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A Letter From the IMCoS Chairman



Having just having arrived home from the London Symposium I had to move my mail etc. downstream to accommodate Valerie's request for a chairman's letter that is needed urgently!

The London Symposium was a pleasure indeed; the editor will no doubt cover the highlights of it somewhere else in the *Journal*. The Harveys had to worry a lot about the number of participants, let alone the Symposium's programme, but it did not detract from their enthusiasm. Thank you very much Jenny and Ian and our heartfelt thanks to all of those who have contributed to this very successful event. Next year's symposium had to be cancelled for lack of local support as you know but this was much to the regret of our national representative in Japan, Kazu Yamashita. A short visit to Malta has been arranged to soften the blow and Kazu is planning a touristic tour with minor cartographical content for those wishing to visit Japan in any case.

Winter is upon us now and so are the map auctions, exhibitions and dealer invitations. Long dark nights have always been welcome to map collectors as they can enjoy and study their maps and related literature. We had our Executive Committee meeting following the Symposium. The agenda being overly full meant we could only partially complete it leaving some items for the next meeting. Rolph Langlais surprised us with the announcement that he will step down as International Representative after almost five years in the position. He wants to put more emphasis on his private life and interests which is understandable. However, I regret this very much and would have liked him to continue for some years to come. On behalf of the Society I would like to thank him for all he has done. The Malta event will be the last event he organises. If anybody would like to take Rolph's place please let me know.

On 3rd September our former President, Dr Oswald Dreyer-Eimbcke, passed away in Wohltorf, Germany, at the age of 87, He was a good president and we will miss him. A gentle gentleman who helped to organise both the Mainz/Cologne and the Iceland International Symposiums. Our thoughts are with his wife and family.

IMCoS was represented at a new map fair in the Netherlands (Staverden) and we also had a stand at the Paris Map Fair on 6th November. The organisers of both events invited IMCoS free of charge which is much appreciated as 'waving the flag' would otherwise be too expensive for us.

Next year's election of a Helen Wallis Award winner is drawing closer. If members would like to suggest someone for this award do please let us know before 15th February, 2011.

It seems a bit early to wish you all a Merry Christmas and a Happy New Year but by the time you will be reading this *Journal* it will be a lot more applicable. On behalf of the Executive Committee, its Chairman and our President, Sarah Tyacke, Happy Holidays to you all.

Hans Kok

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From the Editor's Desk

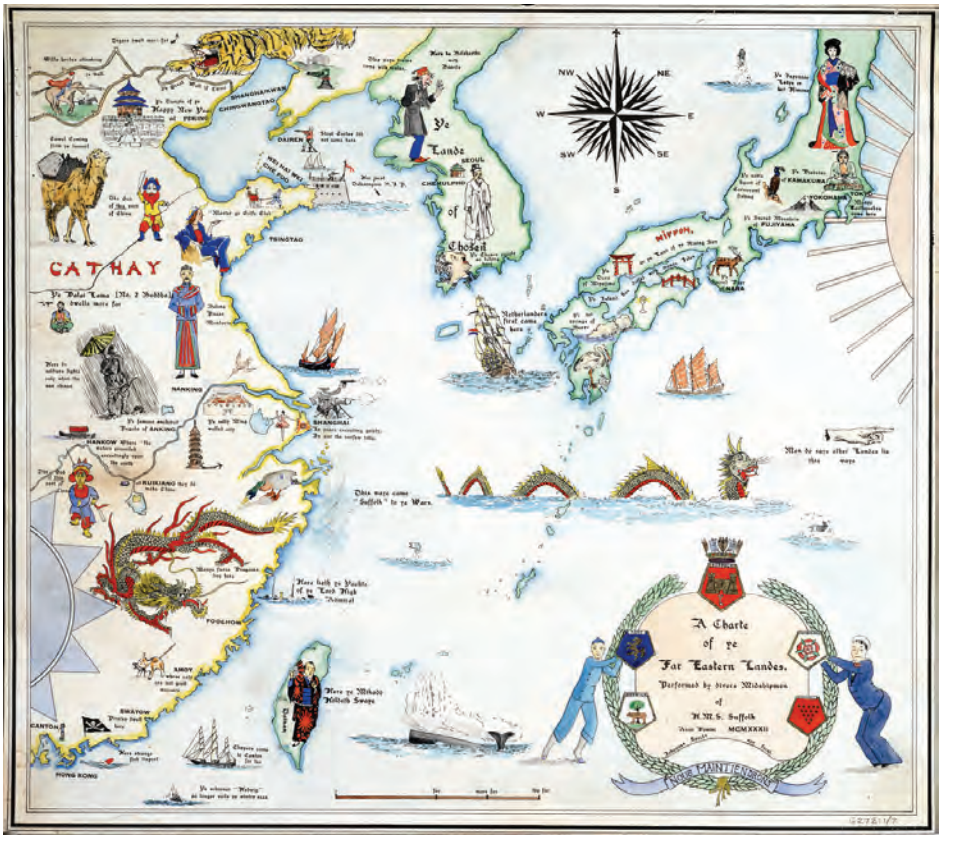
by Valerie Newby

For those members who weren't able to attend the international symposium in October I am hoping to bring several of the articles to you as the printed word in future issues of the *Journal*. We had some fascinating and very high quality lectures both at the Wellcome Institute and the National Maritime Museum so I am sure that you will enjoy reading them. Now, for this issue we have a mix of goodies for you. As IMCoS will be visiting our friends in the Malta Map Society next year I asked the President, Albert Ganado, to choose his favourite map from his large collection (now owned by the Maltese government) and was quite surprised by his choice.

Carme Montaner has written for the *Journal* for the first time. She has brought us up to the beginning of the 20th century and explains how hydro-electric projects in the Catalan Mountains were a stimulus to mapping of that area. This was led by a man called Léo Aegerter who published maps of the mountains in a quality unfamiliar at the time. Sadly his life ended in penury as so often seems to have happened with mapmakers in the past. I have also interviewed our chairman, Hans Kok, to find out more about his life and how he first became interested in collecting maps. I think it would be true to say that he is the only pilot turned map collector in the Society. Correct me if I am wrong.

Can I make a plea for readers to give us more feedback on the sort of articles and information they would like to read in the *Journal*. We are deafened by your silence! Also, I asked if there were any members who would NOT like their details published in our Members Only section on the website and no-one has come forward. Is this a true reflection of members' feelings? We would not like to upset anyone.

Best wishes to you all for Christmas and the New Year.



This delightful humorous chart (manuscript) was spotted at the National Maritime Museum at Greenwich during our recent symposium and we thought readers of the* Journal *would enjoy it too. It was drawn in 1832 by a midshipman of* HMS Suffolk *during a tour of duty on the China Station. (By courtesy of the National Maritime Museum, Greenwich, London G272-1/7)

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Electric Mountains

Léo Aegerter's maps of the Pyrenees and Catalonia

by M. Carme Montaner

At the beginning of the 20th century, there were no topographic maps of the Catalan mountains in Spain. The hydro-electric projects in this area started at that time, and Swiss and Canadian companies sent their topographers to work mainly in the South-eastern Pyrenees. One of the cartographers was Léo Aegerter (1875-1953), a mapmaker with long experience in relief cartography in the Alps. Aegerter went to Catalonia at the beginning of World War I and he got in touch with local hiking clubs. His presence provided a stimulus to the mountain cartography in the region. Aegerter published, under the auspices of those clubs, some mountain maps at 1:10 000 and 1:50 000 scales of a quality never seen before in Catalonia. An exhibition about his maps was organized in Barcelona, and he even planned to make a relief model. However, financial problems forced him to leave Catalonia in 1924. The accuracy of Aegerter's maps of the area was not surpassed until the second half of the 20th century.

One of the energy sources which became increasingly important from the late 19th century onwards was hydro-electricity, that is, production of electricity by harnessing the driving force of river water. In the case of Catalonia, similar to what happened in Lombardy and Piedmont, the production of hydro-electric power put an end to the serious power shortage affecting the economy during the 19th century. Consequently, throughout the 20th century, an integrated hydro-electric conquest of Catalan territory took place, to produce ever more kWh. The proximity of a mountain range like the Pyrenees to an urban and industrial centre such as Barcelona and its suburbs led to very rapid development in the exploitation of this energy resource.

Major projects in Catalonia were to start in the first half of the 20th century. They were undertaken primarily by private companies financed with foreign capital. At the beginning of 1914, the first large hydro-electric power station, that of Cabdella in the Pyrenees, came into operation, later followed by that of Sant Antoni on the Noguera Pallaresa river which, at the time of building, was the highest in Europe.

Topographical cartography of the Pyrenees and Catalonia

In the early 20th century, publication of the 1:50,000 topographical Map of Spain had only just started, and it was to take many years for it to reach the Pyrenees area. Throughout the 19th century, various political circumstances had delayed geodesic calculations and topographical measurements for this map, made by the Istituto Geográfico y Estadístico, only created in 1870.



Fig. 1
'Lagos de Capdella' at a scale of 1:10,000 (1922-1923) by Léo Aegerter, published by the Energía Eléctrica de Cataluña (by courtesy of the Fons Fecsa Institut Cartogràfic de Catalunya. Cartoteca)

The start of major hydro-electric building projects in the Pyrenees, and elsewhere in Catalonia, met with a void in topographical cartography not only at large scale, but also at medium scale. Considering that we are dealing – in the case of the Pyrenees – with a frontier zone, an overall topographical map was non-existent, and the few partial maps barely covered, at the most, 10% of the territory. The first triangulation network had, however, been completed and calculation for the second stage started, but only in a few areas in the south of Catalonia.

Attention had been drawn to this lack of cartography by Catalan society, since the existence of maps was a basic tool for the industrial development of the country. But it was, above all, hiking organisations (associations actively involved in the acquisition of knowledge and 'discovery' of the country) which never tired of demanding from the government, time and time again, that the necessary resources be channelled into the production and publication of the sheets corresponding to Catalonia (7.7%), from the 1:50,000 topographical map of Spain. It is worth mentioning the most active association, the Centre Excursionista de Catalunya created in 1891, which was to play an outstanding part in these activities.

It is hardly surprising that, from the mid 19th century, French mountaineers from the Club Alpin Français had been occupied in the drawing of topographical maps for hikers covering the most spectacular corners of the southern slopes of the Pyrenees, given the absence of any type of detailed cartographical material. Names such as those of Franz Schrader (1844-1921), Aymar d'Arlot, Comte de Saint Saud (1853-1951) or Edouard Wallon (1829-1891) have gone into the history of cartography as a result of their work in this zone.

Most of the major hydro-electric projects in Catalonia, and elsewhere on the southern slopes of the Pyrenees, were carried out by foreign companies, especially of Swiss, French and Canadian origin. These companies brought technicians, among them the cartographers who surveyed thousands of hectares all over the country. They produced maps – only of the zones affected by a specific project – at scales of 1:50,000, 1:5,000, 1:2,000 and 1:1,000, mostly made using tachymetric systems. In most cases, especially at the beginning, the plans were not even referenced to the grid of the Instituto Geográfico y Estadístico and, for the contour lines, an arbitrary zero line was usually established.

A large part of this cartography remained in manuscript form and had very little, if any, diffusion. Once a project had been completed, the maps went into the company archives, and it is only in the last few years that we have had access to some of these. In 1992 the cartographical archive of one of these companies (FECSA) was ceded to the map library of the Cartographic Institute of Catalonia, through which it was made available to the public.

Despite the fact that in the first decades of the 20th century this cartographical information was for the exclusive use of the companies themselves, hikers soon heard of its existence. At the time, the Catalan hiking organisations made a decisive contribution to topographical cartography, both on the educational side – organisation of courses, exhibitions, opening of map libraries – as well as on the side of publicity by making the latest works known to the public, and by encouraging printing of maps despite limited resources.

Hiking maps of Catalonia published by the firm Locher S.A.

It was above all the Centre Excursionista de Catalunya, which showed an immediate interest in publishing some of the maps made by the hydro-electric companies, so as to offset the serious deficit in cartographical material covering the Catalan mountains. The association contacted a number of the engineering firms working in the area, among them the Swiss Locher S.A.

Although relations between the two organisations are not well documented, the maps which were eventually published remain as testimonies, and mark a turning point in the standard of topographical mountaineering cartography in Catalonia, not to be exceeded for many years.

