HAMPSHIRE IN EARLY MAPS AND EARLY ROAD-BOOKS

By E. G. Box.

THIS paper contains some notes on early maps and early Road-Books so far as they relate to Hampshire.

The Road-Books to which I shall refer begin in 1541, the Maps in 1575.

From 1541 onwards early Road-Books contain one or more Tables of Roads which passed through Hampshire, giving a list of the stages on the road and the distance in miles between stage and stage.

In these early Road-Books the miles are always *computed* miles, that is to say that the mile was not measured on the road, but calculated in some other way, and the length of the miles was always more than 1760 yards.[1]

1. Early Maps of Hampshire without Roads.

The early maps of the English counties published between 1575 and 1680 have no roads marked on them. The first map of Hampshire of any importance which has roads clearly marked is the map by Robert Morden in the folio edition of William Camden's *Britannia* published in 1695.[2] An earlier map by Robert Morden published in 1680 is too small and the few roads in it are too indistinctly marked to be of any practical use.[3]

Although these early maps published prior to 1695 have no roads, they appear to have been the result of careful surveys. They give with accuracy the relative position of hills and woods, rivers and bridges, towns and villages. Their practical use depended perhaps on the accuracy of this relative position of natural and artificial features. Leland in his *Itinerary* (1535—1543) constantly records in his description of his rides in Hampshire the position of the places passed through in their relation to others in the immediate neighbourhood.[4]

It is probable that the makers of these early maps did survey the roads and did record their course in their note-books, though as a rule they did not draw them in their published maps. In a few cases early cartographers and surveyors did draw the roads on their maps, whether their maps were published or not.

1. See further as to computed and measured and other miles, p. 235 post.
2. *Camden's Britannia, Newly Translated into English*, etc., 1695, folio.
3. Robert Morden: *A Pocket Book of all the Counties of England and Wales*, etc., 1680, 8o.
4. *The Itinerary of John Leland in or about the years* 1535—1543. Edited by L. T. Smith, 1907, Vol. I, pp. 269-285.

Norden's map of Hampshire[5] dated 1595, which is in the British Museum Manuscript Room and still unpublished, has no roads on it, but Norden's map of Essex[6] dated 1594, which was not published till about a hundred years ago (1840) by the Camden Society, has on it a network of beautifully drawn roads. Symonson, a surveyor of Rochester, published in 1596 a map of Kent on which are many roads marked. It has been sometimes doubted whether the earliest issues of this map which are not now extant had roads on them, but the earliest known copies have roads, and as Norden's map of Essex dated 1594 has roads there seem to be no reason why Symonson's map should not have had roads inserted on it at as early a date.

Moreover there are in existence private maps of estates in Kent not much later in date (1612) which have roads drawn on them accurately.

2. Roads in early Road-Books.

It follows from what I have said that the Tables of Roads in early Road-Books which give the stages on the roads and the names of the towns or villages through which the road passed and the number of miles between stage and stage or town and town cannot in most cases have been derived from any published map for there were few maps then in existence with roads marked on them. Road-Books were published between 1541 and 1575 with one or more roads in Hampshire tabulated in them, but there was then no map of Hampshire published or unpublished on which the Table of the Roads could have been based.

On the other hand Saxton's Map of Hampshire dated 1575 and the later published maps of Norden (1607) and Speed (1611), though they mark no roads, contain sufficient accurate information by the aid of which tables of roads with their stages and distance between stage and stage could have been constructed by actual measurement of the distances on the maps.

Prior to 1575 a compiler of Tables of Roads must have depended for his distances on the knowledge of local surveyors or other persons who were familiar with the country. It is clear from books like that of John Leland that such local knowledge was common ;

5. Norden's Map of Hampshire : British Museum : Add. MSS. 31,853. *A Chronographicall Description of the severall Shires and Islands of Middlesex, Essex, Surrey, Sussex, Hampshire, Weighte, Gurnesey and Jersey, performed by the traveyle and view of John Norden*, 1595. This MS., I am informed by Mr. Lynam of the Map Room, British Museum, is all in Norden's hand, but only Hampshire and Essex, with some of the descriptions, remain in the MS.

6. *Norden's Map of Essex*, printed by the Camden Society, 1840 : *Speculi Britanniae Pars . . . . description of the county of Essex*, by John Norden, 1594.

WILTSHIRE the 9 of the South-hath Miles
In Quantitie supficiall 850 In Circuite 149.
In Length from Gloceſtre to Dorcetſhire 43.
In Bredth from Somerſett to Hantſhire, 31.

WILTSHIRE the people accoſtred warlike,
For Corne, paſture & good wooll, very plentifull.
Hauinge Hantſhire & Bark. Eaſt Somerſett. Weſt.
Gloceſtreſhire North. Doret & Hantſhire South.

BARKSHIRE the 1 of the South-hath Miles
In Quantitie ſupficiell 400 In Circuite, 132.
In Length from Gloceſtreſhire to Middleſex, 45.
In Bredth from Oxfordſhire to Hantſhire, 26.

BARKSHIRE fertile, & abōdinge wth corne,
Great ſtore of woods, & parks, wher is no tillage.
Hauinge Middleſex. Eaſt. Wiltſhire Weſt.
Oxfordſhire North. & Hantſhire on the South.

DENSHIRE the 13 of the South-hath Miles
In Quantitie ſupficiall 1350 In Circuite 255.
In Length from ye ſtauert, to ye Brittaine ſea, 61.
In Bredth from Cornwall to Dorcetſhire, 54.

