

LAMBARDE'S "CARDE OF THIS SHYRE,"  
THIRD ISSUE, WITH ROADS ADDED.

BY EDWARD G. BOX.

THE present paper is a supplement to that which appeared in Volume XXXVIII of *Archæologia Cantiana*. It deals with the roads, which are marked in the third issue of Lambard's "Carde of this Shyre,"<sup>1</sup> and is an attempt to fix approximately the date when these roads were added to the engraved copper-plate. There are no roads on the copies of the first and second issues, roads having been added to the map when it was amended the second time. None of the four existing copies of the map bears a date, but approximate dates have been ascribed to the printing of the copies of the three issues of the map by their watermarks<sup>2</sup>; these dates are 1570 to 1610 for the first issue; 1586 to 1630 for the second issue; 1720 to 1730 for the third issue.<sup>3</sup> These are the approximate dates of the printing of the copies, but not of the engraving or alteration of the plate. The date when the engraved plate was altered by the insertion of roads may be any date after 1586 circa, which is approximately the earliest date of the printing of the copy of the second issue. It is the object of this paper to suggest what most probably was the date when roads were added to the rare map. For this purpose I have made the following detailed examination of the roads shown in the rare map, compared with the corresponding roads, if any, in three of

<sup>1</sup> See the reproduction attached to this paper.

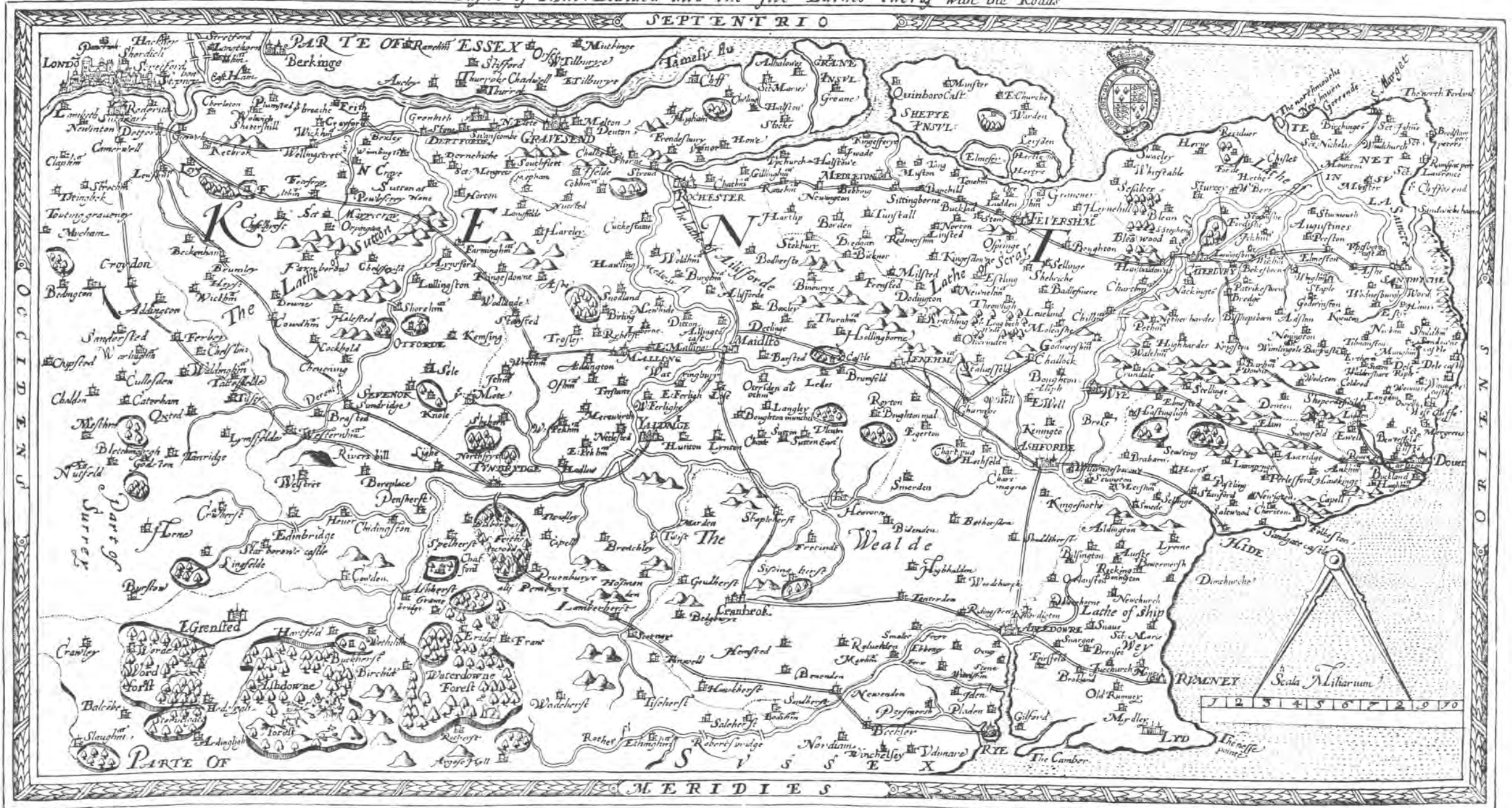
<sup>2</sup> See further *Arch. Cant.* XXXVIII, pp. 92-93.