The first dealings between the CEC and the firm Locher are listed for us from the year 1922: a first topographical map of a mountain area in Catalonia was published, with a degree of detail not seen before. It was the 'Mapa del Cadí' at a scale of 1:50,000, published by the Co-operativa de Fluído Eléctrico, with contour lines every 50 metres, the steepest rock faces shown, and with a clear, modern design. This map was obviously published in Switzerland. It was signed by Léo Aegerter for the Locher S.A. firm and was printed at the prestigious geographical establishment Kümmerly & Frey of Bern, one of the most renowned cartographical publishers in Europe.

There are two editions of this map. One without any name and probably published in a 'report' of the company, but another one was published in the *Butlletí del CEC*. In these editions the author and publishing house are listed, probably because the Swiss cartographic products were well known among members of the society. The place names are in Catalan but there is no indication of how they were collected.

Fig.2 (opposite) 'Mapa del Cadí' at 1:50,000 (1922) by Léo Aegerter. Kúmmerley & Frei. Co-operativa de Fluído Eléctrico. Reprint in the* Butlletí del Centre Excursionista de Catalunya *1923. (by courtesy of the Institut Cartogràfic de Catalunya. Cartoteca)


SERRA DEL CADI
CORNELLANA
TUXENT
GOSOL
OSSERA
PEDRA
"COOPERATIVA DE FLUIDO ELECTRICO"
MAPA DEL CADI
ESCALA 1:50.000
EQUIDISTANCIA 50m
1922
BUTLLETÍ
DEL
CENTRE EXCURSIONISTA
DE CATALUNYA
Any XXXIII
Núms. 344 i 345
"ESTUDIOS Y CONSTRUCCIONES LOCHER, S. A."
BARCELONA
Establiment Geogràfic de Kümmerly a Frey, Berna

Fig. 4 (far right) A reservoir in the Pyrenees under construction. Taken from the book by J.M. Martínez Roig,* Construcció de la presa de Camarasa. *Barcelona, Fecsa 1995 p.36.

In 1922 the Locher firm and the CEC signed a contract to publish a map of the Montseny Massif which culminated in publication of a map in 1924. It must be pointed out that this massif is a long way from the Pyrenees, the area where the major work in hydro-electric power production was going on, but is relatively close to Barcelona which in the 1920s was still without a single detailed map. The sheets of the 1:50,000 topographical map of Spain, which was being drawn up by the Instituto Geográfico y Estadístico to cover this area, did not come out until the 1940s.

On 15th July, 1922 a contract was signed between the Centre Excursionista de Catalunya and the firm Locher S.A. who were commissioned to produce a map of Montseny at a scale of 1:50,000. The contract specified that production of the map, with contour lines every 25 metres, was to be carried out by Léo Aegerter, using existing partial cartography, and with new surveys for those areas where maps were lacking (estimated at around 50 sq km). The use of the plane table, or of tachymetric measurements, is specified for the surveying work. Mention is also made of the fact that the map is for tourist use, with all kinds of information on road networks, paths, villages, houses etc. The publishing company is not named, but an edition of 5,000 copies was expected, a surprising figure for the period. The total price of the map was 9,500 pesetas (approximately €69).

It is remarkable that the author – Aegerter - is instructed to use the toponymy approved and corrected by the Centre Excursionista. It should be borne in mind that this toponymy was in the Catalan language. We have found, in fact, in the CEC archives, letters sent by this organisation to all the parish priests asking for details of local place names. So, in this sense, considerable work in the gathering of information was carried out.

The 'Mapa del Montseny' was published in 1924 and, once again, the company Kümmerly & Frey was responsible for its publication. This map constitutes an outstanding contribution by mountaineering to cartography in Catalonia and was, without doubt, influenced by work being done in mapping the Alps. Without the presence of the hydro-electric engineering companies, it is hard to see how maps of this calibre could have been published in Catalonia in the 1920s.

Fig. 3 'Mapa del Montseny', also at 1:50,000 (1925) by Léo Aegerter. Published by the Centre Excursionista de Catalunya (by courtesy of the Institut Cartogràfic de Catalunya. Cartoteca)



In 1923, between the two projects, Energía Eléctrica de Cataluña published a map of the Cabdella zone at a scale of 1:10,000, also drawn by Léo Aegerter for the Locher S.A. firm. This had contour lines every 10 metres. The scale of the map is rather surprising considering many parts of the Pyrenees had still not been surveyed topographically. Nothing indicates the intervention of the CEC in the publication of this map.

In fact, everything points to there being a real demand for topographical cartography of hiking areas, since other companies also published maps, such as the one of the Tavascan zone at the same scale of 1:10,000, produced by the Société Française de Stéréotopographie, another of the firms involved in the major hydro-electric projects in the Catalan Pyrenees.

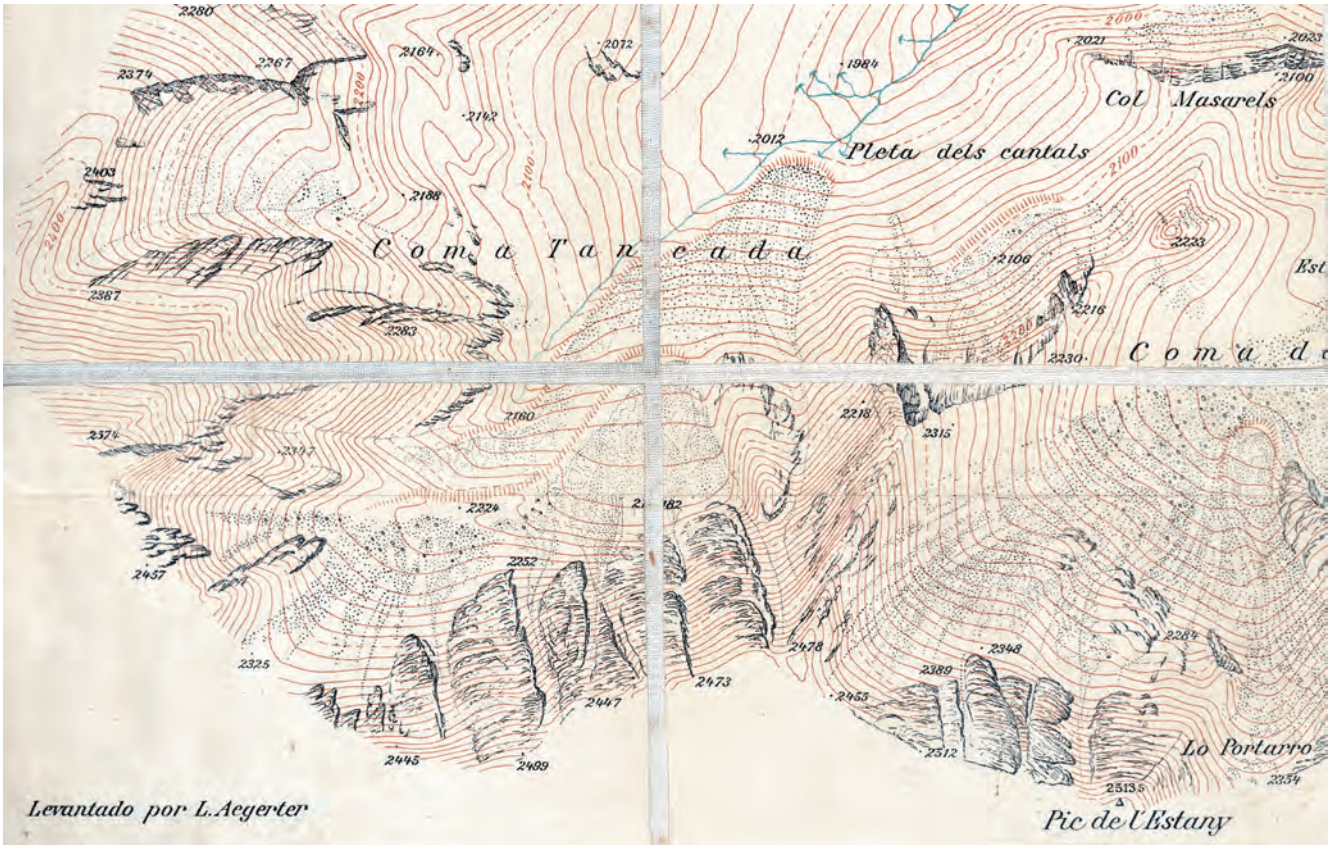
Léo Aegerter in Catalonia

Apart from his professional relationship with the Locher company we know that Léo Aegerter also had personal connections with the Centre Excursionista de Catalunya. His fame as a cartographer reached Barcelona and in 1924 the association organised an important exhibition of topographical maps and mountain perspectives done by him. This shows there was explicit recognition of his work.

Léo Aegerter (Paris, 1875 – Zirl, Innsbruck, 1953), the Swiss topographical engineer – despite being born in Paris – was regarded as one of the great cartographers of the Alpine region prior to the introduction of photogrammetry. From 1897 onwards he was an assistant to the prestigious cartographer Simon Simon (1857-1925) and up to 1935 he drew numerous maps of the Alps for the Deutscher und Österreichischer Alpenverein (German and Austrian Alpine Club). He also worked with Fridolin Becker and produced many relief maps. From 1945 he carried out several cartographic projects in Switzerland and is regarded

Fig.5 (bottom) A section from Aegerter's map 'Lagos de Capdella' published by the Energía Eléctrica de Cataluña (by courtesy of the Fons Fecsa Institut Cartogràfic de Catalunya. Cartoteca)





as one of the creators of modern alpine cartography.

It seems that after the First World War Aegerter lost his job and about 1920 came to work in Catalonia with the Swiss company Locher S.A. However, within Catalonia, not many specific references to the bibliography of this cartographer can be found, despite his often being cited in histories of Alpine mountain cartography. As a result, we lack details of his private life in connection with the First World War, information which could have influenced his moving to our country. From this period of his professional life, we have only found a reference to an interview he gave in 1927, reproduced in the magazine *Berge und Heimat* in 1953 in his obituary. Aegerter explains that at the end of the First World War the Austrian Alpine Society was penniless and he himself had to look for work, which is when he moved to Spain. It mentions that he spent four years there but finally had to return because all the companies – those with local capital, just as those with foreign money – were extremely speculative and finally went bankrupt.

Notwithstanding the excellent cartographic work Aegerter did for the Locher firm, it seems that he finally ended up unemployed. In a letter addressed to the CEC dated 29th August, 1924, he offers to create a relief map of Catalonia which, in his own words, ought to be made for the following reasons: 'In the first place, it would be a general means of propaganda for Catalonia (movements of foreigners and tourism) and then it would be for the education of youth, for the love of Nature and the Homeland in schools, and finally it would be an intermediary in the study of geographic science.'[1]. The end of the letter reveals his personal situation, requesting a prompt reply on the part of the CEC since, as he says, 'others are to blame' for his being out of work, and he has been left with few assets. This is the last reference to Aegerter in Catalonia.

There is no doubt that without the presence of Léo Aegerter and the firm Locher S.A., these topographical hiking maps of Catalonia would never have been published in the 1920s. His presence allowed a small sample of the mapping tradition of the Alps to be imported into the mountains of Catalonia.

Notes

1. Letter from L. Aegerter addressed to the Board of the CEC, dated August 29th 1924 (CEC Archives)

Further reading

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Carme Montaner holds a doctorate in Geography (University of Barcelona, 1995) with a Ph.D. in history of cartography: 'Topographic mapping in Catalonia: from private initiatives to the regional administrative projects (1833-1941)'. Until 1982 she was a cartographer at the Institut Cartogràfic de Catalunya (ICC) in Barcelona and has been in charge of their Map Library of Catalonia since 2001. She has been involved in numerous research projects related to topographical maps of the 19th and 20th centuries of Catalan and Spanish territories and has also published articles and books related to maps: Mapes i cartògrafs a la Catalunua contemporània *(2000);* Cartografia de la provincia de Barcelona *(2003);* Imago Cataloniae *(2005);* Els mapes en la guerra civil espanyola 1936-1939 *(2007) with F. Nadal and L.Urteaga. Carme is a member of the research group on the history of cartography which involves researchers from several different Catalan Universities.*

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A Rhine Journey

Steel plates for a map of the Rhine

by Kit Batten

Those who regularly read their IMCoS Journal *will know that I have an interest in Rhine maps and have been collecting panorama views of the river for a number of years. Subsequent to my last article on Rhine panoramas I have come into possession of plates which were engraved for a map of the Rhine.*[1]

As is usual for many Rhine maps designed for tourists up to 1900, the actual title of the map is given in three languages; as *Rheinlauf von Strasburg bis Rotterdam*; in French as *Cours du Rhin de Strasbourg à Rotterdam*; and in English as *Course of the Rhine from Strasbourg to Rotterdam*. The map itself shows the course of the Rhine plus a great many tributaries and (especially in the south) the main roads to the east and west of the river. In the north the rivers Maas, Alte (or old) Maas and the Leck also appear but no railways are shown and Cologne Cathedral is portrayed without a steeple or towers.

