

HAMPSHIRE IN EARLY MAPS AND EARLY ROAD BOOKS.—II.

By E. G. Box.

THIS paper contains further notes on early road-books and early maps with special reference to Hampshire.

Correction.

Morden's Map of Hampshire, 1680. My note, Vol. xii, Part 3, p. 221, as to this was incorrect. See my account of Turpin's *Brief Description of England and Wales*, p. 66 post.

St. Catharine's Hill, near Winchester.

This hill, known to many generations of Wykehamists as "Hills," is not marked on Ogilby's road-maps in *Britannia*, 1675, nor in any of the road-maps which were copied from *Britannia* until Paterson's *British Itinerary*, 1785.

Paterson, though he copied Ogilby as his predecessors had done, included in his road-maps details taken from other maps. In the case of Hampshire these were probably taken from Taylor's Map, 1769. Paterson draws St. Catharine's Hill in two maps of the roads from London to Poole through Winchester, and from London to Southampton through Alton, Alresford, and Morestead.

In both maps St. Catharine's Hill is shown with encircling roads. A road is drawn across the valley and the three rivers, the Mill stream, the Itchen, and the Canal, over Tunbridge, and along the north side of St. Catharine's Hill to join the Portsmouth Road from Winchester. From Tunbridge a road is clearly marked between the foot of St. Catharine's and the Canal, which in 1769 was in working order. Another road or roads diverge from this road from Tunbridge to the Portsmouth Road, close to the east side of St. Catharine's, encircling that hill to join the road to Twyford.

Taylor's map, 1769, draws these roads, though obscurely.

Noble, in the map of Hampshire drawn for Camden's *Britannia*, 1789, marks no road from Tunbridge to Twyford by the side of the Canal, but only a road from Tunbridge to join the Portsmouth Road on the east side of St. Catharine's Hill.

I believe that there must have been always a road or track across the valley from where the Pumping Station now is where in my day at Winchester (1868—1871) stood the Waterman's hut

which was the cottage of the water-bailiff. I remember it as a rough lane or cart road : there was also then a road or track by the side of the Canal to the first lock which Wykehamists called "Pot."

The first Ordnance Survey Map of 1810 marks distinctly these two roads. In this map a road across the valley starts from a turnpike on the St. Cross Road, and joins the Portsmouth Road north of another turnpike.

Another road on the Ordnance Map crosses the valley, starting south of St. Cross and joins the road by the Canal halfway between Tunbridge and Twyford.

Early Almanacks with Tables of Roads.

I have four small almanacks published in the 17th century, two in 1649, others in 1670 and 1682, and a fifth in 1761.

One dated 1649 has no table of roads, but has a very interesting diary of the Civil War. Its title is *Hemeroscopeion* ; its compiler was Captain George Wharton, a Royalist officer. He was an astrologer and gives from an astrological standpoint advice as to the conduct of life, similar to that given by an earlier book called *A Concordancie of Years*, published in 1615, also in my collection.

Another almanack of 1649, *Gallen : A new Almanack*, has a "true and plaine description of the Highways in England and Wales," containing details of 38 roads, two of which passed through Hampshire, namely a road from Exeter to London through Andover and Basingstoke, and another from Southampton to London through Twyford, Alresford, and Alton.

Both these almanacks are in size 24in., *Hemeroscopeion* having the original metal clasps intact.

The almanacks of 1670 and 1682 are editions of Scardanus Rider's *British Merlin*, and each has the same tables of highways.

The edition of 1682 is bound in the original vellum, pocket-book shape with flap and a perfect silver clasp, and has on an interleaved blank page a list of books lent, including "Ogleby's Carte of Highways." This "Carte" here named was probably one of the single sheet maps of England and Wales with roads drawn in diagrammatic form which John Ogilby advertises in another book which I have, and for which he charged one shilling—"a large sheet map of England with all the roads."

I have a similar one published about 1680 by John Overton, another well-known maker of maps.