<sup>3</sup> A second copy of the third issue of the rare map inserted in a copy of the second edition (1596) of Lambarde's "*Perambulation of Kent*" was discovered by me and bought at Sotheby's just before Vol. XXXVIII was published. This copy which has roads appears to have a watermark similar to that on the other copy of the third issue.

The Shyre of Kent. Divided into the five Lathes thereof with the Roads

SEPTENTRIO

MERIDIES



Reproduced by permission of the Hon. Henry Hannen, from his copy of the third issue of the original map. E.G.B., 1927.

Lambard's "Carde of this Shyre"

(Third Issue, with Roads added.)

the earliest maps of Kent which have roads, namely, Symonson (1596), Lea (1690),<sup>1</sup> and Morden (1695).<sup>2</sup>

Two other maps of Kent with roads were published in the seventeenth century: Morden (1680), and Lea's edition of Saxton's map of Kent, Middlesex, Surrey and Sussex (1690).<sup>3</sup> Of these Morden is a very small map and has only the three main roads and seven cross-roads,<sup>4</sup> and contains internal evidence that it is a later map as to roads than the rare map; while the roads of Kent in Lea's map of the four counties correspond mostly to those in Lea's map of Kent which I describe in detail below.

#### A DETAILED EXAMINATION OF THE ROADS IN THE THREE MAPS COMPARED WITH THE ROADS IN THE RARE MAP.

The rare map contains four main roads from London and ten cross-roads and no more.

1. *London to Dover*: This road is nearly identical in all four maps.

2. *London to Hythe*: The chief differences in regard to this road are between Kingsdown and the Medway. In the rare map the road runs direct to Maidstone Bridge by Stansted, Wrotham, Malling, and East Malling. In the three other maps the road divides near Kingsdown. In Symonson's map one branch runs by Stansted, Trottescliffe, Addington and Larkfield to Aylesford Bridge, the other by Wrotham to Teston Bridge, the two branches rejoining beyond the Medway or Lenham. In Symonson neither branch goes near Offham nor West nor East Malling. In Lea's map<sup>5</sup>

<sup>1</sup> This map is No. 16 in an atlas of Lea's edition of Saxton's maps in the British Museum, to which atlas Mr. Chubb gives the date 1690 (*Chubb's Atlases of Great Britain and Ireland*, 1927, p. 11). The Hon. Henry Hannen lent me a copy of this map dated, I think incorrectly, 1733. I have also examined a photo-stat copy of the British Museum map.

<sup>2</sup> From Camden's *Britannia*, 1695.

<sup>3</sup> This map is No. 15 in the above-mentioned Atlas.

<sup>4</sup> The term "cross-roads" in this paper includes terminal branch roads.

<sup>5</sup> I am referring throughout this comparison to Lea's map of Kent and not to his map of the four counties.

the two branches re-join and run as a single road to Maidstone Bridge. Morden's map has roads to Aylesford and Teston Bridges respectively, which connect by cross-roads on the west side of Maidstone Bridge. Lea has no road to either Aylesford or Teston Bridge.

3. *Rye Road* : The four maps agree in the main between Tonbridge and Rye. From London to Tonbridge the rare map road runs by Bromley, Cudham and Sundridge direct to Tonbridge ; in Symonson it runs by Knockholt, Chevening, and Chipstead, and close outside Sevenoaks to Tonbridge ; in Lea and Morden by Riverhead and through Sevenoaks to Tonbridge.