DENSHIRE ye porte very cōmodious for ſhip
[illegible] of tyne, woods, paſture, bourſes, and towne
[illegible]erſetſhire Eaſt. Cornwall Weſt.
[illegible] North. & ye Brittain ſea South.

DORSETSHIRE the 6 of the South-hath Miles
In Quantitie ſupficiall 625 In Circuite, 170.
In Length from Denſhire to Hanſhire, 50.
In Bredth from Wiltſhire to the ſea, 30.

DORSETSHIRE ye ſoile fertile & pleaſtrous
Of woode, parkes, & pleſaunt dales, full of ſheepe.
Hauinge Hantſhire Eaſt. Devonſhire Weſt.
Sourſett & Wilt North. & the Brittain ſea South.

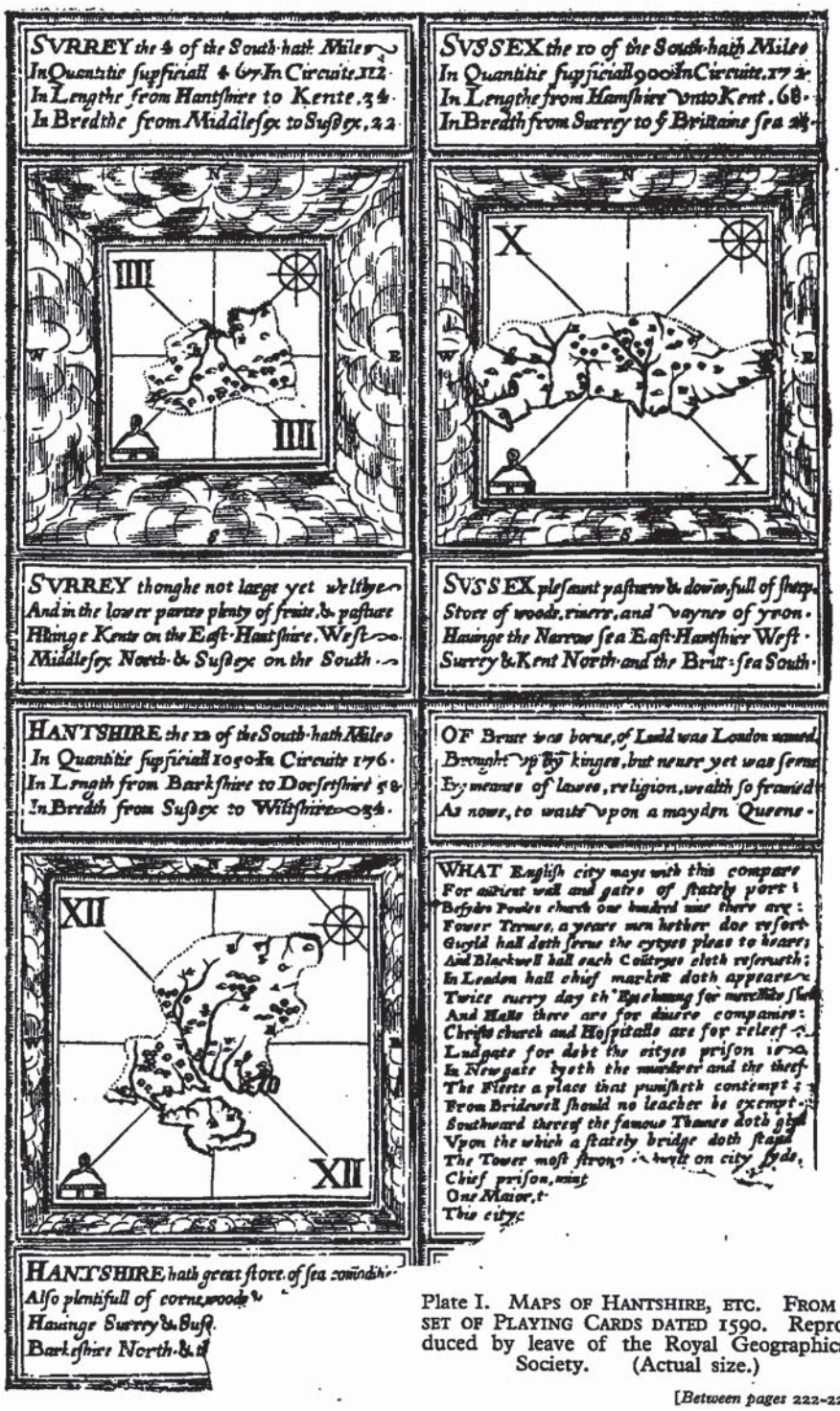


Plate I. MAPS OF HANTSHIRE, ETC. FROM A SET OF PLAYING CARDS DATED 1590. Reproduced by leave of the Royal Geographical Society. (Actual size.)

[Between pages 222–223

so also Symonson's Map of Kent already referred to which marks roads shows that capable surveyors of that time had the same knowledge.

Also unpublished private estate maps of a few years later supply similar evidence.

Leland must have drawn his detailed statements about Hampshire roads from his own personal experience on his many rides on horseback about the county, supplemented and checked by local inquiries. His Itinerary shows on every page that he was continually enquiring from everyone he met, seeking information about the country through which he passed.

For instance, he describes "the way from Winchester to London" with the following details :—

"The way from Winchester to London
To Alreford VII miles
To Altoun VII miles
To Farenham VII miles
To Guldeforde IX miles
To London XXV miles.

