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978-1-107-45279-4 - The Road-Books and Itineraries of Great Britain 1570 to 1850: A Catalogue with  
an Introduction and a Bibliography  
Sir Herbert George Fordham  
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THE  
ROAD-BOOKS & ITINERARIES  
OF GREAT BRITAIN  
1570 TO 1850

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¶ The high wayes from any nota-  
ble towne in England to the Citie of Lon-  
don. And ykewise from one notable  
towne to an other, newly collected  
and set forth in a moze larger &  
better maner then hereto-  
foze it hath ben.

¶ From S. Buryen in Cornewal to Excester.

From S. Buryen to the Mount	xx. mile
from the Mount to Truro	xij. mile
from Truro to Bodmin	xij. mile
from Bodmin to Launston	xx. mile
from Launston to Okhampton	xv. mile
from Okhampton to Crockhoznevel	x. mile
from Crockhoznevel to Excester	x. mile
From Excester to London.	
¶ From Excester to Honiton	xij. mile
from Honiton to Charde	x. mile
from Charde to Crokehozne	vi. mile
from Crokehozne to Sherbozne	x. mile
from Sherbozne to Shaftesbury	xij. mile
from Shaftesbury to Salisbury	xviij. m
from Salisbury to Andouer	xv. mi
from Andouer to Walsingstoke	xvi. mile
from Walsingstoke to Hertlerow	vij. m
from Hertlerow to Bagshot	vij. mi
from Bagshot to Stanes	vij. mi
from Stanes to London	xv. mile
¶ There is an other way from Excester to Lon- don, and in manner as neere, whiche some do ac- count the better way, that is.	
from Excester to Wympton	xij. mile
from Wympton to Worpore	xvi. mile
from Worpore to Dorchester	xij. mile
from Dorchester to Wlandfozde	xij. mile
from Wlandfozd to Salisbury	xx. mile
¶ Ii. iiij.	and

A PAGE FROM TABLES OF HIGHWAYS  
in *Graftons Abridgement of the Chronicles of Englande*,  
edition of 1572

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1570 TO 1850

A C A T A L O G U E  
WITH AN INTRODUCTION AND  
A BIBLIOGRAPHY

BY

SIR HERBERT GEORGE FORDHAM

*Author of Hertfordshire Maps: a Descriptive Catalogue  
of the Maps of the County, 1579-1900; The Cartography  
of the Provinces of France, 1570-1757; Studies in  
Carto-Bibliography; Catalogue des Guides-Routiers et des  
Itinéraires Français, 1552-1850; Maps, their History,  
Characteristics and Uses; The Road-Books and Itineraries  
of Ireland, 1647-1850, and other works*

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## INTRODUCTION

IN offering to the public, and to bibliographers in particular, a revised and amplified catalogue of the Road-Books and Itineraries of Great Britain it will probably be convenient if I incorporate in this Introduction some sections of the introductory paper with which the original catalogue published in 1916 was associated\*.

The first point with which I then dealt was, naturally, one of definition.

It is, evidently, difficult to establish an exclusive and rigid classification of Road-Books.

On the one hand are found descriptions of journeys which have a systematic character, and so far describe the road followed as to be in the nature of an itinerary, and, on the other, maps in which roads are a predominant feature. Neither of these prints can, however, be properly classed as road-books.

My definition excludes all topographical matter in which road-distances, with the stages of ordinary travel, are not incorporated as a distinctive feature; as regards maps, I include those only of which the object is to set out individual roads, and which are, in general, grouped together as a book, or atlas, prepared for the use of travellers. The actual record, in the form of a description, of the route to be followed by a traveller on a road, or series of roads, with the stages of ordinary travel set out, is essential in the classification of road-books and itineraries bibliographically.

Such works vary from a mere enumeration of stages on a road, with the distances between them, to an elaborate and full descriptive text, giving, from mile to mile, both the character of the roadway itself, and details of the adjacent country on either side of that roadway and of all the objects of present, or historical, interest accessible, or seen from the line of route.

\* Road-Books and Itineraries Bibliographically considered. Transactions of the Bibliographical Society, Vol. XIII. London, 1916. 4°.

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Similarly, road-maps also vary from a barely outlined highway, with distances and some slight particulars, to the delineation of wide strips of country on either side of the road dealt with, showing the character of the districts through which it passes in great detail.