#### THE TEN CROSS-ROADS.

1. *Canterbury to Margate*. In the rare map this road runs by Stodmarsh to Monkton ; in the three others by Sturry and West Bere.

2. *Canterbury to Sandwich*. In the rare map this road runs by Wickham and Elmstone to Ash ; in the three others by Wingham to Ash.

3. *Canterbury and Charing*. In the rare map this is a road wholly on the west (left) bank of the Stour by Harbledown, Chartham, and Chilham, to Charing, joining the Hythe Road at Lenham. In the three other maps the road runs by the right bank of the Stour, crossing the river to the left bank above Chartham, and so by Chilham to Charing. In Symonson and Lea the road joins the Hythe Road a little south of Charing, but in Morden and in the rare map, the two roads join at Lenham.

4. *Dover to Wye*. In the rare map this road runs by Elham, but comes to an end at Wye. Symonson and Lea have no roads to Wye. Morden has a road which crosses the river at Wye.

5. *Elham to Folkestone*. This in the rare map is a branch from the Dover Road. Morden has the same road. Symonson and Lea have no such road.

6. *Rochester to Maidstone.* In the rare map this road is on the right bank of the Medway, and so also in Symonson and Morden. Lea has no road on the right bank.

7. *Maidstone to Cranbrook.* In all four maps this road is by Loose and Staplehurst, but in the rare map and in Morden the road does not continue beyond Cranbrook to join the Rye Road; but there is such a continuing road in Symonson and Lea.

8. *Cranbrook to Appledore and New Romney.* This road is in all four maps, but Lea has no direct road beyond Appledore to New Romney.

9. *Ashford to Appledore.* This road is in the rare map, and in Lea and Morden, but not in Symonson.

10. *Tonbridge to Maidstone.* This road in the rare map, in Lea and Morden crosses to the right bank near Hadlow and continues by Yalding. In Lea it joins the Cranbrook Road near Boughton Monchelsea, but in the rare map and in Morden the road after Yalding runs straight to Maidstone. This road from Tonbridge is not in Symonson at all.

11. *London to Tonbridge by Westerham.* In the rare map and Morden this road runs by Croydon, Westerham, and Leigh. Lea has a road from Westerham to Tonbridge. Symonson has not got this road at all.

The foregoing examination and comparison shows that all four maps have the three main roads from London to Dover, Hythe, and Rye (with the variations described), while the rare map and Morden have a fourth main road, from London by Croydon and Westerham to Tonbridge. Part of this last road is in Lea, but the road is absent altogether in Symonson.

Of the ten cross-roads in the rare map, Symonson has six, Lea seven, Morden all. Symonson in addition to these six has eight or more cross-roads which are not in the rare map, while Lea and Morden have about twenty additional roads which are not in the rare map.

Therefore on a numerical basis the four maps compare

as follows: the rare map: ten cross-roads; Symonson: fourteen; Lea and Morden: each about thirty.

The deduction which I draw from these figures, is that in respect of roads Symonson and the rare map are earlier than Lea and Morden. It is of course, otherwise certain that Symonson (1596) is earlier than Lea (1690), and Morden (1695), but this comparison establishes, I suggest, that the rare map is also earlier, and probably much earlier, so far as roads are concerned, than either Lea or Morden, that is to say that the roads in the rare map are earlier than 1690.

This conclusion is partly based on what is, I believe, a general rule in regard to early maps and early road-books: the earlier the map or the road-book the fewer the roads to be found in it.

It should be noted also that the size of early maps has little relation to the number of roads. It is true that the three maps I have compared are much bigger than the rare map, but some other maps of Kent which are much smaller than the rare map have as many roads as these larger maps, such for instance as Morden (1701) and Bowen (1720).<sup>1</sup>

A comparison of the maps of Lea and Morden with the rare map in other details confirms the above conclusions.

This comparison, however, does not establish the relationship between Symonson and the rare map, nor decide whether the roads were inserted in the rare map after or before the publication of Symonson's map in 1596. The roads may have been inserted in the rare map at any date after the printing of the sole copy known of the second issue of that map, that is at any date after 1586 (*circa*). The fact that the two known copies of the rare map with roads are dated by their water-marks between 1720 and 1730 is not material; what is in question is the date of the engraving of the plate of the rare map with roads, not the date of existing copies printed from that plate; and this engraving with roads may have been finished many years before 1690.