"From Winchester to Southampton X. miles, that is 3 miles to Oterburn and VII forewarde."

"Oterburne village a 3 miles strait south out of Winchester. Here cummith a broke downe caullid Oter from West, and rennith by est into Alresford water."

3. The earliest printed table of a Hampshire Road.

The Road-Book I have already mentioned as the earliest, namely *A Cronycle of Yeres*[7] which was published first in 1541 and in later editions up to 1561, contains a table of one road only which passed through Hampshire, namely, a road "from Saint Buryen in Cornewalle to London."

The stages on this road in or near Hampshire are given in this book as follows :—

"From Salisbury to Andeuor XV myle.
From Andeuor to Basingstoke XVI myle.
From Basingstoke to Hertfordbryge VIII myle.
From Hertfordbryge to Bagshot VIII myle.
From Bagshot to Stanes VIII myle.
From Stane to London XV myle."

The table of this road was repeated in several other road-books published later in the 16th century, namely : Grafton's *A Little Treatise*, 1571 : *A summarie of the Chronicles of England*, by

7. *A Chronycle of Yeres* : Bibl. Soc. Trans., New Series, Vol. VIII, p. 355—an article by the late Sir George Fordham.

Raphael Holinshed, 1577 : *Writing Tables*, by Frank Adams, 1581 ; and *The Particular Description of England*, by William Smith, 1588.

Grafton in his *Little Treatise* and Smith in his *Particular Description* have a table of a second road in Hampshire from Southampton to London by way of Twyford, Alresford, Alton and Farnham. This road, though it came close to Winchester, did not go through the town, though there must have been a connecting road from Twyford or Morstead.

4. Earliest published Maps of Hampshire.

The earliest published map of Hampshire is in the Atlas of County Maps of England and Wales by Christopher Saxton published in 1579, the map of Hampshire, which is dated 1575, having been published separately.

This is a large map measuring about 17 inches by 15 inches, with a scale of 10 miles to 3¼ inches.

A much reduced and extremely rare atlas copied from this folio atlas was published in 1599, together with maps of Scotland and Ireland. In this the map of Southamtoniae (Hampshire) measures only 4¾ inches by 3¾ inches.[8]

The maps in this small atlas or collection of maps are supposed by the British Museum to have been all engraved by Peter Keer (Petrus Kaerius), whose name and the date 1599 is on some of the maps, but not on the map of Hampshire.

Both Saxton's map of Hampshire and Keer's have no roads.

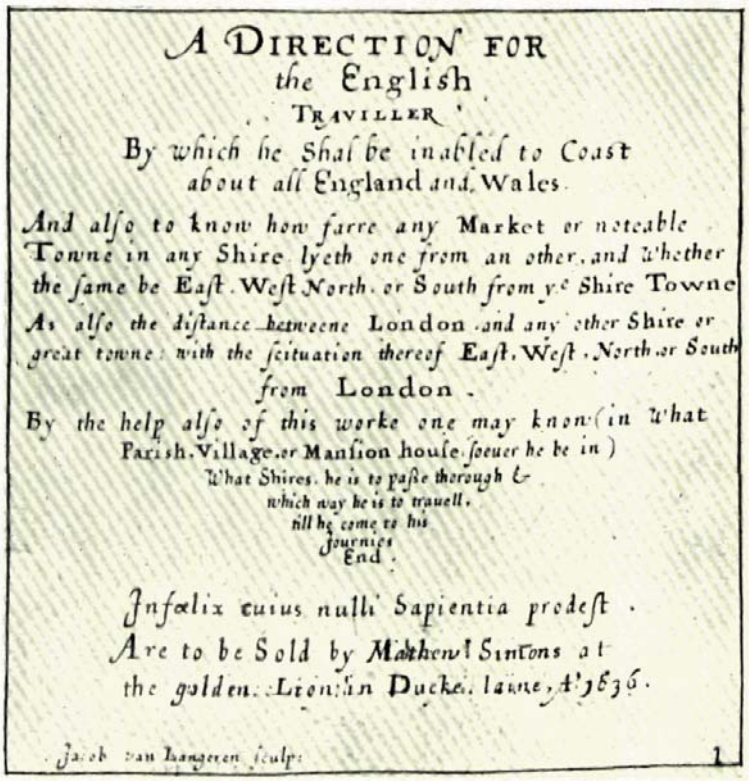
In a rare Latin edition of William Camden's *Britannia* published by William Blaeu at Amsterdam in 1639 there are small maps of the counties arranged in groups, and one group comprises the south-eastern and southern counties, including Southamtonia. The book is a small duodecimo, and the map measures only 5 inches by 3¾, Hampshire by itself being less than an inch square.

Hampshire in this map of 1639 has only seven towns marked on it, namely Winchester, Southampton, Lemrington (Lymington), Havant, Petersfield, Basingstoke, and Kingsclere. The Itchen and Test are marked, and there are symbols representing a few hills and woods.

Mr. Chubb, formerly of the Map Room of the British Museum, suggests in his catalogue of Printed Maps that the maps in this edition of *Britannia* were engraved by Peter Keer, but this is doubtful.[9]

8. Plate II. Peter Keer's Map of Sout-hamtoniae, reproduced from a copy of the Atlas in the British Museum, by leave of the Trustees (actual size).

9. *The Printed Maps in the Atlases of Great Britain and Ireland*, 1927, p. 56.



A DIRECTION FOR
the English
TRAVILLER
By which he shal be inabled to Coast
about all England and Wales.