The modern guide-book may be pretty generally excluded from this bibliographical grouping, as being a work in which the indications of route are entirely subordinate to its general descriptive objects; but, it must be admitted that, in such a classification, it is difficult to find an absolute and clear line of distinction which separates guide-books from itineraries, and the tendency latterly has certainly been, in consequence, no doubt, of the great increase of motor-traffic and of pleasure tours by road, towards giving a road-book form to publications issued for the guidance of tourists.

Ordinary topographical works sometimes approach the itinerary in character, or contain statements of road-distances and modes of travel separately dealt with in the text. Some of such publications must thus be regarded, as to these special features, as road-books.

Modern railway time-tables may be safely omitted, as publications standing altogether apart, though here again some road-book features exist, and, in the quite early days of railway travel, descriptions of the railroads in the road-book form were published, of which, perhaps, the earliest is the "Appendix to Mogg's Pocket Itinerary; being a Description of the Rail Roads," which appeared in 1837.

The number of original titles in the Catalogue which follows does not, as may easily be imagined, represent the productivity of the British press in this matter. Comparatively few road-books and itineraries exist as a single issue, or edition, and many of them have been reprinted over long periods, with continual improvements in the text and maps and with additions to their size and to the information they offer to the traveller. A few examples of their periodical publication may be cited.

The *Britannia Depicta*, founded on John Ogilby's *Britannia* of 1675 and 1698, first appeared in 1720, and continued to be printed in successive issues until 1764. The complete series does not seem to be yet established.



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Based on the same materials, is an epitome of the text of Ogilby, which had an even longer range, namely from 1676 to 1794, with a title varied from time to time, but generally known as “The Traveller’s Pocket-Book.” The “*Vade Mecum*, or the Necessary Companion,” published originally by John Playford, and which incorporated tables of roads, had a range from at least 1679 to 1772, though very few issues can be identified, and “Owen’s New Book of Roads” is a road-book of a later period which had a long career. I have not found the first edition of this publication. The second is of 1779, and others are known of 1784, 1788, 1796, 1802, 1805, 1808, 1814, 1822, 1827 and 1840. Paterson’s well-known itinerary (“A New & Accurate Description of all the Direct & Principal Cross Roads in Great Britain”) began its existence in 1771, as a thin, octavo volume of but xxiv + 77 pages of text; it continued to be published at irregular intervals, until, in the hands of Edward Mogg, it had attained (in 1829 and some subsequent years) to the dimensions of a large and closely-printed volume of 858 pages, with 13 maps. “Cary’s New Itinerary,” which appeared in 1798, passed through eleven editions, 1798 (two issues), 1802, 1806, 1812, 1815, 1817, 1819, 1821, 1826 and 1828, and his “Traveller’s Companion,” of the same period, appeared in a long series, 1790–1828, with thirteen issues. As will be seen also, on referring to the catalogue, some local guides, such, for instance, as those published for Bath and for Tunbridge Wells, had a very long series of editions, now difficult to establish with any completeness.

These are, perhaps, the most striking instance of longevity in British publications of this description, but in France the series of official postal guides had a greater extension, the first issue being of 1708, and their annual, or biennial, publication extending from that year to as late as 1859, under the successive titles of: *Liste Générale des Postes de France*, *État Général des Postes de France*, etc.

Thus, a catalogue of road-books and itineraries, while it may contain but a comparatively limited number of original titles, must be largely extended by long series of editions under such titles, and these editions

must be distinguished by reference in many cases to the growth of the works themselves under various hands, developments which not infrequently constitute them new and original books.

There is some difficulty in assigning a place in connection with this subject to maps and atlases which, while giving roads as a prominent and special feature, and being published with a suitable title, are also of a general character.

Of such works "Cary's Traveller's Companion, or, a Delineation of the Turnpike Roads of England and Wales," already referred to, is a critical example. It is a small, octavo volume of maps of the English counties, with a general map of England and Wales and maps of North Wales and South Wales, 43 in all, with the roads specially delineated and coloured, and with miles marked upon them, and instructions for the use of the maps as guides in travelling. From the third edition (1806) of "Cary's New Itinerary," it is issued of even date with that work, and is often found bound up with it. Such an atlas, and others of a similar character, can hardly be omitted from a catalogue of road-books, but it is difficult, obviously, to draw a line between these and other cartographical publications in which roads are a special though not a predominant feature.