The map is illustrated with 12 small vignette views of the various towns as seen from the river or a vantage point on a hill opposite. Each view (there are three on the left, nine on the right bank) is only about 25mm high and is between 55 and 80mm wide, the largest being *Das Siebengebirg*, an area southeast of Bonn near both Königswinter and Bad Honnef and consisting of some 40 'mountains' (highest about 460 metres [1518 ft]) and hills of volcanic origin.

According to Professor Sattler, F.W. Delkeskamp, 'the Master of Panoramas', published his *New Panorama of the Rhine* in 1837 and this was reissued almost every year for the next 25 years. Its success was attributable to the introduction of illustrations in the margin, which made it eminently suitable as a souvenir.[2] After making a relief map of Switzerland on nine sheets, which was published by the Wilmans publishing house in 1830, Delkeskamp had turned his hand to improving his original Rhine maps of 1825 to 1828. Probably during the summers of 1833 to 1836 he drew illustrations of the scenic spots along the Rhine and these appeared as marginal illustrations in the *New Panorama* in the autumn of 1837.[3]



(Below, and on p.19) North section of Rhine including Coeln (Cologne or Köln) to Rotterdam with titles and five engravings including Das Siebengebirg (bottom). This printed copy was taken from the steel plate illustrated on p.18



The exciting thing about the steel plates, quite apart from the fact that to find the original plates to a map of the 1800s is in itself unusual, is that the map seems to be a contemporary of Delkeskamp's introduction of river views. Cologne cathedral, or High Cathedral of St. Peter and Maria, is a Roman Catholic church and at 157 metres (518 ft) is Germany's second tallest after the minster in Ulm and the third tallest church in the world. However, the towers were the final part of a building project begun over 600 years before, in 1248. Started in 1842 the towers were completed in 1880 making it the world's tallest building at the time (for only four years!). The vignette shown on the steel plates is an early view pre-dating the construction of these towers. Another pointer to the age of the steel plates is the absence of railways: Germany's first steam railway was built between Fürth and Nuremberg (1835) but the first in the west of the country was the stretch Köln - Düren - Aachen - HerbesthaI, completed in 1843.

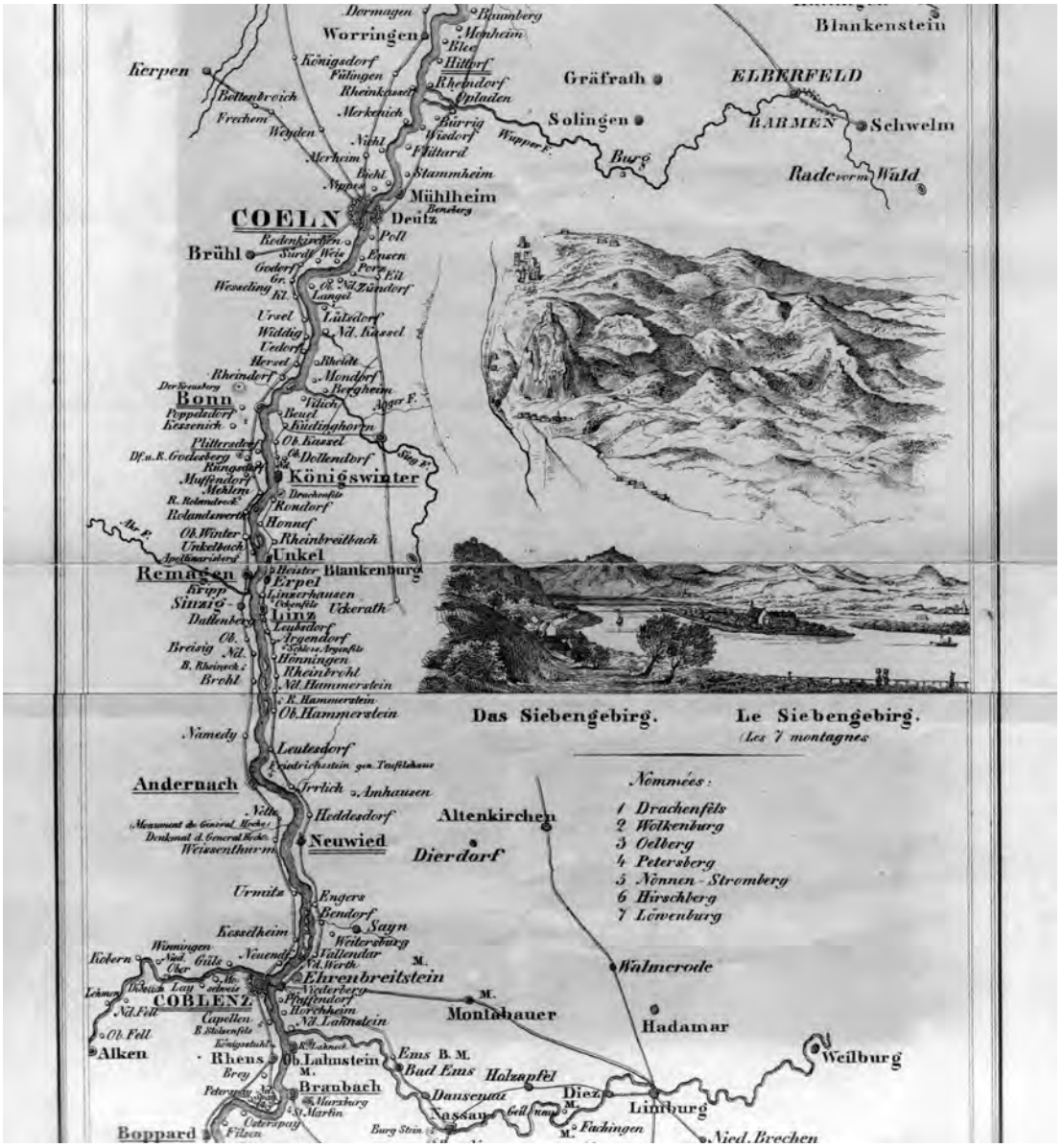
A search for the map on the internet discovered a guide not recorded by Sattler, *Handbuch, für Reisende mit Dampfschiffen von London bis Straßburg*. This volume was written by F.L. Lachenwitz, who had been K. Kreis-Sekretär and Inspector by the Rheinischen Dampfschiffahrts-Direkzion in Cologne. The work in question was written in 1836 after his retirement as Secretary and included a dedicatory page to the then President of the company: *Dem Präsidenten der Verwaltung der Rheinischen Dampfschiffahrt, Herrn Heinrich Merkens, Ritter des rothen Adlerordens*. It would seem that Lachenwitz published the book himself (Selbstverlag des Verfassers). The copy now in the author's collection has very attractive cover illustrations of London (front) and of Strasburg, both surrounded by an intricate floral border decoration (and lithographed by Goebels Frères in Cologne) and includes a lithograph map based on the steel plates. It is a mine of information about the operations of the company and the history of steam boat operations on the river. But it was not intended as a travel guide, although there are some references to sights; it was far more a non-fiction account of trade and tariffs.[4] Some of it makes fascinating reading: for example, we are told exactly what food and drinks are available on board the steamboats as well as how much these cost in the different restaurants on board. We are also told that breakfast in the Pavilion is 60 cents, in the large Kajüte (restaurant) only 50 cents and in the bow Kajüte it costs 35 cents, each price being quoted in both the contemporary Prussian currency and in Dutch guilders.

The *Handbuch, für Reisende mit Dampfschiffen von London bis Straßburg* was published in 1836 and although Lachenwitz states in the prologue that he

expects to bring the book up to date with reissues, no further edition is known. The book contents do not call for a map, so later insertion is possible. However, the indicators suggest that the steel plates were ready in a period between 1836 and 1842 and if the earlier date is correct this would predate Delkeskamp's *New Panorama* by one year. However, no contemporary printed copy of the map as found on the plates is known, only the lithograph version (another copy in cardboard covers is known). Were the steel plates ever used to make printed copies or were they immediately turned over to the lithographer who used them to produce images on stone for lithographic printing? The vignettes may have caused the lithographer some problems but why include a new scene? The plates pose a tantalising enigma.



***(Above) View of Strasbourg from the cover of* Handbuch, für Reisende.**



(Opposite)
South section from Andernach to Strasbourg with 7 engravings including Cologne and Heidelberg. Printed copy taken from the steel plate.

(Left)
Cologne area taken from the lithographic copy of the map.

History of the Rhine Steam Ship Company - *Rheinischen Dampfschiffahrt*

Although Wager and Watt had attempted to start a steam ship enterprise on the Rhine with little success it was the Dutch who really initiated long-term operations on the river. After Biart Oreille & Co. had failed to set up regular operations between Antwerp and Cologne in the *Hoffnung von Antwerpen* it was left to the company of Van Vollenhoven Dutilh & Company to lead the way. The company was founded in 1822 and their success was immediate with a share-holding company being set up within a short time with the permission of the King of the Netherlands and the *Neederlandsche Stoomboot-Maatschappij* was created. The (royal) chamber of commerce in Cologne was so excited at the idea that they bought as many shares in the company as they could and by 1825 there was a regular service between Cologne and Rotterdam. Connection was also made with trade to and from London.

By 1825 this enterprise was operating a connection to and from London and Cologne and had a number of ships at their disposal including the *Batavier* which operated between London and Rotterdam; The *Stadt Düsseldorf* and *Prinz Friedrich von Preussen* which sailed from Rotterdam and Düsseldorf; and at least five ships sailing between Cologne and Rotterdam, including *Agrippina*, *Ludwig*, *Stadt Nimwegen*, *Stadt Köln* and *Zeeuw*.

The same year an agreement was reached between the Dutch shipping company and the chamber of commerce that the Dutch should operate all ships from Cologne downstream and that the *Preussisch-Rheinische Dampfschiffahrt* should operate traffic upstream. On 15th September 1825 a test passage was undertaken on the ship *der Rhein*. The passage to Strasbourg took 74 hours and 28 minutes: the return journey only taking 27 hours and 2 minutes.