The tables of highways published in these almanacks prior to 1675 must have been taken from earlier books such as *Grafton's*

Abridgment of Chronicles of 1572, or the unpublished MS. of Smith's *Particular Description* of England, 1588. After 1675 map-makers all copied John Ogilby's *Britannia*.

Hampshire Roads in Ogilby's "Britannia," 1675.

In my former paper I gave a list of roads in *Britannia* which passed through Hampshire, three of which only came to Winchester. The road from London to Poole passed through Winchester, while two others had their terminus in Winchester, namely a road from Southampton by way of Otterbourne and St. Cross, and one from Midhurst by way of Petersfield, Langridge, Bordon, and Bramdean.

So far as my local knowledge goes, Ogilby's Hampshire Roads ran the same course in 1675 as they do to-day, except only the London road to Alton. This, after Alton, came to Alresford by way of Bighton, passing Alresford Pond on the north side, instead of by way of Ropley Dean and Sutton.

After Alton the road left Chawton some distance off on the left, passed through woods for about 2 miles, left Medstead some distance off the road on the right, and passed through Bighton village.

This appears to have been the course of this road for 100 years after 1675. In the *Traveller's Pocket-Book* of 1782 and in Noble's Map of Hampshire of 1789 the road is still by Bighton, but in Paterson's "*Roads*" of 1794 the road runs as to-day by Ropley Dean and Sutton.

Rivers and Ponds in early Hampshire Books and Maps.

Water played a large part in the eyes of travellers in the 16th and 17th centuries, and indeed much later. Leland, who rode through England between 1535 and 1543, centres his rides on the rivers. In every tour in Hampshire he is particular to describe the course of the rivers from their source downwards, and notes the position of the bridges. Ogilby, about 150 years later, is even more punctilious. He marks in his maps of the Great Roads of England every smallest stream that the roads crossed and every bridge: he does not, I think, mark fords nor ponds.

Later road-books, such as Paterson's and Cary's, published a hundred years after Ogilby, are more careful to mark ponds; and so are the makers of maps of Hampshire. For instance, Taylor in his map of 1769 marks Deluge Pond near Crawley, which later becomes Deloye Pond. Another unnamed pond is marked to the south-west on the Stockbridge Road. Another pond nearer Stockbridge on the road from Winchester is given the significant name of "Watering Pond" in Noble's map of 1789.

Other ponds in Taylor's map are Creech Pond near Southwick, several ponds in Wolmer Forest, Five Ash Pond on the road from Alton to Bighton; also Fish House Pond near Brambridge and Abbot's Pond near Cadnam.

Ogilby marks on the old road from Alton to Alresford a place where the road "passes through the water"—the water-splash is drawn on the map, and on the Winchester side of Alresford the road is said to "go through Sewers Water," that is the Itchen, which later is crossed by Seward Bridge.

Early descriptions of Hampshire.

The earliest description of Hampshire is, I suppose, Camden's in Latin of 1586, but William Smith's, in his *Particular description of England*, was written, in part at any rate, in 1588, though it remained in manuscript till 1879 when it was privately printed in a limited edition.

Smith calls Winchester "an ancient citie, fayre, large, and well walled," while Southampton "standeth upon a gulf of the sea" and is "an ancient towne, walled, and well traded with merchandize."

He has tables of thirty-seven roads, two of which passed through Hampshire, but did not come nearer to Winchester than Twyford.

In 1626 Bill published an *Abridgement of Camden's Britannia* in English, with fifty-two county maps, each with its description on the opposite page. "Hantshire is watered with 4 rivers over which for passage are 31 bridges." Unfortunately the names of these bridges are not given. The county is "commodiously furnished with faire Hauens for ships" and "fortified with diuers strong Castles." Winchester "is in a bottome under hills very pleasant and fruitfull," while Southampton is "both beautiful and rich."

John Speed in 1627 published his *England, Wales, Scotland and Ireland described and Abridged* in a narrow oblong duodecimo with sixty-three county maps, each with historical and topographical descriptions. Five pages are devoted to Hampshire, with a map which is a copy of Keer's map of 1599.

