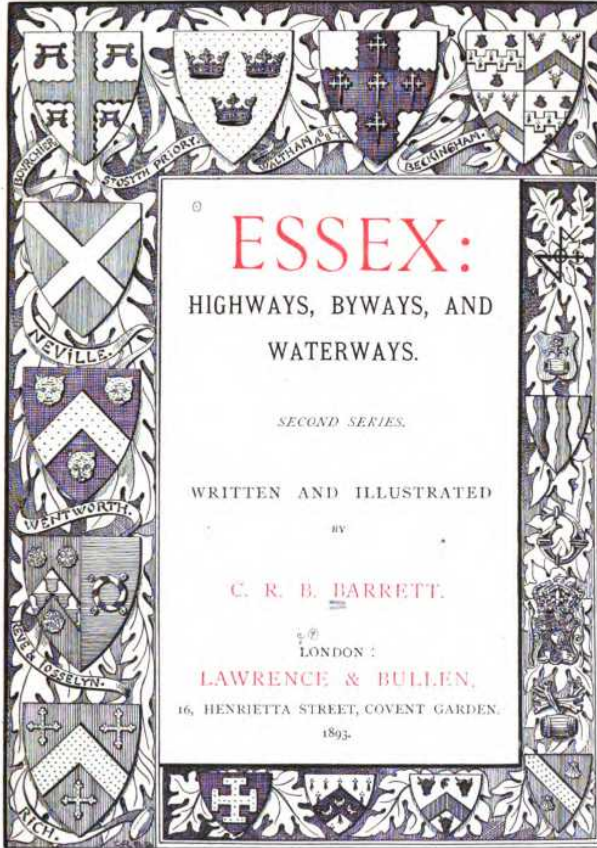
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C. R. B. BARRETT

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WRITTEN AND ILLUSTRATED

BY

C. R. B. BARRETT.

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PREFACE.

While my previous book on *Essex: Highways, Byways, and Waterways* was in course of publication, materials for a companion volume were already accumulating; and the kind reception given to the First Series quickly induced me to resume my wanderings with pen and pencil.

In the First Series I dealt mainly with boroughs and small towns. Now I go among the villages and visit the manor-houses. Time, which "hath an art to make dust of all things," has dealt gently with some of these fine old halls. Faulkbourne Hall, for instance, has been preserved in all its Tudor beauty; and nearly perfect is peaceful many-gabled Ingatestone. Others—such as D'Arcy Hall and Rayne—though partially dismantled, still offer substantial evidence of their ancient importance; but not a few—Rochford, Nether Hall, Beckingham, Dorewards, Rickling—are mere shadows of their former selves. Some national monuments in the county, notably Leighs Priory, are in a state that begs description. From the manor houses came many a famous Essex family, the Capells, the D'Arcys, the Petres, the Riches (to name but a few).

I start from the village of Newport and, circling the county from west to east, finish my peregrinations at Harlow. A special chapter has been devoted to the famous priory of St. Osyth. Here, as in the case of Waltham Abbey, I was embarrassed by the copiousness of the materials that have been collected. On the other hand in treating such places as Newport, Rickling, Panfield, &c., the difficulty was to obtain any trustworthy information.

One object that I have kept constantly in view is to give accurate sketches, from church, hall, or wayside inn, of antiquarian details (whether in woodwork, stone, or metal)—details individually unimportant but collectively valuable.

For river-sketches I have gone to the Roding, the Stort, and the Colne. I have deliberately omitted Epping Forest; for the subject is hackneyed, and of late years the Forest has lost much of its picturesqueness.

I am much indebted for information to Mrs. Birch Wolfe, Wood Hall; A. Motion, Esq., Faulkbourne Hall; and E. A. Fitch, Esq., ex-Mayor of Maldon. Nor must I omit to thank the courteous General Manager of the Great Eastern Railway, William Birt, Esq.

TOWYN, WANDSWORTH.

6th December, 1892.

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