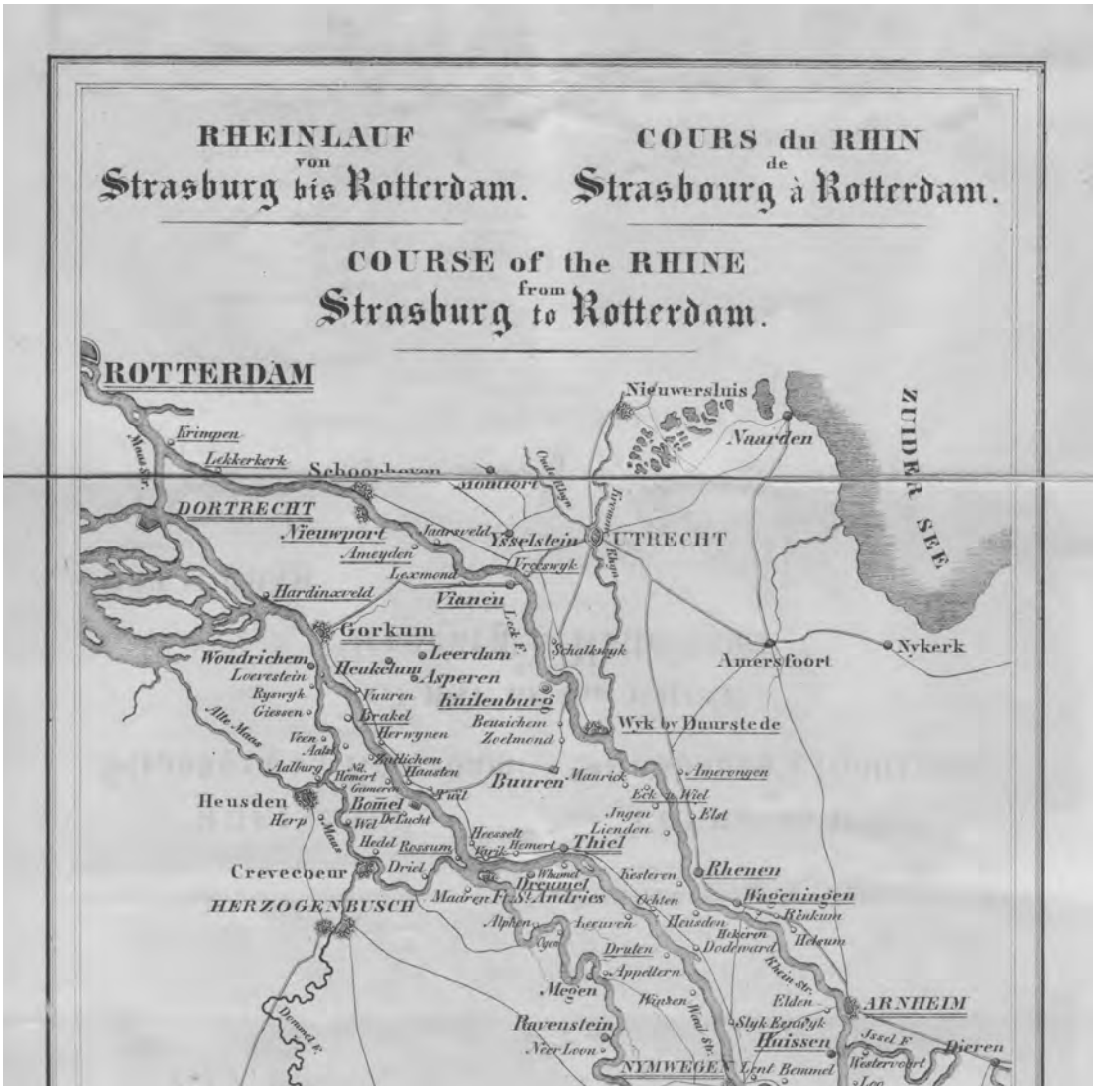
Regular connections between Mainz and Cologne began on 1st May 1827 and during the

Part of the north section of the steel plate showing the titles, as printed on p.15



season a total of 97 journeys took place between the two cities carrying 7393 persons upstream and 11231 down the river. A total of 57135 *Zentner*[5] of goods were additionally carried. On 11th September there was a slight accident. The *Concordia* was drawn against one of the rocks – today known as Concordia Rock. This led to subsequent widening of the channel. 1828 saw a rise in the numbers of people (33,352 in both directions) and goods (83,292 *Zentner*) as well as the carriage of wagons (403) and horses (55). This increase continued almost unabated and in 1835, between 12th February and the end of the season on 13th November a total of 113,447 passengers, 1173 carriages, 149 horses, 589 dogs and 181,075 *Zentner* of goods had been transported. Together with services from Strasbourg this provided travellers with the possibility of journeying from there to London in four days. This journey would have cost a passenger travelling in the Pavilion class £6 1s 10d or just £2 0s 0d travelling in the *Matrosen-Raum* (two-room cabin).

The Rules and Regulations concerning carriage were drawn up on 20th May 1827 and consisted of 1. (*expeditions-komptoiren* and) Fares and belongings and embarking and disembarking; 2. Duties of the civil servants to the passengers; 3. Duties of passengers. The third section makes interesting reading: rule 35 – besides not being allowed to bring non-declared goods on board, items which might annoy other travellers were also prohibited such as powder (gunpowder?), vitriolic acid, sulphuric acid, or soot, down (feathers), asafedita (also known as devil's dung or stinking gum), leather glue, limburger cheese, old clothes and rags! Rule 44 forbade smoking in the inside rooms of 1st and



The title on the north section of the lithographic map.

2nd class but smoking with covered pipe (presumably clay pipe with small lid) was allowed for 3rd and 4th class (page 85).

The first class passengers could be served at meals by their own personnel, otherwise classes 1 to 3 could demand service: the 4th class were not eligible for table service! (rule 52). Finally section 4, General Regulations included common sense rules such as the Administration will not allow more passengers to travel as the ship can carry; and in the event of unavoidable delay passengers should be brought to their destination as soon as possible at the cost of the shipping company.

In addition to the above rules and regulations there were strict guidelines concerning the restaurants and the meals and stipulations as to how much each beverage or meal should cost in each class. For example, the following had to be offered at breakfast: chocolate, coffee, tea, bouillon, eggs, meat, butter, cheese and sufficient fresh, best, white, grey or black bread as required by the passengers. The midday meal in first class (Pavilion) had to include a strong meat soup; roast beef with potatoes and gravy or beef with gravy and appropriate side dishes (to be changed daily); two vegetables (besides potatoes) with two side dishes, of which one had to be meat; two ragouts according to season; two intermediate courses, one being sweet; two roasts with salad; jam; dessert. Price - one *thaler* per person without wine.

The maps and plates

The title of the folding map contained in this volume is the same as that of the steel plates, i.e. *Rheinlauf von Strasburg bis Rotterdam* and is in three languages (English, German and French). Below Herzogenbusch [*sic*] on the steel plates there is a note on Booking Offices (in three languages), together with a note on coach connections (also in three languages) and above a view of Krefeld. There is no border and the steel plates are each 450 x 200 mm with the engraved area approx. 870 x 180 mm for the complete map.

The handbook map shows the same course of the Rhine but with only two small vignette views of *Das Siebengebirg* [*sic*]. Whereas the steel plates would have been used for intaglio printing, this map is a lithograph and has the printer's signature in two languages: *Lithogr. Institut der Gebr. Kehr & Niesse in Cöln* and *Lithographie des frères Kehr & Niessen á Cologne*.

The note on Booking Offices is between Worms and Speyer and the note on coach connections is placed between Karlsruhe and Strasbourg. There is now a five-line border and the area at Dinslaken is missing as is the area west of Venlo (north of Jülich) and small area south of Weilburg (which is also missing). The approximate size of the lithographed area is 895 x 160 mm. As mentioned, there are only two views: Siebenburgen found on the steel plate; and the other is different (and slightly larger than the others). The various notes are also in different locations on the map compared to the plates. The signatures are new. Inspection of the print taken from the plates and the map in Lachenwitz indicate that the plate was produced earlier than the printed lithograph. This would make sense as several publishers took maps executed first on copper and later transferred them to stone for lithographic printing, George W. Bacon being a good example in the UK.

The map found in the handbook has been pasted into the inside cover (and was not bound or glued into the folds) so may have been added later. Other copies have been found, but folding into covers. There is no evidence of excision from other covers, but also no reference to a map on title page or introduction to the handbook. So, although the book is dated 1836, the engraved plates could be older, but not later than 1842 (based on Cologne Cathedral and railway information). A date of 1836 for the plates is certainly not unreasonable. The steel plates are in very good condition and have been examined with the possible future intention of running a few prints off them.

Notes

1. I would like to thank Mrs Angelika Herzogenrath at Goyert Gallery in Cologne for her help and assistance

2. Professor Alfred Sattler in the list of exhibits which accompanied the *Rheinpanoramen, Reisehilfen und Souvenirs* exhibition at the Universitäts und Stadtbibliothek, Köln, from 7th May to 24th July 1993.

3. Professor Alfred Sattler in the catalogue which accompanied the Rheinpanoramen exhibition p.30.

4. *Geschichte der Dampfschiffahrt auf dem Rheine – Tarife für Passagiere, Wagen, Pferde und Hunde – Tarife für Güterfrachten – Restaurazion auf den Rheinischen Schiffen bzw. Niederländischen Schiffen – Nachrichten (informationen) über die Benannten Orte.*

5. Although it varied from area to area a zentner was approximately 50 kilogrammes and was officially set at this level from 1st January 1840 for customs purposes.

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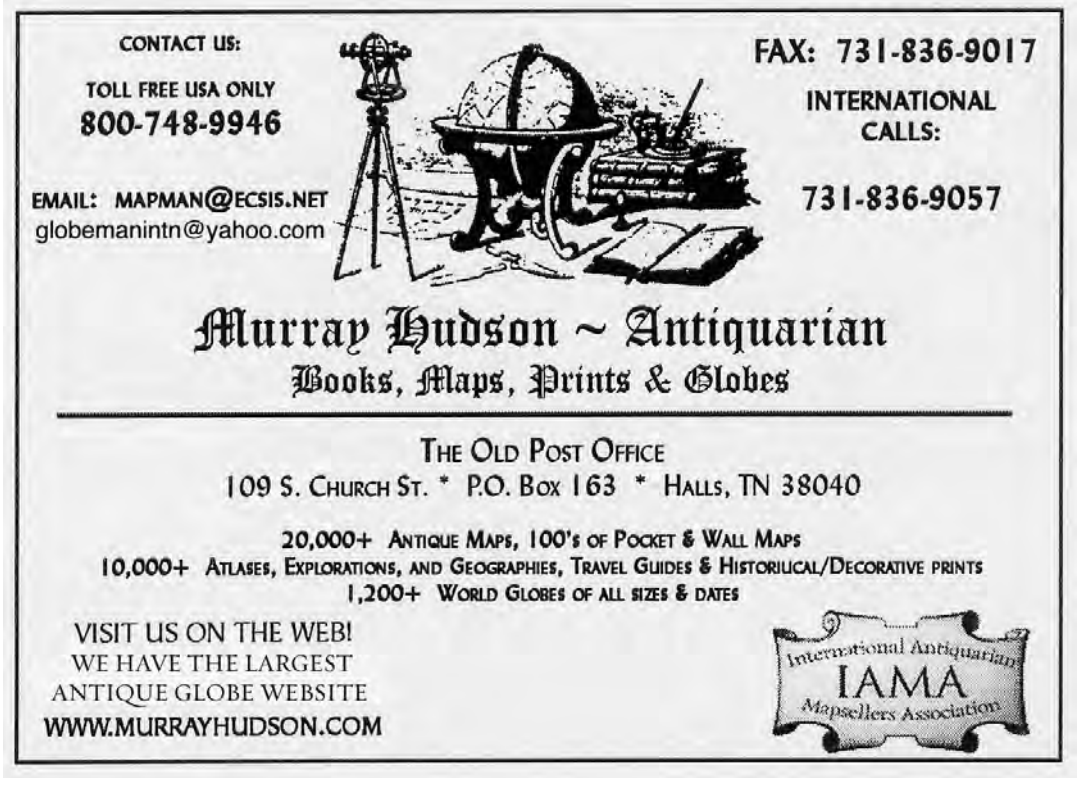
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Book Reviews