Other publications which come near enough to itineraries to be grouped with them, as having a common object, are the various tables of distances, which, in book form, owe their origin to John Norden, who, in 1625, published his "Intended Guyde, For English Travailers," a set of such tables for England and Wales and each of the English counties separately. This was followed by a succession of reductions, published under the titles: "A Direction for the English Traveller" (1635, 1636, 1643, 1677 and 1680), and "A Book of the Names of all Parishes, Market Towns \* \* \* in England and Wales" (1657, 1662, 1668 and 1677). Norden's tables were copied in the *Magna Britannia et Hibernia* of 1720, and, as to the form and arrangement, have been utilised in a whole series of publications, both here and abroad, down to the present time.

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Another book of the same sort, which may be taken as typical, is Paterson's "A Travelling Dictionary: or, Alphabetical Tables \* \* \* being a second part to the New & Accurate Description of the Roads," which, though issued separately, is commonly found bound up at the end of the "Description." The "Dictionary" ran through eight editions (1772 to 1799).

It is with these inclusions that I make up a catalogue, as complete and exhaustive as the materials available allow, of the original titles of the Road-books and Itineraries of Great Britain, setting out, in addition, all the numerous reprints, re-issues and editions which are known to exist.

The original catalogue, as printed in 1916, was a fairly complete work, including everything noted up to the date of publication, and subsequent research has, as regards the eighteenth and nineteenth centuries, produced very little additional matter of interest, and nothing of any real importance.

The additions and insertions made for this period in the catalogue as now published, and for Great Britain alone, are mainly of titles of local guides and itineraries connected with the development of fashionable bathing and sea-side centres, and of those of editions previously unknown of road-books already catalogued.

Guides to centres of health and amusement in which tables of roads of access are incorporated, are, in the century commencing about 1750, numerous altogether out of proportion to their intrinsic interest, but their inclusion in any catalogue of itineraries seems necessary for its bibliographical completeness, and they are, therefore, added, to the number of between forty and fifty.

They first appear about 1750, the date attributed, doubtfully, to the earliest known issue (the second) of "The Tradesman's & Traveller's Pocket Companion: or, The Bath and Bristol Guide," published at Bath, and this is followed, a few years later (about 1762), by "The New Bath Guide," which ran through a number of editions, under slightly varied titles, up to as late as 1853.

Bath and Bristol, as fashionable resorts, seem to have had little vogue, however, beyond the end of the eighteenth century; Tunbridge Wells,

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Brighton and Weymouth, Cheltenham and Buxton all came into road-book literature in the period 1780–1790.

The guides to Tunbridge Wells and Brighton, distinguished by details of the roads of approach, continued to be published until 1851 and 1824 respectively.

Weymouth appears to have had only a dozen, or so, years of special popularity, but Cheltenham guides, with itineraries, range from 1783 to 1841.

Hastings and Scarborough became popular just at the end of the eighteenth century, and a Buxton guide was published, in successive editions, 1790 to 1818.

Tours in special areas—the Lake District, Wales, and the Highlands of Scotland—first appear amongst road-books in 1778, 1795 and 1798, respectively, and itineraries of these districts for the use of tourists are thereafter numerous.

Thus it may be said that travelling for pleasure and in search of health had its earliest development on systematic lines in Great Britain in the middle of the eighteenth century, and was concentrated on certain centres, of which Bath, Bristol, Tunbridge Wells, Brighton and Cheltenham were the most important, and that tourism, as known in modern times, had its rise in journeys through the mountainous areas of England, Wales and Scotland towards the end only of that century.

In the earlier period, that of the publication of the first tables of the highways in the sixteenth and seventeenth centuries, a larger field of view has been opened up by the appearance of Bosanquet's important study of the early English almanacks\*, which shows that in this class of publications, and in others allied with them, tables of the English highways were incorporated from at least as early as 1571 (Richard Grafton's "A litle treatise").

Following up this clue through the next century, we find a large number of almanacks and prognostications which contain short lists of

\* "English Printed Almanacks & Prognostications. A Bibliographical History to the year 1600." By Eustace F. Bosanquet. London, 1917. 4°.

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the roads of England and Wales, and this practice of printing road-tables in almanacks persists up to and beyond the middle of the eighteenth century, and, in some cases, extends even into the early part of the nineteenth.

In the catalogue, as now printed, while all the almanacks containing tables of roads which are recorded by Bosanquet are inserted, no attempt has been made to establish an exhaustive list of later almanacks and their annual issues, involving, as it would, very tedious and uninteresting bibliographical research, without, as regards the present subject, any adequate results. The examples catalogued later than 1600 are sufficient to show the development of road-book literature in connection with almanacks in the period dealt with, and have been selected as representative specimens with that object.