And also to know how farre any Market or noteable
Towne in any Shire lyeth one from an other, and whether
the same be East. West North. or South from ye Shire Towne
As also the distance betweene London and any other Shire or
great towne: with the situation thereof East. West. North or South
from London.

By the help also of this worke one may know (in what
Parish. Village. or Mansion house soeuer he be in)
What Shires he is to passe therough &
which way he is to trauell,
till he come to his
journies
End.

Infœlix cuius nulli Sapientia prodest.

Are to be Sold by Mathew Simtons at
the golden Lion in Ducke laine, A° 1636.

Jacob van Langeren sculp:

1

[To face Plate IV

Plate III.

TITLE-PAGE OF "A DIRECTION FOR THE ENGLISH TRAVILLER, 1636."
(Actual size.)

Plate II. PETER KEER'S MAP OF SOUT-HAMTONIAE, 1599. [*To face page* 224
Reproduced by leave of the Trustees of the British Museum. (Actual size.)

[*To face Plate III*

Plate IV. THE CIRCULAR MAP OF ENGLAND AND WALES.
From "A Direction for the English Traviller, 1636."
(Actual size.)

England

A N
Intended Guyde,
For
English Travailers.

Shewing in generall, how far one
Cit. & many Shire-Towns in England, are
distant in another. Together, with the
Shires in particular: and the Chiefe
Towns in every of them.

With a generall Table, of the most of
the principall Townes in Wales.

Inuented & Collected,
By Iohn Norden.

Volentes, perficiatur.

Printed at London by [illegible]
All-de dwelling neare Christ-
Church [illegible]

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Plate V.

THE TITLE-PAGE OF NORDEN'S "ENGLAND: AN INTENDED GUYDE FOR ENGLISH TRAVAILERS, 1625."

(Reduced.)

There were at the beginning of the 17th century other atlases or books which had maps of Hampshire; namely, John Speed's *Theatre of the Empire of Great Britain*, 1611, the maps in which are about the same size as Saxton's, and a smaller map by John Norden in Camden's *Britannia*, 1607.

Saxton's maps of the counties were founded on an original survey by him, while it is sometimes supposed that both Speed and Norden copied Saxton. Both, however, though they copied him to some extent in my opinion also made surveys of their own. Norden certainly did ; his preface to his rare and little known book, *England: an Intended Survey*, with its tables of the distances between 26 towns in each county, is good evidence that he made independent surveys himself.

5. Thumb-Nail Maps of Hampshire.

There were published in the late 16th and early 17th centuries two tiny engraved thumb-nail maps of Hampshire. One is on a playing card dated 1590,[10] and the other, which may be a copy of the former, is in a very rare road-book called *A Direction for the English Traveller*, published for the first time so far as is known in 1635 and re-issued in 1636.[11]

This playing card is one of a unique set of forty-five cards, printed on three sheets of fifteen each. There should be four sheets, but one is lost, the remaining three being in the possession of the Royal Geographical Society. I have, by the leave of that Society, had reproduced for this paper the playing card with the map of Hampshire, and the six adjoining cards.

I have also had reproduced, by leave of the Trustees of the British Museum from *A Direction*, 1636 (which is engraved throughout), the title page, the circular map of England and Wales, and the page containing the map of Hampshire.

The thumb-nail map of Hampshire on the playing card measures about one inch square. It is in outline with symbols for hills and woods and marks rivers and indicates towns by their initial letters only.

The maps of the counties on the playing cards are all copied from the map of *Anglia* in Saxton's Atlas, as is evident on a comparison of their boundaries and the towns marked or indicated in each, which exactly correspond.

10. Plate I, copied by leave of the Royal Geographical Society from the sheet in its possession (actual size).

11. See Plates III, IV, VI, from a copy in the British Museum, by leave of the Trustees.

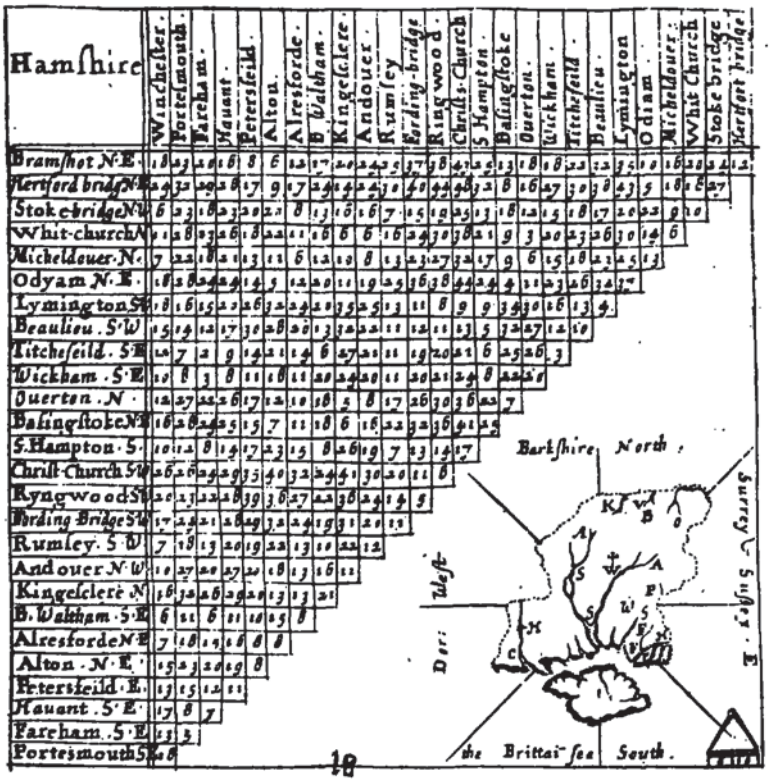

Plate VI. THE TABLE FOR HAMSHIRE.
From "A Direction for the English Traviller, 1636."
(Actual size.)