A look at recent publications about maps

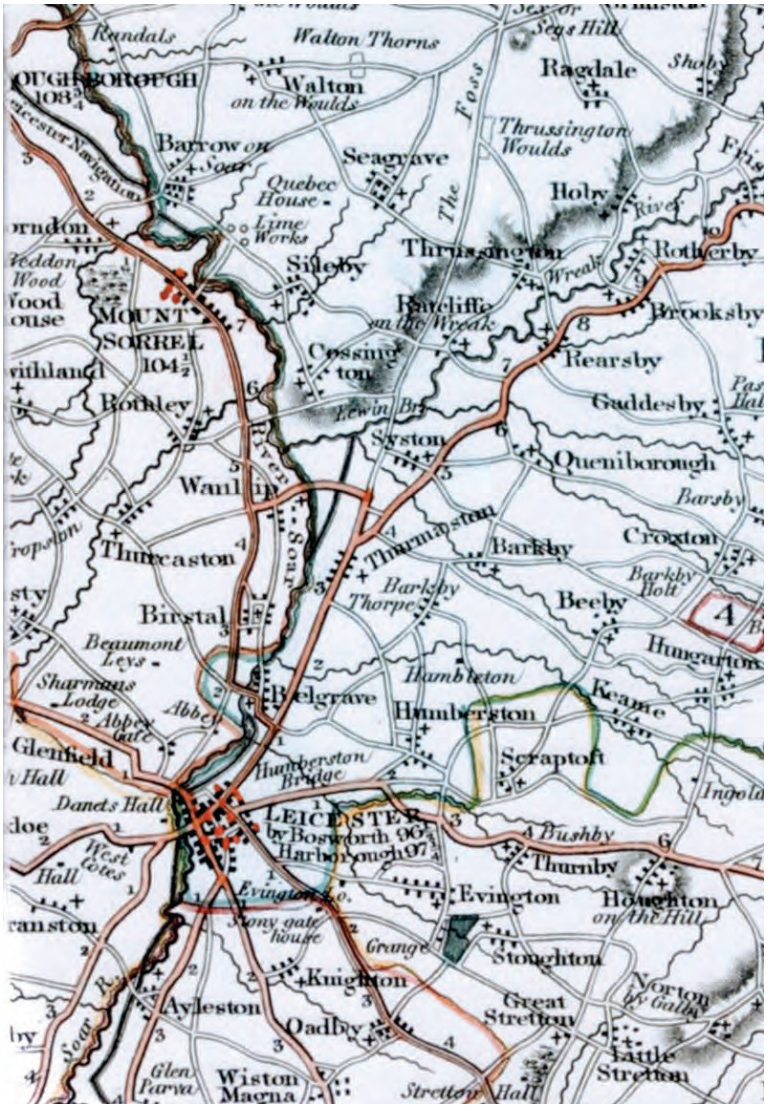
An Illustrated Guide to the Printed Maps of Leicestershire 1576-1900 text by Derek Deadman and photographs by Colin Brooks, Landseer Press, 10 Landseer Road, Clarendon Park, Leicester LE2 3EG (2010). Copies available from Julian Smith, Clarendon Books, 144 Clarendon Park Road, Clarendon Park, Leicester LE2 3AE, UK, e-mail clarendonbooks@aol.com or telephone (0)116 270 1856 or (0)116 270 1914. Available as a signed and numbered hardback edition (50 copies only) with 114 colour illustrations at £85 or paperback edition in black-and-white at £35 per copy (postage and packing £5 extra in UK only), 383 pp., 190 illustrations.

This book is divided into chronological carto-bibliographies of county maps 1576-1900, road strip maps 1676-1826, regional maps 1595-1830, and maps of Charnwood Forest 1754-1900. These sections extend 'both the range of maps considered and the time period covered compared to earlier studies', incorporating the latest 'cartographic knowledge'. The additional coverage, both in time and genre, is most welcome and relevant to today's collector as supplies of early maps diminish and prices rise. A listing of town plans would have made the work truly comprehensive.

Minor sections of the book comprise a preface, introduction, acknowledgements, and an index of personal names only. There is a useful listing of Leicestershire railways which aids the dating of maps while recognising the pitfalls inherent in the interpretation of railway development shown by early maps. 'Books consulted' lists 75 books and pamphlets which are rarely referred to in the text and are not footnoted. There are some surprising omissions and no articles (not even from the *IMCoS Journal*) are cited!

The layout of the carto-bibliographies has text to the left and illustration to the right. Only four maps could not be illustrated because they could not be traced or copied. The 200-odd (unlisted) illustrations are clear particularly when larger than the originals. However, the claim of 'exemplary sharpness' (Preface) is rather too enthusiastic since clarity obviously declines as the originals get larger. Enlarged details could have been used to illustrate the quality (or not) of the workmanship.

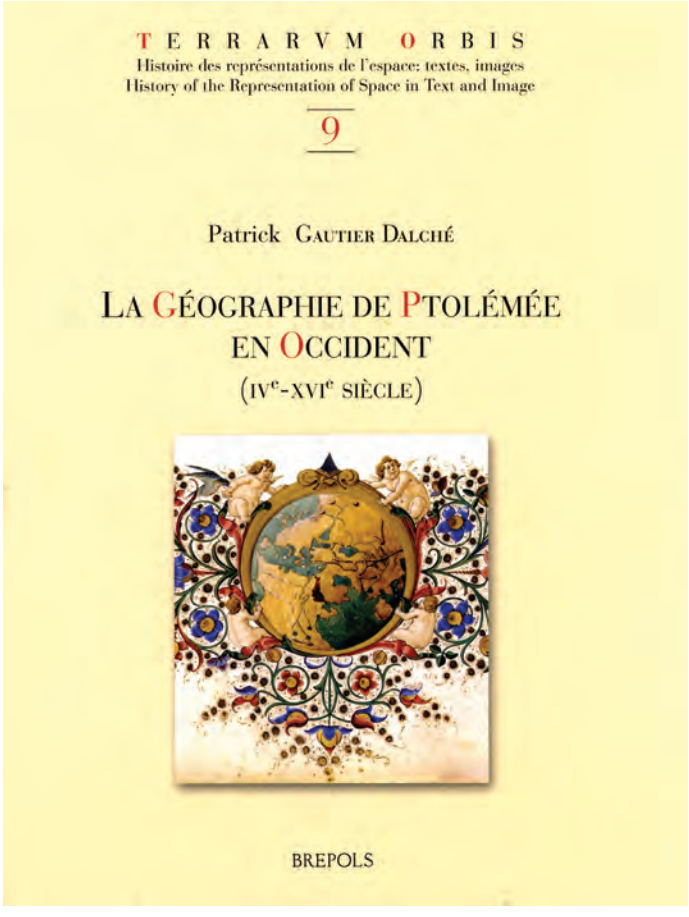
In the carto-bibliographies the county maps include particularly enlightening coverage of directory and hunting maps and the regional maps provide an analysis of Mercator reductions which is notably clear and accessible. The text for each map 'details the currently known different editions…. including size, scale, publisher and date of publication'. The thorny problem of what actually comprises a map 'edition' is not addressed. Additional background information is relevant and interesting. Map issue history is simplified so that only the most obvious and easily identifiable changes are noted. Consequently for complex issue histories it frequently becomes impossible to identify a particular map exactly in the issue chronology because there is no specification of 'minor' alterations. Often map issues are simply noted as 'reissued with updating changes' or similar. The tendency to rely on imprint date



changes to identify issues hides intermediate map states bearing the same imprint date. Some issue dates have been missed and minor revisions ignored. The dating occasionally falls into the carto-bibliographer's trap of assuming that an undated map found in an atlas of known (often dubious) date originates from that date when internal evidence tells a different story. The method of making up atlases in the workshop meant that atlases could be compiled from maps amended at different dates depending on the revision programme and stock levels. Printings from the same engraved plate are sometimes separated under different headings which makes tracing the history of the plate more complex than it needs to be and loses the sense of continuity of plate use. Confusion and contradiction are increased by the ambiguous use of terms such as 'based on' and 'newly engraved'.

Despite these few reservations and the disappointment at the lack of colour in the paperback and proper referencing this is a splendid publication worthy of congratulation. It is a fine addition to the slowly growing list of carto-bibliographies and a praiseworthy replacement for the two, now outdated, earlier Leicestershire bibliographies.

David Smith, Bexley, Kent



La Géographie de Ptolémée en Occident (IVe – XVIe Siècle [Ptolemy's Geography in the western world (4th – 16th century)] by Patrick Gautier Dalché. Published by Brepols Publishers NV, Begijnhof 67, B-2300 Turnhout, Belgium , (2009). www.brepols.net or info@brepols.net or tel. +32 14 44 8030. 443 pp., 31 colour illustrations, hardback, 27 x 21 cms. ISBN 978-2-503-53164-9. Price € 95

The volume presented here is No. 9 in the Series *Terrarum orbis - History of the Representation of Space in Text and Image* that Brepols began publishing in 2001. The author, eminent French historian Patrick Gautier Dalché, is also the general editor of this programme of impressive scholarly publications[1].

Claudius Ptolemy (*fl.c.*127 – 180 AD) should need no introduction. Every single book on the history of cartography at least summarily describes the work which, among his other equally important writings, is the most relevant to the field of interest in our circles, the *Geography*. Many of us have come across, and some even hold in their collection, a Ptolemaic map from a 15th or 16th century edition of this immensely influential manual of geography and cartography that has survived from antiquity.

Anticipating the expectations of a keen readership when the subject of Ptolemy is addressed, the author in the Introduction explains the background to the study : 'Maps are cultural objects; they cannot be understood unless one examines them in their cultural context which must admit historical evidence, especially written documents, to be associated with their interpretation. The negation of this approach is the fundamental failing of a certain history of cartography which, satisfied with its *a priori* and narrow convictions, leads to absurd results' (my translation).

Having thus set the scene, he proceeds to analyse former and current trends of interpretation of Ptolemy's *Geography*. Observing that the subject is rendered in persistently repeated clichés, he singles out some commonplace misconceptions: the *Geography* had been 'lost', until 'rediscovered' in the late 14th century when it was brought from Constantinople to Italy. Its translation into Latin during the first decade of the 15th century has 'revolutionised' cartography. Before its 'rediscovery' the design of world maps was based on 'mythical', 'non-scientific' or 'theological' concepts, whereas thereafter a 'modern' era began, permitting spatial representation in the form of a network of meridians and parallels. This is not the case according to Gautier Dalché. In six chapters spanning a period of thirteen centuries he presents

a scrupulous analysis of published and unpublished sources that permits him to sweep common stereotypes off the table. Also among these is the notion of a Ptolemaic projection, the author arguing that Ptolemy never described any such projection model.

A list of sources, an impressive bibliography with 731 entries and the usual indices complete the work. The 31 colour plates at the end are of very good quality. Particular attention has been paid throughout the book to the orthography of multilingual quotations and references, which is a welcome change to what one finds elsewhere. On the other hand, one might regret the absence of a translation of quotations in Greek, Latin, Spanish, Italian and German interspersed throughout the text and the notes which are not necessarily within the grasp of the average reader.

By the way, those not familiar with French, can get into the subject by reading Gautier Dalché's earlier contribution to Vol. 3 of the *History of Cartography*[2]. This covers the subjects treated in Chapters IV to VI, albeit in much shorter form. The present text is a completely revised and augmented version, practically doubling its volume. Unfortunately though the Appendix to the English text, a listing of editions of the *Geography* from 1475 to 1650, has not been retained here.

It is fair to admit, I believe, that many collectors among us have embraced the widely accepted assertions about Ptolemy which accompanied our learning phase on cartography. But after reading this study it is clear that the *Geography* we knew – or think we knew – will never be the same again. This book is a fabulous, most rewarding excursion into a rather little known historical territory from which we return absolved of preconceived ideas, with a better, fairer appreciation of what Ptolemy's *Geography* is all about. If by design it is destined for the historian, it will also be a revelation for amateurs concerned with the history of maps.

Wulf Bodenstein

Notes

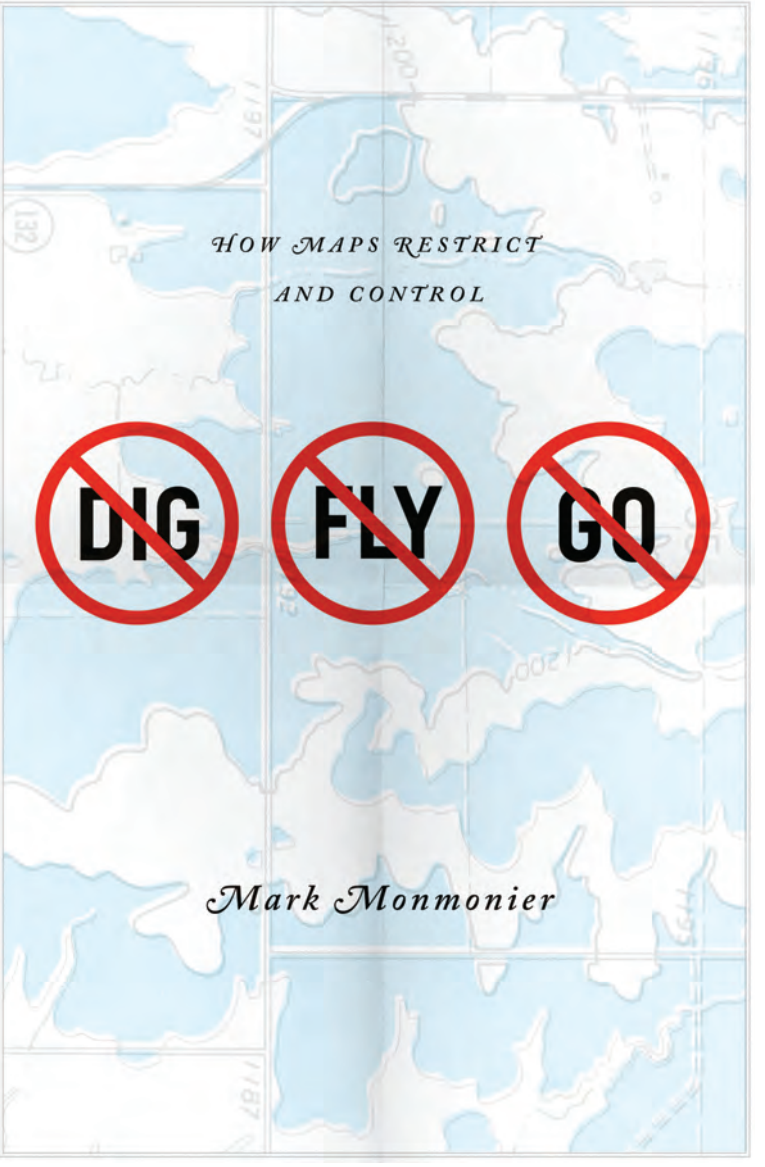
1. Of particular interest to our readers would be : Scott D. Westrem, *The Hereford Map*, Brepols 2001, and Piero Falchetta, *Fra Mauro's World Map*, Brepols 2006.