Speed says that "the aire of Hampshire is temperate though somewhat thicke by reason of the Seas and the many Riuers that thorow the Shire doe fall whose plentie of fish and fruitfull increase doe manifoldy redeeme the harmes which they make . . . the soile is rich for corne and cattle, pleasant for pasturage and plenteous for woods; in a word in all commodities either for Sea or Land, blessed and happy."

In 1659 Edward Leigh, "Mr. of Arts of Magdalen Hall in Oxford," published "England Described; or the Several Counties and Shires briefly handled." This is another small duodecimo

similar to those from which I have already quoted. To Mr. Leigh Hampshire was "fruitful in corn, rich in plenteous pasture, and for all commodities of the sea most wealthy and happy. Wools, Cloathes, and Iron (a curious conjunction) are the general Commodities of this Shire."

Winchester he says is "indifferently well peopled and frequented, having plenty of water, by reason of the River conveyed divers wayes in to it."

"There is a fair Colledge . . . out of which both for Church and Commonwealth there ariseth a most plentiful increase of right learned men."

England's Remarques, 1678. This book also gives accounts of each county. Hampshire is described as having "a soil rich for corn and cattle, plentiful for wood, and pleasant for pasturage, and happy in all commodities either for sea and land."

Winchester is not described, but Southampton is "populous, rich, and beautiful, most strongly walled about with Square Stone."

"At Portsmouth they boyl Salt out of Salt water which is our Bay Salt, which by boyling again they make exceeding white." "About Portsmouth are bred a Race of small Dogs, like Beagles, which they use there to hunt Moles with, which they hunt as their natural Game."

England's Remarques has a well-engraved map of England and Wales with Ogilby's roads marked on it.

In the next century the second edition of another small book called *A Description of all the Counties in England and Wales*, 1728, perhaps was indebted to Mr. Leigh or one of his predecessors for "the air (of Hampshire) is temperate, the soil rich, here is Plenty of Corn, Cattle, Wool, Wood, Iron, Honey, and Bacon. . . . The chief Manufactures are Kersies and Stuffs." The conjunction of Honey with Bacon, and both with Kersies and Stuffs, is curious.

This book adds an account of the coaches and carriers which ran from London into Hampshire in 1728. Coaches started for Winchester from the Angel, "Back-side of St. Clements," on three days a week, while Carriers ran twice a week from the Rose, Holbourn-Bridge.

Coaches for Southampton started from the Swan, Holbourn-Bridge, and Carriers from the King's Arms, Holbourn-Bridge.

In 1728 Hampshire roads were from London to Portsmouth and to Winchester and Romsey, with cross-roads Petersfield to Southampton, Portsmouth to Chichester and Portsmouth to Winchester.

In 1728 the chief seats in Hampshire were Hackwood and Abbotstone (Duke of Bolton); Brodland (the late Sir John Barbe); Down-Husband (Lord Lymington); The Grange (Anthony Henley); Starsfield Sea (George Pitt); Chilton Candover (Sir

Robert Worsley); Hermaid (Thomas Gervis); Mottisfont and Newton's Berry (Sir Richard Mill); Soberton (Thomas Lewis).

A most interesting book which has both county maps and descriptions is Turpin's *Brief Description of England and Wales*, a rare book, published about 1750, "containing a particular account of each County, with its Antiquities, Curiosities, situation, etc. . . . embellished with Maps of each County, etc."

The maps are reproductions of the Playing Card maps first published by Robert Morden in 1676. The reproductions omit the symbols of the suits, but retain the numbers of the cards and the heads of Kings, Queens, and Knives which distinguish the Court Cards. Charles II is the King, his wife I suppose the Queen, but I cannot identify the four separate Knives. Turpin in his title page says that his book is "very useful for travellers and others, and very proper for Schools. It gives Youth an Idea of Geography, and the Nature of his own Country, and each County."

Turpin says the Hampshire rivers are the Avon, Tese, and Itching, which last is said to be navigable from Southampton to Winchester.

The products of the county, besides those named in earlier books, "fish, oysters, lobsters, hops."