The maps in the road-book called *A Direction for the English Traviller* (1635 and 1636), in which these thumb-nail maps of the counties are to be found, were copied either from the playing cards or from Anglia or from some unknown common source. The book contains 40 engraved plates, 37 of which have these thumb-nail maps of the counties with on each a triangular table of distances which is copied from the tables in John Norden's *England: An Intended Guyde for English Travailers*, 1625.[12] These two thumb-nail maps mark no roads.

12. Plates V and VII, reproduced from a copy in the British Museum, by leave of the Trustees.

Hamshire.	Winchester.	Portesmouth.	Fareham.	Hauant.	Petersfeild.	Alton.	Alresforde.	B. Waltham.	Kingesclere.	Andouer.	Rumsey.	Fording-bridge.	Ringwood.	Christ-Church.	S. Hampton.	Basingstoke.	Ouerton.	Wickham.	Titchefeild.	Beaulieu.	Lymington.	Odiam.	Micheldouer.	Whit-Church.	Stoke-bridge.	Hertfort-bridge.
Bramshot.	18	23	20	16	8	6	12	17	20	24	25	37	38	43	25	13	18	18	22	32	35	10	16	20	24	12
Hertford bridge.	24	32	29	28	17	9	17	24	14	24	30	40	44	48	32	8	16	27	30	38	43	5	18	18	27	
Stoke-bridge.	6	23	18	23	20	20	8	13	16	16	7	15	19	25	13	18	12	15	18	17	20	22	9	10		
Whit-church.	11	28	23	26	18	22	11	16	6	6	16	24	30	38	21	9	3	20	23	26	30	14	6			
Micheldouer.	9	22	18	21	13	11	6	12	10	8	13	23	27	32	17	9	6	15	18	23	25	13				
Odyam.	19	28	24	24	14	5	12	20	11	19	25	36	38	44	24	4	11	23	26	34	37					
Lymington.	18	16	15	20	26	32	24	20	35	25	13	11	8	9	9	34	30	16	13	4						
Beaulieu.	16	14	12	17	30	28	20	13	32	22	11	12	11	13	5	32	27	12	10							
Titchefeild.	12	7	2	9	14	21	14	6	27	21	11	19	20	21	6	25	26	3								
Wickham.	10	8	3	8	11	18	11	20	24	20	11	20	21	24	8	22	20									
Ouerton.	12	27	22	26	17	12	10	16	5	8	17	26	30	36	22	7										
Basingstoke.	16	28	24	25	15	7	11	18	6	16	22	32	36	41	25											
S. Hampton.	10	12	8	14	17	23	15	8	26	19	7	13	14	17												
Christ-Church.	26	26	24	29	35	40	32	24	41	30	20	11	6													
Ryngwood.	20	23	22	28	39	26	27	22	36	24	14	5														
Fording-Bridge.	17	24	21	28	29	32	24	19	31	20	11															
Rumsey.	7	18	13	20	19	22	13	10	22	12																
Andouer.	10	27	20	27	20	18	13	16	11																	
Kingesclere.	16	32	26	29	20	13	13	21																		
B. Waltham.	6	11	6	11	10	15	8																			
Alresforde.	7	18	14	16	8	8																				
Alton.	15	23	20	19	8																					
Petersfeild.	13	15	12	11																						
Hauant.	17	8	7																							
Fareham.	13	5																								
Portesmouth.	22																									

The vse of this Table.

THe Townes or places betweene which you desire to know, the distance you may finde in the names of the Townes in the vpper part and in the side, and bring them in a square as the lines will guide you: and in the square you shall finde the figures which declare the distance of the miles.

And if you finde any place in the side which will not extend to make a square with that aboue, then seeking that aboue which will not extend to make a square, and see that in the vpper, and the other side, and it will showe you the distance. It is familiar and easie.

Beare with defectes, the vse is necessarie.

Inuented by IOHN NORDEN.

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Plate VII. THE TABLE FOR HAMSHIRE.

From Norden's "England: An Intended Guyde for English Travailers, 1625." (Actual size.)

Plate VIII. THE TABLE FOR HAMSHIRE.
From "A Direction for the English Traviller, 1643."
(Actual size.)

A new edition of *A Direction* was published in 1643 with larger maps with the names of places in full, which were substituted for the former thumb-nail maps.[13]

The thumb-nail maps were erased from the engraved plates, and, in some cases, some of the figures in the Tables of Distances, and the new maps engraved in their place.

13. It is believed that there was an edition of *A Direction* published before 1635, but not later than 1607 when William Kip, the engraver of the circular map of England and Wales, is believed to have ceased working. The engraved title page of *A Direction* bears evident signs of erasure of an earlier title page.

The new map of Hampshire is engraved upside down, apparently because the space available was not sufficient to allow of its being engraved right way up.[14]

This peculiarity and others in other of the new maps suggests that the new edition was prepared in a hurry on account of the demand for maps for use in the Civil War which began in the autumn of the previous year (1642).[15]

The new maps in *A Direction*, 1643, were not copied like the thumb-nail maps from Saxton's *Anglia*, but from the later map of *The Kingdom of England* in Speed's *Theatre of the Empire of Great Britain*, 1611. This is proved by the later maps in *A Direction* containing names of places which are in Speed's map but not in Saxton's *Anglia*.