2. David Woodward (ed.), *The History of Cartography*, Vol. 3, *Cartography in the European Renaissance*, Part 1, Chicago & London : Chicago University Press, 2007, pp. 285-364.

NB. This is an abridged version of the review originally published in *BIMCC Newsletter* N° 36, January 2010.

No Dig, No Fly, No Go : How Maps Restrict and Control by Mark S. Monmonier. University of Chicago Press, East 60th Street, Chicago IL 60637, USA, 2010. *www.marketing@press.uchicago.edu* Hardback xiii + 242pp., ISBN 978-0-226-53467-1. US$65 (hardback), $18 (paperback).

Had this book arrived without its cover, the author would have remained obvious. This is a Mark Monmonier text through and through: well written, engaging, mildly provocative, quirky at times, lavishly illustrated (albeit in black and white) and underpinned by a dry but generous sense of humour. It is full of interesting examples of how maps are used to naturalise claims to territory and then to restrict access.



As it happens my copy came fully intact with the blurb describing it as 'a worthy successor to his critically acclaimed *How to Lie With Maps*.' Well, yes, it is a successor and its predecessor has been critically acclaimed (rightly so). There is also a return to previous themes, most notably an expanded discussion of gerrymandering boundaries for political gain (with the passing note that its namesake, Governor Elbridge Gerry, has been somewhat unfairly associated with the process).

However, as Monmonier himself writes, the new book is better understood as the fourth in a series of short cartographic histories exploring the evolution and impact of a map symbol or feature. The first '*Rhumb Lines and Map Wars*' (2004) is about grid lines. '*From Square Tit to Whorehouse Meadow*' (2006) is about standardized place and feature names. '*Coast Lines*' (2008) is about how mapmakers frame the world and chart environmental change. In his new book Monmonier turns to 'prohibitive cartography' – how cartography works as a mapping tool, leading to 'our unconscious acceptance of cartographic boundaries of all types as natural, beneficial and worth obeying' (p.xii).

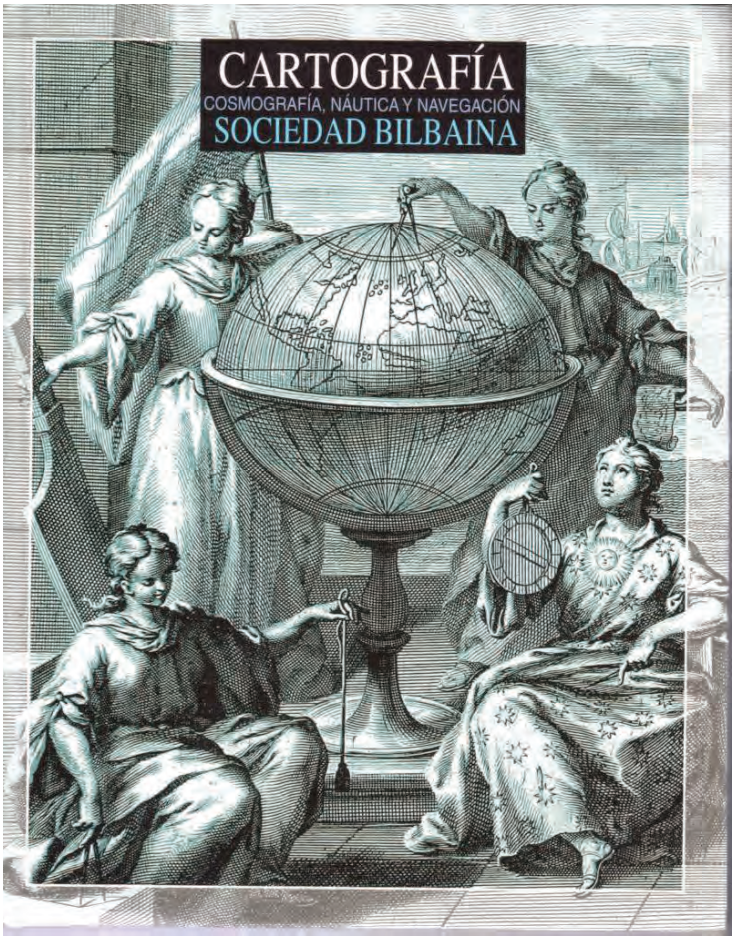
The key point is that boundaries matter. They delimit and (literally) ground a claim to territorial possession. By doing so they shout to would-be trespassers, "keep out!" This is true at multiple scales.

Monmonier begins by looking at property properties, how they have been surveyed and marked, and the challenges of recovering a boundary described by historical landmarks. A discussion of frontier lands shows how large tracts of the United States were carved into apparently regular grids but ones that converge towards the North Pole. Hence the phenomenon of otherwise long and straight roads having occasional and seemingly inexplicable bends: they are due to the offset of land boundaries, correcting for converging meridians.

Richard Harris, University of Bristol

NB. This review first appeared on MapHist, the e-mail discussion group on the history of cartography.

Catàlogo de cartografia, cosmografía, nautical y navegación de la Biblioteca de la Sociedad Bilbaina. Sociedad Bilbaina, Calle Navarra 1, 48001 Bilbao (2009). Tel. 944231407, e-mail secretaria@sociedadbilbaina.com. Hardback, 269 pages, text in Spanish. ISBN 978-84-613-3077-5. € 30



In 1839 a group of citizens of Bilbao – the largest city in Spain's Basque country – created a social club along the lines of the fashionable saloons that appeared at that time all over Europe, giving birth to the Sociedad Bilbaina. Since its infancy, 'reading' was one of the objectives the society wanted to fulfil and to achieve this end a library was formed. By 1881, with over 1000 volumes already in its library, a permanent librarian position was created. Today José Luis Virseda, who is also the president of the commission for cultural affairs of the society, holds this position. Mr Rubio oversees more than 40,000 volumes that now make up the Sociedad Bilbaina's library with its sumptuous wooden-panelled reading room.

This extensive collection makes it one of the most important private libraries in Spain. The collections includes some rather rare materials that dictated the construction of a vault in 1942 to protect these precious jewels. Among these 40,000 volumes there is an extensive collection of cartographical material, and this handsome book is the catalogue of these holdings of the Sociedad Bilbaina.

Mr Rubio's introduction to this book provides a useful definition of cartography:

'*[U]na ciencia polifacética que intenta explicar, especialmente de manera visual, la configuración del Universo, abarcando una amplia gama de disciplinas como las matemáticas, la astronomía, la geografia, la topografia o la navegación asi como el diseño y la construcción de los instrumentos auxiliares de las mismas.*' ['[A] multi-faceted science that attempts to explain, particularly in a visual form, the shape of the universe, thus covering a wide range of disciplines such as mathematics, astronomy, geography, topography and navigation, as well as the design and construction of their ancillary instruments.']

This wide-encompassing definition corresponds to the wide range of books that the cartographical catalogue contains, from treatises of navigation, navigational instruments and astronomy to atlases.

This handsome book is broken into six sections: the first five covering the library holdings from the 16th to 19th century respectively, and the sixth chapter covering the loose-sheet maps and city plans. Each entry in the catalogue consists of a detailed description of the artefact, including title, author, publisher, dimensions etc. and is accompanied by several illustrations, as well as extensive scholarly notes of the work at hand.

Non-Spanish readers should not be deterred by the fact that this book is only available in Spanish (with introductions in both Basque and Spanish). It can serve a dual purpose: the first, and most obvious, is as a catalogue of the impressive cartographical collection of the Sociedad Bilbaina's library; the second, due to the breadth of the collection, its illustrations and depth of the descriptions of the items in the catalogue, is as a primer on the evolution of cartography from the lens of the printed material that has survived to this day and is preserved at institutions like the Socieded Bilbaina.

Juan Ceva, Vice-President California Map Society

NB. An expanded version of this review appeared in *The Portolan* Issue 78, Fall 2010.

Publications Received

The Natural History of Ireland by Philip O'Sullivan Beare (*c*.1590-1660) translated and edited by Denis C. O'Sullivan. Cork University Press, Youngline Industrial Estate, Pouladuff Road, Togher, Cork. E-mail corkuniversitypress@ucc.ie. Hardback, 296pp, ISBN 978-185918-4. € 35

Quote for the Day



"But we've carried it much farther than you. What do you consider the largest map that would be really useful?"
"About six inches to the mile."
"Only six inches!" exclaimed Mein Herr. "We very soon got to six yards to the mile. And then we tried a hundred yards to the mile. And then came the grandest idea of all! We actually made a map of the country on the scale of a mile to the mile!"
"Have you used it much?" I enquired.
"It has never been spread out yet" said Mein Herr. "The farmers objected: they said it would cover the whole territory and shut out the sunlight. So we now use the country itself, as its own map, and I assure you it does nearly as well."

from *Sylvie and Bruno Concluded: The Man in the Moon*

by Lewis Carroll, 1889

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Frederik de Wit, 1660

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Worth a Look

The end of the road

by Valerie Newby

In 2001 this iconic sculpture of a pair of hands holding a map was installed at the western end of the seafront at Minehead in Somerset. It marks the conclusion of the South West Coast Path which is Britain's longest national trail – a 630-mile walk around the coast of the south west peninsula.

It was designed by a local art student, Sarah Ward, in response to walkers' pleas for a memorable feature at which to either start or end their long distance journey on foot. Sarah's design was one of many submitted by students at West Somerset Community College as part of their 'A' level study. It was the unanimous choice of the competition's judges and a year later the design had been made a reality by professional artist Owen Cunningham.

The 12 foot [nearly 4 metre] high steel sculpture provides a new focal point at the western end of the Minehead seafront. This photograph was taken by our Society photographer David Webb who probably did not walk the whole 630 miles!



You Write to Us

Congratulations
My autumn copy of the *IMCoS Journal* just arrived in Bangkok and I write to send you my heartiest congratulations on a stellar issue. It is packed with informative articles and news. Furthermore, it is beautifully presented, both in layout and in colour reproductions. What a fine tribute to the organization's 30th birthday!

Dawn Rooney, Bangkok, Thailand

International Symposium thanks
I am writing to thank the organizers of the London symposium, Jenny and Ian Harvey, and everyone else who worked hard on the project. Everyone I spoke to was very grateful to them and enjoyed the varied programme and the high standard of presentations. On the practical side Jenny and Ian's arrangements seem to have covered every eventuality. Even the inevitable complex juggling of groups and transport seemed to run smoothly so that we all arrived safely at our preferred choice of activities. They were extremely busy but made themselves available throughout to help with queries and changes of plans, count heads and shepherd us along. The venues were widespread but I didn't hear reports of anyone left stranded at Greenwich pier or Windsor Castle!

Over the last thirty years we have been entertained royally and been able to enjoy a wide range of cartographic treasures at symposia all over the world organised by our overseas members. These occasions are always memorable for their friendly atmosphere and the pleasure of meeting old friends. It was London's turn to respond in kind and we must thank Jenny and Ian for doing this so well for us.