The map of Hampshire in Turpin is small, barely 2 inches square, though it includes parts of Surrey, Sussex, Berks, Wilts, and Dorset.

It marks with fair distinctness roads through Basingstoke and Andover; through Alton and Winchester to Southampton; through Petersfield to Porchester; and Winchester to Bishop's Waltham; Silchester to Basingstoke; Odiham to Alton, and from Petersfield into Sussex.

It also gives a list of market towns and market days.

Coaches in Hampshire.

My first account of coaches and other public vehicles is in the book *A Description of all the Counties of England*, 1728, of which I have given an account on p. 65 ante.¹ A much fuller account is given by the *Guide to Coaches, etc.*, published about twenty-five years later. This octavo book is in the form of a modern railway A.B.C. The names of the towns are arranged in alphabetical order, with the names of the inns in London from which the coaches started, and the days and times of their departure and of their arrival at their destinations.

It also gives the names of London wharves from which vessels or barges started, but not the days of departure from them.

1. A Guide to Stage-Coaches, Diligences, Waggon, Carts, coasting vessels, barges and boats.

In the case of Winchester the London inns from which stage coaches, diligences, and waggons started were in the case of coaches The Bell Savage, Ludgate Hill, The Three Cups, Bread Street, and The Bell and Crown, Holborn; in the case of diligences the London inn was The Black Lion, Water Lane; and in the case of waggons, the cheap vehicle which carried both passengers and goods, the inns for Winchester were The Rose, Holborn-Bridge, The Bell Savage, Ludgate Hill, and The Oxford Arms, Warwick Lane.

Vessels for Winchester started from Hayes's and Chamberlain's Wharf, Southwark, and barges from Kennet's Wharf, Thames Street.

In 1828, in the height of coaching, the last edition of Cary's New Itinerary gives much fuller details of the coaches to Winchester. There were then about seven or eight coaches daily which came from London to Winchester, half a dozen of which went on to Southampton, and one to Poole.

They left London at various times, the Royal Mail in the evening, but most of the others in the morning.

The inns in London from which they started were The Belle Savage, Ludgate Hill; Golden Cross, Charing Cross; Cross Keys, Wood Street; Spread Eagle, Gracechurch Street; No. 220 Piccadilly; Bull Inn, Aldgate; Saracen's Head, Snow Hill; The Swan with Two Necks, and The White Bear, Piccadilly; and Blossoms Inn, Lawrence Lane.

The normal time taken on the journey to Winchester varied from eight to ten hours. Collyer's took ten hours, but Independent, Eclipse, and The Age eight hours.

Paterson, whose famous road-books were started in 1771 and ended only in 1832, has nothing in them about coaches, but his great rival Cary, whose similar road-book was first published in 1798, began in the edition of 1810 to give a directory of coaches in 30 pages, which was enlarged to double that number in 1817.

Turnpikes on Roads near Winchester in 1817.

Mogg's *Survey of the High Roads of England*, 1817, has maps of roads similar to those in Ogilby's *Britannia* of 1675, in which are marked the positions of the Turnpikes. On the road from London to Southampton by way of Basingstoke and Winchester there was a gate a mile beyond Basingstoke, but no other till close to Winchester. A traveller from Basingstoke who was travelling to Romsey, Stockbridge, Andover or Bishop's Waltham had to pay tolls at this gate before proceeding on his journey.

South of Winchester there was a gate just short of St. Cross, and another beyond Otterbourne, but no other gate before the traveller entered Southampton.

Coming from Farnham, there was a gate after passing through Chawton, a second two miles beyond Alresford, and a third at the top of St. Giles' Hill.

From Winchester to Poole, there was a gate about a mile short of Pitt, then a country village, another before reaching Hursley, a third before entering Romsey, and a fourth beyond Romsey after crossing the Test bridge.

Some of the tolls paid at these gates probably franked the traveller at more than one gate, but their purpose was to catch the traveller so that he could not use a road without payment. Travellers tried to evade tolls by careful use of lanes, and Paterson even in his road-books in some cases advises travellers how gates could be avoided by adopting a particular route.