The larger maps in *A Direction*, 1643, have no roads.

The larger map of Hampshire in *A Direction*, 1643, is in a triangular shape to fit the triangle left vacant by the erasure of the thumb-nail map. In the case of Hampshire the erasure has not affected the figures of the table of distances. The map measures three inches in its longest length which includes the Isle of Wight, and two inches in its widest breadth. The map includes, as do all these new maps in *A Direction*, a few bits of other counties, which in the case of Hampshire are small pieces of Wiltshire and Berkshire.

The Table of Distances which is copied from Norden's *England: an Intended Survey*, 1625, does not include in the case of Hampshire, as some of the Tables do, any towns outside the boundaries of the county. The towns included are the larger ones, together with a few smaller such as Bramshot, Odiham, Overton, and Wickham.

An additional column of figures giving the distance from London of each of the twenty-six towns of each county was added to the engraved Table of Distances in some copies of the second issue of *A Direction*, 1636, including the Table for Hampshire.[16]

This feature is repeated in the edition of 1643 and the later editions of *A Book of the Names* which contain the same engraved plates.

These distances must have been calculated either from unpublished material in the possession of John Norden or his friends

14. Plate VIII, reproduced from a copy in the British Museum, by leave of the Trustees.

15. See a paper by me in *Archaeologia Cantiana*, Vol. XLV, p. 48, where the reasons for this opinion are set out at length.

16. This is true of my copy of that issue, but not, it would seem, of the copy or copies in the British Museum, where the extra figures appear only in their copy of the edition of 1643.

and brother cartographers Saxton and Speed, or measured on his or their maps. There were no maps with roads then in existence.

The last edition of *A Direction* was published in 1643, but in 1657 the engraved maps and engraved tables of distances were re-issued in a larger book called *A Book of the Names of all Parishes, Market Towns, etc.*, together with a printed gazetteer of each county.[17]

In the case of Hampshire this gazetteer fills four small quarto pages, with three columns on each page, in which are given the names of all the towns, etc., in the county, together with the name of the Hundred in which each is situated. The gazetteer also includes the names of some rivers and bridges.

This list is copied from the list on the back of the map of Hampshire in Speed's *Theatre of the Empire of Great Britain.*

6. Hampshire Bridges in 1575.

Saxton, in his map of Hampshire, 1575, marks a number of bridges or fords—the same symbol is used for both in these early maps—on the Itchen, Test, Meon, and other rivers and streams.

On the Itchen, bridges are marked at Winchester (2), at St. Cross, Heybridge, below Twyford, at Bishopstoke, and Man's Bridge lower down nearer the sea.

On the Test: at Stockbridge, Kimb Bridge above Romsey, at Romsey itself (two bridges above that town and one below), lower down Longe Bridge, and near the sea Red Bridge.

Bridges on a map are good evidence of the existence of roads even though no roads are marked.

Leland in his *Itinerary* is always careful to describe the course of the rivers which he crossed and to note the position of their bridges and whether built of stone or wood.[18]

For instance, in his account of his wanderings in Hampshire he has a long account of "the course of the Alresford Ryver" which to-day we call the Itchen.

> "Then it cummith into a narrow botom and rennith through a stone bridge . . . . thens to Hichin Stok village a 3 miles, where is a little bridge for horsemen and fotemen."

(Last September I stood on that "little bridge" or its successor and watched the trout cruising up and down.)

> "Thens 2 miles to Eston village wher is a wood bridge for cartes . . . . The great streame of Alresford water cummith from Worthy to the est bridg of Winchestre having 2 arches of stone."

17. Plates IX and X, reproduced from a copy in the British Museum, by leave of the Trustees.

18. Leland, Vol. I, pp. 273, 274.

A BOOK

OF THE

NAMES

OF ALL

Parishes, Market Towns, Villages, Hamlets, and smallest Places, In

ENGLAND and *WALES*.

Alphabetically set down, as they be in every Shire. With the Names of the Hundreds in which they are, and how many Towns there are in every Hundred.

So that naming any Town or place in *England* and *Wales*, you may presently in the Alphabet find it, and know in what Shire and Hundred it is, and so know the distance from it to the Shire Town, and in the large Table for Shires in *England*, how far to *London*, or from it, to any other Town in *England*.