Susanna Fisher, Southampton, England

Ortelius' legacy reply
May I, on the subject of 'Ortelius' legacy', offer a partial response to Barbara Thomas' letter in *IMCoS Journal*, Summer 2010, 121, p.21. The Ortelius correspondence is dealt with by Marcel van den Broecke in his contribution 'Introduction to the life and works of Abraham Ortelius (1527-1598)' on pp.29-54 (specifically pp.33-4) in *Abraham Ortelius and the first atlas : essays commemorating the quadricentennial of his death 1598-1998* edited by M. van den Broecke, Peter van der Krogt, and Peter Meurer (HES, 1998), ISBN 90-6194-388-4. Its present dispersed locations are noted: Department of Manuscripts, British Library; Harry Ransom Humanities Research Center, University of Texas at Austin; Gent University, Leiden University; and Royal Library, The Hague – where are about one third of those described in Hessels' collection (and, incidentally, Hessels' original 1887 book was republished in Osnabrück by Zeller in 1969).

Page 43 (in section headed 'Decease') mentions that Colius (i.e. Jacob Cool) *jr* (1563-1628) in London inherited 'a considerable portion of Ortelius' wealth after his death, in the form of his books and most of his coins . . . Some books went to Plantin . . . The part of Ortelius' library that was inherited by Colius finally found its way to the Cambridge University Library as the collection of Bishop Moore.'

As to the *Album Amicorum* for Ortelius, readers should treat the 1969 *facsimile* edited by Jean Puraye & Marie Delcourt (Amsterdam : Van Gendt, 1969) with caution: 'Of this *Album* a facsimile edition with very disappointing notes and introduction is available.' (J. van Dorsten & A. Hamilton, in *Times and Tide . . .*, Leiden, 1980, p.45, footnote 1).

Francis Herbert, London

Maps and Civilization
Congratulations on another fine and informative issue of *IMCoS Journal*, Summer 2010. I was pleased to see the review by one of my California Map Society colleagues of *Maps and Civilization* (pp.55-56) with colour illustration. This book is now being revised for a possible fourth edition with a new final chapter 'Retrospect and Prospect' suggested by readers and users. I am also contributing several articles to the *History of Cartography* Volume 5, edited by Mark Monmonier.

Norman Thrower, Pacific Palisades, California, USA

The moving city!

Not every city has a latitude which can be expressed in round figures. Freiburg, at the gateway to the Black Forest of Germany, does and shares its latitude with a number of very prominent places. Lying at just 48° it lies almost halfway between the Equator and the North Pole and shares this latitude with such illustrious places as Dnjepropetrovsk, Munich, Washington, Vienna, Ulan Bator and Quimper.

The latitude has been available for all to see just outside the centre of the city with markings on the street and carved in stone. Due to a complete overhaul of the street in which these markings could be admired, new markings were required to present this imaginary line to the public. Just to be on the safe side the city fathers had the site measured again. Perhaps not surprisingly, with modern satellite technology available, this established that the old markings had actually been located a few metres too far to the north.

Now using the up-to-date information provided by the geodetic system ETRS89 the latitude has been exactly calculated. The apprentices of the Gardens and Parks Department and of the city's Planning Department have now laid the 300 Kg marking, completed from mosaic tiles, in the pavement at the corner of Habsburgerstrasse and Ludwigstrasse.



Kit Batten, Stuttgart, Germany

Overpage: A collage of map-themed Christmas cards from a private collection.

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SEASON'S
Christmas Greetings
SEASONAL GREETINGS!
When I am dead and in my grave, and all my bones are rotten by this shall I remembered
Let then I should be forgotten


GREETINGS
CANADA
NOVA TOTIUS TERRARUM ORBIS GEOGRAPHICA AC HYDROGRAPHICA TABULA
EUROPA
ASIA
AFRICA
Christmas Down Under
Season's Greetings

The Story Behind a Map

The territory of Monaco before 1860

by Rod Lyon



Abel Rendu's important little map of the ex-principality of Monaco dated 1848.

Although this small map of the Principality of Monaco does not look very prepossessing it tells an important story. It is also possibly the first printed map to show the ex-principality of Monaco and comes from the collection of Charles Martini de Chateauneuf who lives on the eastern Côte d'Azur of France.

The book containing the map is dated 1848 and entitled *Menton Roquebrune et Monaco (ex-principauté-Italie): Histoire et Description de ce pays par Monsieur Abel Rendu, Paris au comptoir des Imprimeries Unis Comon libraire-editeur, Quai Malaquais, 15.* It tells the remarkable story of how, by becoming smaller, a country became universally famous.

Prior to 1860 the territory of Monaco, until recently[1] a mere 1.5 sq. km. (only the Vatican City is smaller), was much bigger as it included the large communes of Roquebrune/Cap Martin and Menton/Monti, an area of 23 sq. km. This is clearly shown on the small map of 1848 which was published at the time of the break up to record the events which led to Monaco losing 95 percent of its territory.

From 1215 the powerful families from nearby Genoa ruled the ligurian coast and took control of the strategic peninsula of Monaco. Then in 1297 the Grimaldi family gained entrance to the castle disguised as monks and took possession of the area known today as Monaco-Ville. Thus began the long rule of the Grimaldis. Today the principality is a constitutional monarchy ruled by the princes of the Grimaldi bloodline – currently Albert II, son of Rainier Grimaldi (who died in 2005 after a reign of 56 years) and Princess Grace (formerly the actress Grace Kelly).

From 1793-1814 Monaco was annexed to France. For a short time during that period its name was changed to Fort d'Hercule and from 1815 to 1861 it was a Sardinian Protectorate. It was only in early February 1861 that Menton/Roquebrune and Monti officially became part of France.

Abel Rendu's book relates the quiet revolutionary struggle of the Roquebrunois and Mentonnais people to separate from the principality which at that time was a poor territory and levied punitive taxes. In fact

Menton was considered to be the jewel in the crown of the principality because of its prolific production of olive oil, lemons and oranges in the fertile valleys which slope down from the mountains to the sea. Ironically, today many of the people of these areas rely on Monaco for their income!

The reduction in size of the principality forced the Prince (Charles III) to look for other solutions and sources of revenue. This led to the creation of the world famous Casino and the Bains de Mer (Sea Baths). At first the Casino struggled to survive but then flourished after other casinos across Europe were banned and closed down. Monaco casino was one of the few remaining and took full advantage of this fact. Also, sea bathing became popular and the rich and famous flocked to Monaco to take the waters.

Today there are some vestiges of the old former principality remaining; two old boundary markers buried in the countryside above Menton and the summer palace of the Princes near the sea at Carnoles. In the grounds is a chapel still bearing the Grimaldi coat of arms and in a forest behind Menton is a hunting lodge of the Princes. There is also the Bastion, built to protect the inhabitants of Menton from incursions by sea, and a Grimaldi palace in the older part of the old town on Menton in the Rue Longue.

The book containing the map ran into two editions but only the early edition had the map. This may have been so as not to antagonise the Prince by showing how much territory he had lost. By the 1860s Monaco had become a strong economic force and with the coming of the train in the 1870s its success was assured. Abel Rendu, the author, was not a local man. He may have come from the north of France and moved south for the better climate. His book was published in Paris and locally and the last edition was dated 1867.

The dedication (in French) is addressed 'To the towns of Menton and Roquebrune'. The author writes 'It is to you, noble towns transformed by a providential revolution; it is to you, Citizens so patient and brave which was your force and which is your pride, that I dedicate this book. It is the work of someone with a strict conscience and an enthusiastic admiration.' He goes on to say that 'Your children will read here the history of a past which was not without glory; they will feel indignation as they read about the sufferings of their forefathers but be proud and happy for what they have in the present…. their country which is today one of the jewels in the crown of France'.

An 1867 copy of Rendu's book is a treasured possession of the public library in Menton and inside is written the words 'This book must absolutely never be allowed to leave the Menton Public Library!' How proud Monsieur Rendu would have been to read those words.

In the Foreword he explains that a few years ago at one of the extreme borders of Provence, between Nice and Ventimiglia, there existed a small state which lived from its own endeavours and played in the past a role worthy of attention. This state, which almost disappeared as a result of a peaceful and legitimate revolution, contained three towns: Menton, Roquebrune and Monaco.

From the 1830s a comprehensive atlas was published in Florence *Atlante Geografico Degli Stati Italiani*, which in later editions includes maps of Monaco as it existed before and after (late editions) the annexation of Menton and Roquebrune but it looks as if Rendu's little map was a forerunner unless a collector somewhere has a so far unrecorded map.

Note

1. The land surface area of Monaco has now increased to 2.02 sq. km. (0.78 sq. miles) due to the reclamation of land from the sea in the area of Fontvieille.

Rod Lyon is a committee member of the newly-formed Malta Map Society.



The modern boundaries of Monaco

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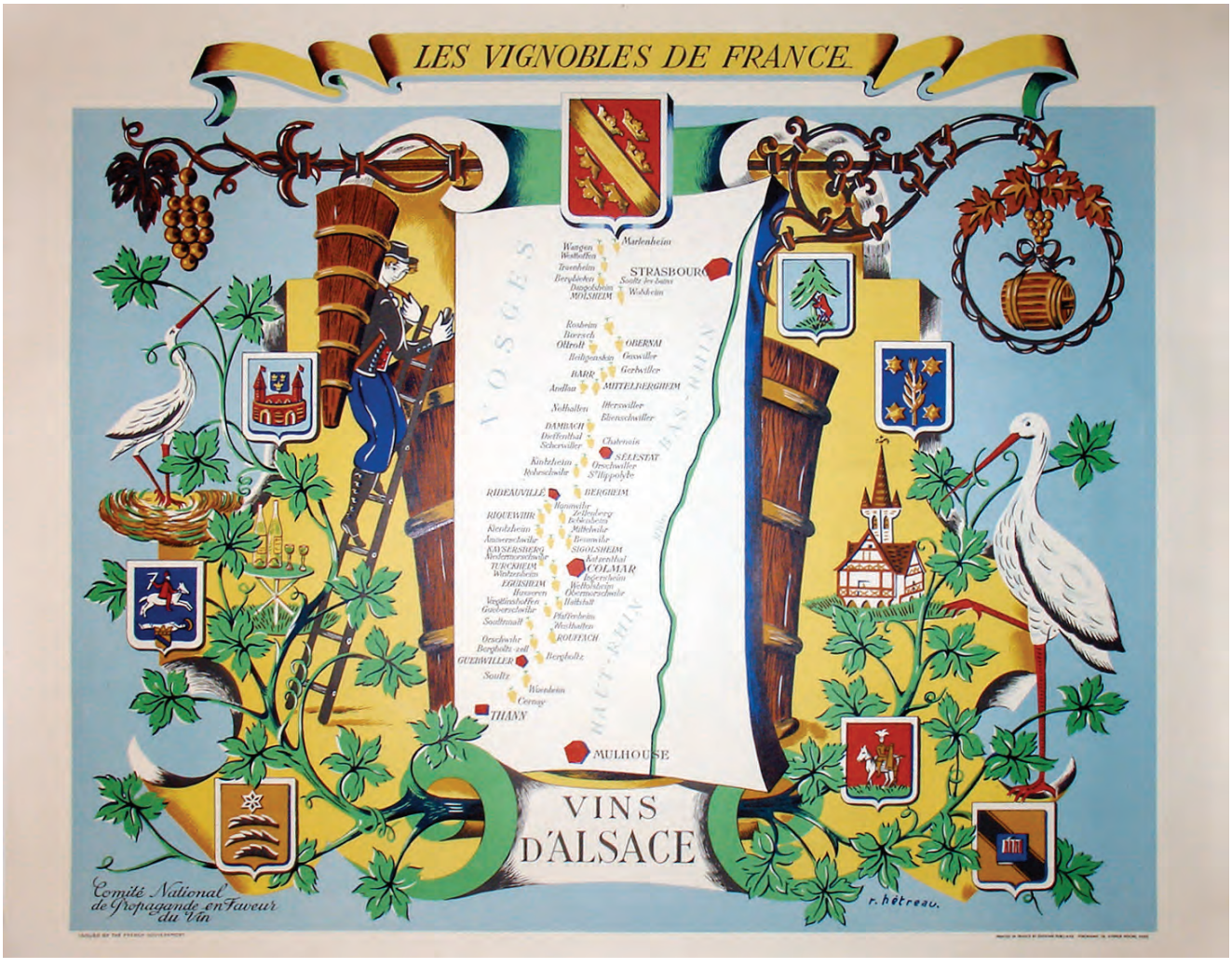
Maps of French wine regions

'Wine neither keeps secrets nor fulfils promises'

For those looking to form a reasonably priced collection of unusual maps why not go for cartographic posters from the wine growing regions? The maps shown here are from three of the wine growing regions of France and would be a colourful and fun subject for any collector. These pictorial maps were made in an attempt to advertise and promote tourism and boost the wine selling industry as a whole. They were drawn by Remy Hetreau and date to the 1950s.

