

features were in sight. Ogilby's strip maps establish road location before turnpiking diversions and common-land enclosure. They indicate ascents and descents, and mark bridges (often detailing construction), fords, early tollgates, road conditions and wayside landmarks – such as gallows, beacons and maypoles. Figures indicate mileages and dots mark furlongs. 'Turnings out of the Road to adjacent Places . . . are generally inscrib'd, to such a Place . . . sometimes the reputed Distance of the said Place . . . is likewise signify'd by Figures affixt'.

Ogilby's maps are particularly useful sources for features adjacent to roads. Land use is specified in notes such as 'Enter a more' and 'arable'. The impact of agrarian change has been emphasized by comparing the relatively empty countryside of heaths and marsh bordering Ogilby's roads with the high level of contemporary commercial cultivation.⁴ Roadside development is recorded by windmills and watermills, and in notes such as 'a Moore with a great many Colepitts' and 'Led furnace'. 'Capital Towns are describ'd Ichnographically, according to their Form and Extent' representing the street plan, often for the first time, and clearly showing the concentration of suburban building along the few roads leading from gaps in fortifications. 'Lesser Towns and Villages, with . . . Mansion Houses, Castles, Churches, Mills, Beacons, Woods, &c.' are represented 'Scenographically, or in Prospect'. Many of the large number of inns located and identified subsequently disappeared; the Porcupine Inn on the Rye Road, for example, was still marked in a road-book of 1785 but is now lost. However, Ogilby often positioned roads incorrectly; inserted imaginary curves and ignored existing bends; located villages on the wrong side of the road; and on occasion adapted routes in order to fit them on to particular sheets.

Although *Britannia* was immediately popular, running through several editions in 1675–76, it was a cumbersome, unwieldy, expensive folio volume, some 21 inches high, weighing about 4½ lbs. Whilst suited to the gentleman's library, it was not adapted to travelling. Nevertheless, it served its purpose, for although its circulation must have been limited no effort was made to replace it until some 40 years later when reduced versions began to appear for the pocket, only occasionally introducing minor revisions. Senex (1719), Gardner (1719), and Bowen (1720) published road-books, claiming to be up-to-date, 'very much corrected'

and 'improved', which in reality plagiarized Ogilby to a greater or lesser extent.⁵ None of the detail was based on systematic field revision of Ogilby's work, although Senex perhaps copied less uncritically than others, and much was omitted to fit the smaller format. Ogilby was again copied in strip maps for the *Universal* and *Gentleman's* magazines in the 1760s and '70s,⁶ and Kitchin plagiarized Senex.

Only from the late eighteenth century did coaching and turnpike development stimulate demand for new road-books by such as Bowles, Armstrong, Paterson, Mogg, Smith, and Laurie & Whittle. Cary was appointed to survey some 9000 miles of road for the General Post Office to prevent further disputes concerning distances. The first edition of his *Itinerary* (1798) was based on this 'Actual Admeasurement'. A further 1000 miles were measured for its second edition (1802).

From the late eighteenth century many road-books also presented road information on small-scale county or local maps. County maps in works by Gray and the like are essentially just route maps marking distances. Local maps in road-books such as Cary's survey of high roads around London contain greater detail. The affluent market able to afford wheeled travel was flattered by the detailed representation of country houses and estates, with owners named. However, there is little indication of road quality or the nature of adjoining countryside. Generally, milestones, tollgates, turnpikes and inns are marked. Notes on tolls and arrangements between trusts, particularly where they overlapped, explain how to achieve maximum distance from tickets. Road-books up-dated for re-issue, such as Cary's *Survey* which appeared in 1790, 1801 and 1810, provide a useful record of changes in property ownership.

Although road-books of England and Wales increasingly also covered southern Scotland, the slower pace of road improvement in Scotland and

54. Cary's small road maps show much non-road information including canals, parks, woods, commons, towns, villages, hamlets, and gentlemen's houses, with owners or occupiers named. Industrial sites such as paper mills, powder mills and iron works are located, as are such features as burial grounds. Estate layout is delineated and footpaths through woods and across marsh and heath are shown.

Cary's Actual Survey of the Country Fifteen Miles Round London. On a scale of one Inch to a Mile . . . 1786. (Detail)