A work very necessary

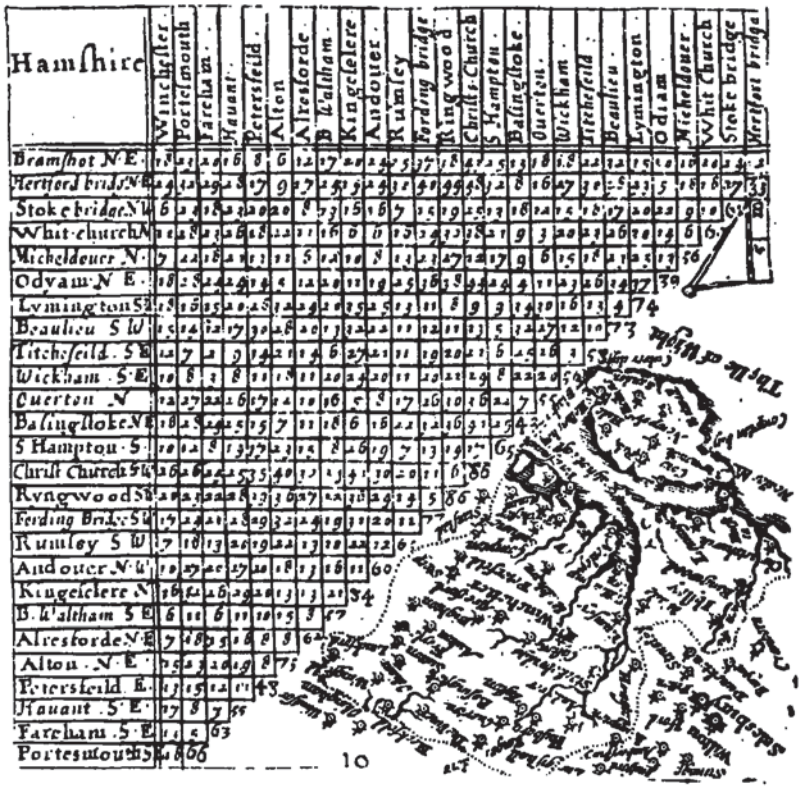
For Travellers, Quartermasters, Gatherers of Breefs, Strangers, Carriers, and Messengers with Letters, and all others that know the name of the place, but can neither tell where it is, nor how to goe unto it.

If you would find out any Shire, note that the Shires lie Alphabetically, beginning with *Bark-shire*, and so following accordingly.

Summa cuique virtus pulcherrima merces.

LONDON, Printed by *M. S.* for *Tho. Jenner*, at the South-entrance of the *Royall Exchange*. 1668.

Plate IX. TITLE-PAGE OF "A BOOK OF THE NAMES, ETC., 1677."
(Actual size.)



F

Fackham, *Past.*
FARHAM, *Tich.*
Faringdon, *Selborne.*
Farley, *Kings.*
Farley, *Barmans.*
Farlington, *Portf.*
Farnborrow, *cround.*
Farnhamsdean, *Past.*
Fartham, *Farth.*
Faston, *ferme.*
Faston, *Past.*
Faushot, *Crund.*
Fawly, *New.*
Ferlington, *Portf.*
Fernboro, *Odih.*
Fontley great, *tich.*
Fontley little, *tich.*
Fordingbridge, *ford.*
Forton, *Wher.*
Foxcot, *And.*
Fremanton, *kings.*
Fritham, *New.*
Frobury, *kings.*
Froxfield, *Ester*
Froyle, *Alton.*
Fryfalke, *Evin.*
Fryvoke, *Evin.*
Fulflude, *budlef.*
Fullerton, *Kings.*
Fyfield, *And.*
Funtley great, *tich.*
Funtley little, *tich.*

G

Gallare, *Wher.*
Gynus, *New.*

I

Gittins,

Plate X. TABLE FOR HAMSHIRE.
From "A Book of the Names, etc., 1677."
(Actual size.)

More than a hundred years later John Ogilby in his *Britannia* (1675), with its strip maps of the Great Roads of England on a scale of one mile to the inch, is even more careful to note every bridge which a road crosses and whether it is made of wood or stone, and how many arches it has. Ogilby indeed notes not only all the rivers which a road crossed, but all the lesser streams, even the smallest rill.[19]

Other evidence that the makers of early maps surveyed roads which they could have put on their maps if they had wished, may be found in Norden's Tables of Distance for each English county which are inserted in his *England: An Intended Survey.*[20] In this early road-book there is a table for each county in a form invented by Norden which gives the distances between twenty-six towns in the Table and each of the other towns named.[20]

These distances will be found on examination to be fairly accurate; the miles of course are computed and not measured miles.

The distances in these Tables must have been computed either from unpublished surveys of the roads made by Norden himself or by his brother cartographers, or by measurement on their published roadless maps.

Norden himself, in his Preface to his *England: An Intended Guyde for English Travailers*, says that he had been "enforced to borrow the help, as well of mine own Maps which I have made, by travail of divers Shires: now totally finished by the laborious travailes of Mr. Speede, whose maps together with Mr. Saxton's and mine owne, have been the principall direction in this tedious worke."

7. Diagrams of the Great Roads.

The edition of Speed's *Theatre of the Empire of Great Britain* published in 1676 contains, in addition to the maps of the counties, five diagrams of the Great Roads of England taken from Ogilby's maps of the roads which he published the preceding year in his *Britannia.*

These diagrams contain some Hampshire roads.

The diagram for the South-East, South and South-West Roads contains a road from London to Portsmouth, part of which, from Lipock (Liphook) to Portsmouth, runs through Hampshire, with a branch from Petersfield by Langridge and Bramdean to Winchester.

19. John Ogilby: *Britannia: or an illustration of the Kingdom of England and Dominion of Wales*, 1675, folio.

20. Plates V and VII.

The diagram of the Western Road gives other roads passing through Hampshire, namely the road from London to Cornwall through Basingstoke and Andover, with branches to Winchester, Southampton and Weymouth.

These diagrams were reprinted separately in the same year (1676) in a book called *The English Travellers' Companion* by "a Lover of his Countrymen."

My copy of *The English Travellers' Companion* is bound up with another book called *Mr. Ogilby's Tables of his Measur'd Roads* (1676). This latter was thought by the late Sir George Fordham to be the first edition of a series of road-books which ran through at least twenty-four editions between 1676 and 1794.

These road-books were published at first in the same tall narrow form, but the edition of 1732 and later editions were published in a small square duodecimo.