Symonson and the rare map differ in respect of the number of cross-roads. But their numerical differences do

<sup>1</sup> *Britannia Depicta* (1720), p. 250.

not by themselves decide the relationship in date of the two maps. Symonson has fourteen, the rare map ten; six of these are, with some variations, common to both maps, so that while the rare map has four which are not in Symonson, Symonson has eight which are not in the rare map. The roads which the rare map has and Symonson has not are both fewer in number and less important than the roads which Symonson has and the rare map has not. Symonson lacks roads from Dover to Wye and so to Folkestone by way of Elham, and roads from Tonbridge to Maidstone; from Ashford to Appledore; and from Westerham to Tonbridge. But the rare map lacks eight perhaps more important cross-roads which Symonson has, and among others three roads connecting the London to Dover road with the London to Hythe Road; two by-passes on the Dover Road; a road from Rochester by Halling, Wrotham, and Seal to Sevenoaks; Canterbury to Hythe; and a road from Sandwich to Dover.

Also some of the roads in the rare map which are found also in Symonson have peculiarities which are not found in Symonson nor in later maps of Kent. The inference to be drawn from these differences and variations seems to me to be that the author of the roads in the rare map did not copy Symonson, and that the reason why he did not copy him was that, when he drew his roads, Symonson's map was not yet drawn. Symonson and the unknown cartographer of the rare map were most probably known to each other. Lambarde knew in 1570 the original issue of the rare map, and Lambarde was a friend of Symonson—"my good friend Master Philip Symonson of Rochester" he calls him.<sup>1</sup> If Symonson's map had been in existence when the roads of the rare map were drawn, the cartographer who drew them would, it is most probable, have known Symonson's map, and would have copied from it the important roads which are not in his own map.

On the other hand, even if, as is probable, Symonson knew the rare map and its roads (I am assuming they were

<sup>1</sup> *Perambulation of Kent*, 1596, p. 220.

earlier than Symonson) he may not have troubled to consult an inferior map nor to insert its roads in his own map. His map is much superior in every way to the rare map; the rare map was originally drawn in 1570 in the infancy of English cartography and the roads in it, though drawn with care, are not drawn with the evident accuracy of the roads in Symonson.

There does not seem to me to be evidence that Symonson copied the rare map's roads, or the rare map Symonson's. That being so the most probable conclusion is that the rare map's roads were drawn first, before the publication of Symonson's map in 1596, perhaps some years before, though after 1586 (*circa*) when the copy of the second issue of the rare map was printed. This gives to the insertion of roads in the engraved plate of the rare map a date between 1586 and 1596, and, if accepted, makes the roads the earliest roads in any map of Kent.

One curious feature in the rare map perhaps supports an early date for the insertion of roads. It will be noticed that the heading of the map in the earliest copy<sup>1</sup> is not set in the middle of the map, but that with the addition to the heading of the words "with the roads," the heading became in the middle of the map.<sup>2</sup> If this was accidental it may be disregarded as of no significance, but if it was intentional, then it signifies that there was an original intention to insert roads. It then becomes probable that the roads were inserted at an early date, not long after the original engraving of the map, *circa* 1570. The date 1586 (*circa*) has been given to the water-mark on the sole known copy of the second issue of the map, but I believe it is recognised that all dates assigned to water-marks are as a rule approximate; so it may be that the first amendment of the plate was before 1586 and therefore possibly also the second amendment with the insertion of roads. This suggests also that the cartographer who drew the original map, *circa* 1570, also inserted

<sup>1</sup> See reproduction attached to my former paper *Arch. Cant.*, Vol. XXXVIII.

<sup>2</sup> See reproduction attached to this paper.



the roads. I venture to submit these tentative conclusions to experienced students of maps.

In conclusion, in preparing this paper I have been much indebted in various ways to the Hon. Henry Hannen ; Mr. Edward Heawood, the Librarian of the Royal Geographical Society ; Dr. Gordon Ward, of Sevenoaks ; and especially to Mr. F. P. Sprent, of the Map Room, British Museum.

P.S. There is one other map of Kent with roads published in the seventeenth century included in Lea's edition of Saxton's great map of England and Wales. I find from a photostat of the original in the British Museum that this map has in Kent the three main roads to Dover, Hythe and Rye and one cross-road only. The Hythe Road is as in Symonson, the Rye Road as in Lea and Morden, the cross-road is from Sevenoaks to Westerham, which is not in the rare map.