In France the printing of tables of highways in almanacks and other ephemeral publications seems never to have been customary. It was specially forbidden in the licence accorded to Alexis Hubert Jaillot, in 1708, for the printing of the semi-official *Liste Générale des Postes de France*, and the publication of such tables in the *Almanach Royal*, which had made a beginning in the previous year, only continued until 1710\*.

In addition to what appeared in almanacks in the sixteenth century in England, similar, and in some cases identical tables of roads are found in Richard Grafton's "Abridgement of the Chronicles of Englande," from 1570, and in the later editions of John Stow's "Summarie of the Chronicles of England," a rival publication, from 1575.

Thus, the early period of publication of regular itineraries of the roads of England and Wales is considerably reinforced with examples of an uniform type which had escaped notice up to the time of printing the catalogue of 1916, and it may now be said that, for a full century before the appearance of John Ogilby's *Britannia*, in 1675, tables of the principal British highways, in a handy form, based on the old British miles

\* See "The *Listes Générales des Postes de France*, 1708-79, and the Jaillots, *géographes ordinaires du Roi*." Transactions of the Bibliographical Society—The Library. London, 1922. 4°.

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of 1500 Roman paces, or 2220 metres, equivalent to 2428 statute yards\*, were continuously available for the use of travellers. These tables were uniformly associated with lists of fairs, necessary as information for commercial purposes, the principal objects of the traveller in those times. The tables of money and of exchange published on the continent of Europe from quite the beginning of the sixteenth century, have, it may be noted, no counterpart in the British Isles, where diversity of coinage and of standards of value, was of small importance, as compared with the difficulty arising in central Europe from the great variety introduced by both national currencies and the numerous special coinages of the cities of Germany†.

The tables of highways published in Great Britain in the latter part of the sixteenth and the first half of the seventeenth centuries have a certain parallelism with the early French road-books, *La Guide des Chemins de France*, and *Les Voyages de plusieurs endroits de France; et encores de la Terre Sainte, d'Espagne, d'Italie, et autres pays*, of Charles Estienne, of which the editions now known are of the following years and places:—1552 (1st edition), 1552 (2nd edition), 1553, all of Paris; 1553, Rouen; 1554, 1555, 1560, Paris; 1566, Lyons; 1570 (c.), Paris; 1580, Lyons; 1583, Paris; 1583 (*Suite*), Lyons; 1586, 1588, 1599, Paris; 1600, Rouen; 1610 (*Suite*), Lyons, and 1612 and 1623, Troyes, and the *Sommaire Description de la France, Allemagne, Italie et Espagne, avec la guide des chemins pour aller et venir par les provinces, et aux villes*

\* See "Customary Acres & their Historical Importance," Part II, "The Old British Mile." By Frederic Seebohm. London, 1914. 8°.

† A good example of this diversity is furnished by the *Petit Traicté des Métaux et Monnoyes fort utile pour le Voyager*, printed at the end of the *Sommaire Description de la France, Allemagne, Italie et Espagne*, of Théodore de Mayerne-Turquet, first published at Geneva in 1591. Mayerne-Turquet gives tables of twenty different currencies for Germany alone. The same subject is elaborately dealt with, more than a century and a half later, by the Abbé Expilly, in his *Géographe Manuel* (Paris, 1757–1803), in which, besides tables of the routes from Paris to the principal town of France, and to the principal towns of the world, are to be found two long series of tables headed, respectively: *Des Monnoies et des Changes, Des principales Places de l'Europe, en correspondance avec Paris*, and *Table de Réductions de presque toutes les Espèces de l'Europe au pied courant des Espèces de France, suivant l'ordre Alphabétique*.

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*plus renommées de ces quatre régions* de Théodore de Mayerne-Turquet, of which the recorded issues are:—1591 and 1592, Geneva; 1596, Lyons; 1604, 1606 and 1615, Rouen; 1618, Geneva; 1624, 1629, 1640 and 1642, Rouen, and, finally, 1653, Geneva\*.

These, however, are much more complete specimens of systematic itineraries, and have a more distinct bibliographical character than anything published in the British Isles prior to the date of Ogilby's *Britannia*.

I have not yet succeeded in tracing the German publication from which Richard Rowlands translated his "Post of the World" (1576). He, no doubt, drew also upon Estienne, and upon the Italian itinerary he mentions, which was, probably, one published in Lyons in 1572, of which a copy exists in the Baudrier collection, now in the Château de Terrebasse (Isère), France†.