8. Winchester and Roads in Early Road-Books.

Prior to 1675 no road-book has a table of any road to Winchester. Two roads only pass through Hampshire, one from London to Exeter and Cornwall which ran through Basingstoke and Andover, and another from London to Southampton which ran through Alresford and Twyford. Neither went through Winchester.

But in John Ogilby's *Britannia*, 1675, his strip-maps of the roads contain three roads which went to Winchester, one from London to Poole which passed through Winchester coming from Alresford and Magdalen House and continued by way of Pitt, Hursley, and Romsey; another came from Midhurst to Winchester by way of Petersfield, Langridge, Bramdean, Cheriton and "Magdalen vulgo Maudlin House"; a third from Southampton came to Winchester by way of Otterbourne and "St. Crosses."

Ogilby's *Britannia*, 1675, has five other roads which passed through Hampshire, namely the London Road to Exeter and the West, a London Road to Southampton by way of Alresford, Morstead and Twyford, not touching Winchester; a London Road to Weymouth *via* Basingstoke and Stockbridge, and a London Road to Portsmouth *via* Liphook and Petersfield. There was also a road from Oxford to Chichester which passed through Kingsclere, Basingstoke and Petersfield.

Twenty years after the publication of Ogilby's great folio *Britannia*, another great folio with the same name, *Britannia*, was published by William Camden. Ogilby's folio contains strip-maps of the roads, Camden's folio contains maps of the counties by Robert Morden, with their description.

While Ogilby's folio contains maps of roads passing through Hampshire, three of which came to Winchester, Morden's Map of

Hampshire, though published twenty years later, has only three main roads passing through Hampshire with two branch roads to Winchester, both of which end at that town. South of Winchester there is no road at all.

The three main roads are the road from London through Basingstoke and Andover, another road to Southampton *via* Alresford and Twyford, and a third *via* Liphook and Petersfield to Portsmouth.

Thirty years after Morden's Map of Hampshire in Camden's *Britannia*, 1695, and fifty years after Ogilby's strip-maps in *Britannia*, Herman Moll in his Atlas called *A Description of England and Wales*, 1724, with maps of the counties, has seventeen roads in Hampshire, seven of which come to Winchester.

Of course the absence of a road from a map is little evidence that there was not such a road in existence at the date at which the map was first published. But it may be evidence that that particular road which is not on the map was not at that date a road of as much importance or as much used as other roads which are marked. But that is all.

9. The Practical Use of Maps without Roads.

It is not easy to imagine to-day the practical use of maps which had no roads marked on them, but a large map of England and Wales in six sheets called the Quartermasters' Map which had no roads marked on it was engraved by the well-known engraver Hollar in 1644 expressly for the use of soldiers in the Civil War, which had commenced eighteen months earlier. This map in its original edition has no roads marked on it, though it is expressly stated on its title page that it would " be useful for all Commanders for Quartering of souldiers and all sorts of Persons that would be informed where the Armies be."[21]

It was probably intended for the use of the Parliamentary armies, as its publisher, Thomas Jenner, was a well-known publisher of pamphlets on behalf of the Parliament.

It would seem that the real use of these roadless maps was that they gave the relative position of towns to each other and to the natural features such as rivers, hills, and woods.

This must have been the use of the small maps in the 1643 edition of *A Direction*, which were probably also published for military use in the year preceding the publication of the Quartermasters' Map, and by the same publisher as the latter.

21. The title of this map is : *The Kingdom of England and Principality of Wales exactly described with every sheere and the small towns in every one of them*, 1644.

10. Computed and Measured Miles.

Prior to the date, 1675, of John Ogilby's *Britannia*, English miles, with few exceptions, were computed and not measured. The usual length of English miles was over 2,000 yards; the late Sir George Fordham said 2,428 yards. John Ogilby was perhaps the first to introduce into a road-book the modern mile of 1,760 yards. After 1675 road-books for nearly a hundred years in their tables of roads gave the distances between the stages in both computed and measured miles.

The miles were measured for John Ogilby by a mechanism called a wheel, or wheel-dimensurator, which was trundled along the roads by a man. There are pictures of this instrument on the title page of Ogilby's *Britannia* and in the headings of some of the pages of that book.

In Ogilby's *Britannia* the total distances between place and place on the strip-maps of the roads are stated in four different ways: first the direct horizontal distance, second the computation, third the dimensuration, and fourth the post office distance.

The dimensuration was the distance measured on the road itself by the machine wheeled by a man. Ogilby nowhere explains how the other distances were calculated. The post office distance was, I think, the number of miles which the post office charged travellers for post-chaises, or horses, or guides. The computed distance was the distance computed or calculated in some manner, the mile being more than 1,760 yards. The direct horizontal distance may have been the distance measured on a map by a pair of dividers and calculated according to the scale of the map.

For instance, in the case of the road from London to Poole by way of Winchester, the direct horizontal distance is given as 98 miles, the vulgar computation 88 miles, the dimensuration 110 miles 5 furlongs. The post office distance is not given. Winchester was 54 computed miles from London and 67 miles 3 furlongs measured.

If the various kinds of distances given in Ogilby's book and in later books which copied him are examined, it will be found that the methods of calculation varied, and the distances given do not always bear a uniform relation to each other.[22]

[Acknowledgment is made of the courtesy of the Kent Archaeological Society in lending four of the blocks to illustrate the foregoing article.]

22. See articles in *Geographical Journal*, Vol. 76, 77; and my article in *Archaeologia Cantiana*, XLIV.