In such enquiries as I have been able to make into the matter, I have not carried back German road-book literature to an earlier date than 1597. A publication of this year‡ contains 187 roads on the continent of Europe, besides eleven highways from London to various parts of England and Wales. It is possible that an earlier edition of this itinerary may have been the foundation of Rowlands' book of 1576. In a later German publication (*Das geöffnete Teutschland*, by Benjamin Schillern, Hamburg, 1700. 12°), which gives a list of "*Scribenten*," no itineraries are recorded of an earlier date than 1614, although the series of German topographical works of the road-book type there given seems pretty complete for the seventeenth century. In the *Bibliotheca Geographica*

\* See *Catalogue des Guides-Routiers et des Itinéraires Français, 1552–1850. Bulletin de la Section de Géographie*, 1919. Paris (*Imprimerie nationale*), 1920. 8°. *Illustrations Supplémentaires*. Cambridge, 1921. 8°. And see also "The Earliest French Itineraries, 1552 and 1591. Charles Estienne and Théodore de Mayerne-Turquet." *Transactions of the Bibliographical Society—The Library*. London, 1921. 4°.

† *Poste per diverse parti del mondo & Il viaggio di S. Jacomo di Galitia. Con tutte le Fieri notabili, che si fanno per tutto il mondo. Con vna breve narratione delle sette Chiese di Roma. Aggiuntioni di nuoue, il viaggio di Gierusalem, Con alcune altre poste mai piu poste in luce.* (Lyons, Benoist Rigaud, 1572. 16°.) In the address to the reader this book is stated to have been written by Cherubinus de Stella.

‡ *Kronn und Auszbundt aller Wegweiser*, including: *Wegzaiger ausz etlichen vornehmen Stätten von Englandt*.



*Germaniae* of Paul Emil Richter (Leipsic, 1896), nothing in the nature of a road-book anterior to 1577 occurs, except, possibly, one or two of doubtful date.

Nevertheless, there is a field in Germany for further investigation, and an important foundation may be found in the road-map of that and the adjoining countries of as early a date as 1501 recently republished in Berlin in facsimile, with a memoir by the late Dr Wolkenhauer\*, one of the victims of the great war.

Apart from the results of this more extended review of the early development of the road-book literature in central Europe during the latter half of the sixteenth century, which has importance in connection with the growth of the same species of literature in England at that period, there is nothing of consequence to add to what I have already said here and elsewhere, but I may draw attention to the short bibliography at the end of this Introduction, grouping the titles of what I have been able to publish, up to the present time, bearing on Road-Books, Itineraries and systematic travel in the British Islands and central Europe, and to which reference may be made on the general subject of road-books and itineraries and their character and bibliographical classification.

The removal of the road-books of Ireland from their incorporation in the general list as printed in 1916 for the whole of the British Islands, is justified both by convenience and by the fact that no such geographical continuity exists between the roads of England and Ireland as is naturally found between those of the different parts of Great Britain itself. The road-books of Ireland are now separately catalogued, and this catalogue, published by the Bibliographical Society of Ireland, at Dublin, may be consulted in the Transactions of that Society.

This second edition of the British Catalogue should be regarded as the definitive one, for it seems improbable that anything additional of more than trifling consequence in the class of literature it deals with can now remain undiscovered.

\* *Erhard Etzlaubs Reisekarte durch Deutschland, 1501. Mit einem Begleittext von Prof. Dr W. Wolkenhauer.* Berlin, 1919. Fol.



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It contains 246 original titles, of which 24 are of foreign road-books of, or including, British roads, and principally published abroad. The reprints, re-issues and new editions are very numerous, and, as has been already noticed, in many cases range over a long period of time.

Of the numbers given above the exclusively Scottish road-books are only 24, ranging from 1681 to 1840, including those published abroad. Of Welsh road-books there appear to be only about 20, though it will be observed that the postal routes from London to the principal sea-port towns of Wales are set out from the sixteenth century in the general tables of highways, in connection, no doubt, with the through communication between the metropolis and Ireland.

The issue of this revised and enlarged catalogue as an independent volume obviates the inconvenience of searching for a record of this character in the publications of a Society, however well known that Society may be.

I trust that this re-impression may thus become of acknowledged utility, and it is with this hope that I commend it to bibliographers, historians and my fellow students.

H. G. F.

ODSEY,

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