Hetreau was born in Patay in France in 1913 and died in 2001. He was an art student in the Boulle School and became a great decorator and illustrator, particularly of books. Hetreau also executed a huge wall painting for the Maison de l'Amérique Latine [House of Latin America] in Paris and another one in the École Nationale des Douanes [National School of Customs Officers]. He also designed international exhibitions of French technology.

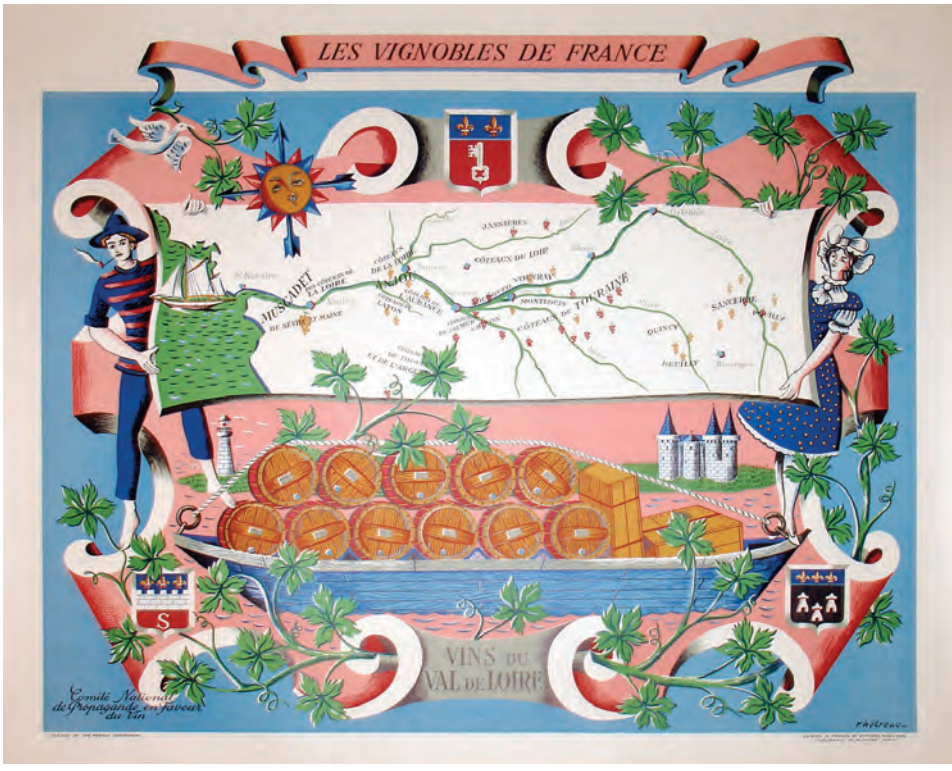
The first map illustrates the wines of the Alsace region, an area in Eastern France on the River Rhine bordering Germany which specialises in white wines. Grapes grown include Riesling, Pinot gris, Pinot blanc, Pinot noir and Muscat. The second map comes from the Loire Valley, also a white wine region which stretches over a long distance along the

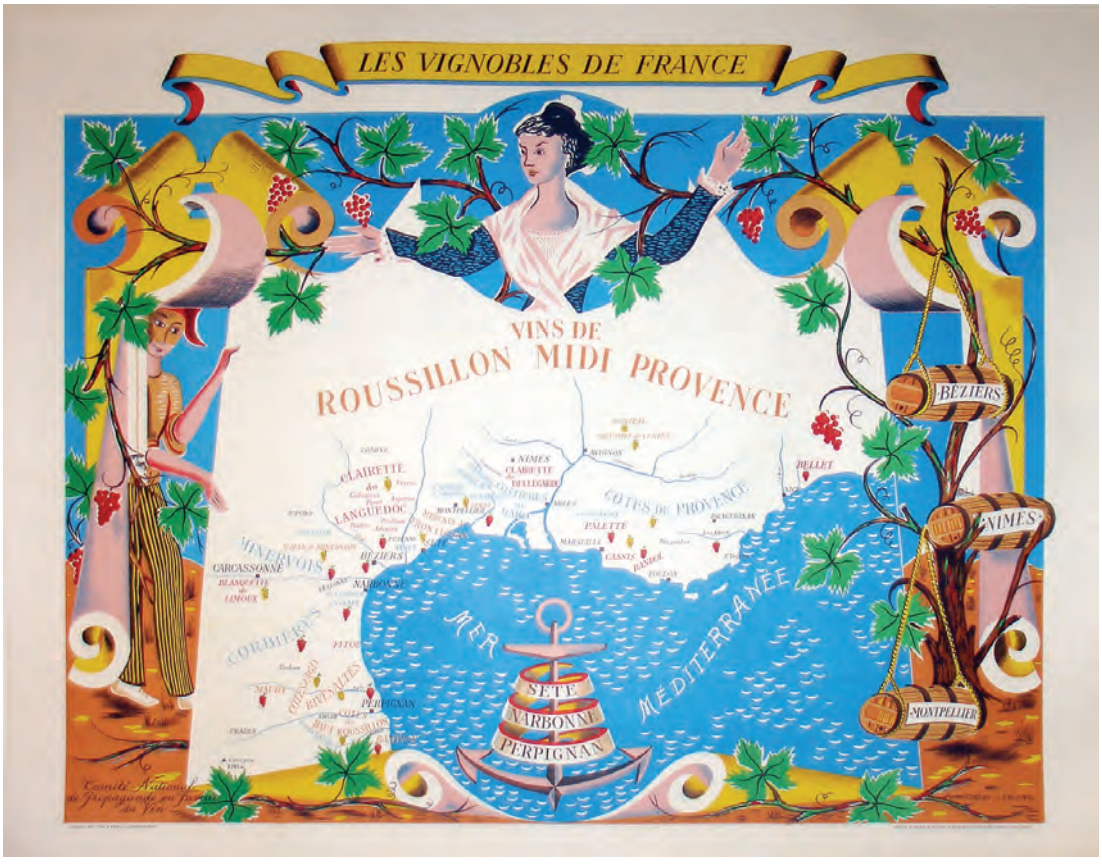


Loire River in central and western France. The area is divided into four sub regions along the river: the Upper Loire, Touraine, Anjou-Saumur and Pays Nantais close to the Atlantic coast. The third map shows the wine growing regions of the Midi in southern France. This is much closer to the Mediterranean and the warmest wine region in the country producing mainly red grapes such as Carignan, Grenache, Cinsault, Mourvèdre and Syrah which feature in the heady reds of the Minervois and Corbières. This area is also famous for its sweet Muscat wines.

Interestingly, wine drinking is said to have been dropping over the last 40 years in France itself although sales of champagne remain steady.

As of writing this article these posters were among the selection of pictorial maps for sale from the George Glazer Gallery in New York City. To contact the gallery send an e-mail to worldglobe@georgeglazer.com or go to www.georgeglazer.com





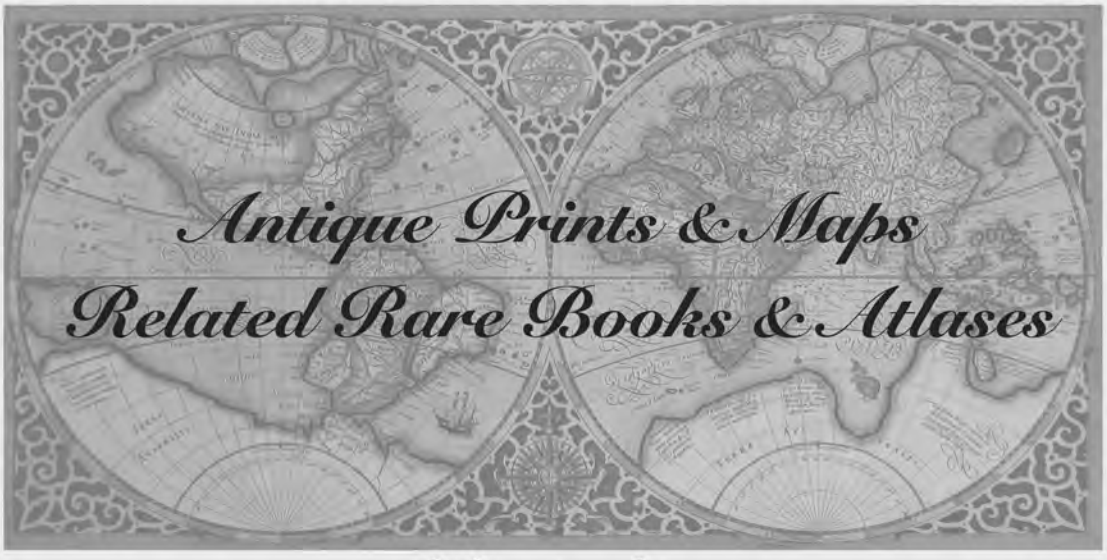


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My Favourite Map

Bartolomeo Genga's manuscript map of Malta, 1558

by Albert Ganado

Dr Ganado's extensive collection of maps of Malta was recently the subject of an unusual exchange; the government gave him the historic house in which he lives in Valletta as payment for his maps and atlases. Dr Ganado was heartbroken to be parted from his maps but he still has access to them whenever he wishes. The Editor asked him to choose the favourite map from his collection.

I was asked to choose my favourite map from my collection of over 500 maps of Malta which I built up over a period of 55 years. This was not quite straightforward to answer although the Quintinus map of Malta came to mind.

This is the first printed separate map of the island and the booklet in which it was published in 1536 is extremely rare. Although there is no copy in the National Library in Valletta, there are two other copies in Malta apart from the one which I collected in 1967. I well remember how excited I was when I saw it advertised in an Italian catalogue of the bookshop Apulja from Bari and how anxious I was while waiting for a favourable reply to a cable I had instantly despatched!

Another map which aroused my interest and tickled my imagination came to my collection in 1987 through a telephone call from Tooley Adams in London. They told me they could offer me a map of Malta they had never seen before. When they read the title and the engraver's name I was speechless for a moment. I had never heard of this map before although I had a list of the holdings of maps of Malta in over 250 libraries and museums in Europe and America. Needless to say, I snapped it up immediately. It turned out to be the first printed map of Malta by a Maltese cartographer, a goldsmith by the name of Aloisio Gili, preceding the well-known map by Gio. Francesco Abela (1582-1655) dated 1647 which has always been considered a first. Even the subject of the map is exceptional: it is the only map which depicts the heavy Turkish *razzia* or raid which occurred on 6th July 1614, produced shortly after the event. It is extremely rich in place names, dedicated for some unknown reason to Prince Julius Friedrich, Duke of Würtemberg (1588-1635), who had taken part in the storming of Ephesus by the Knights Hospitallers in 1613.

There are other maps in the collection, both printed and manuscript, which appeal to my heart and mind but one in particular stands out above the rest. It is the Genga manuscript map of 1558 and I think this has to be my favourite map. It was drawn in Malta by Bartolomeo Genga, a renowned engineer in the service of the Duke of Urbino, Guidobaldo II della Rovere.



Fig. 1
Bartolomeo Genga's manuscript map which is so highly admired by the author.

Genga was brought over to Malta in 1558 by Fra Jean De Valette (1495-1568), elected Grand Master of the Order of St John in August 1557. De Valette's seat was at the Borgo of Fort St Angelo on the east side of Malta harbour. From the ramparts of the fort he looked wistfully across the water to the barren hill which threatened the Order's very existence. He determined to convert the hill, known as Mount Sceberras or Mount Saint Elmo, into a noble fortified city able to withstand the might of the Ottoman Empire. Genga was to be the architect of the project.

Bartolomeo Genga was born in Cesena in 1518, the son of Girolamo Genga (1476-1551), court artist and architect. He arrived on the island in March 1558 and started improving the existing fortifications. He made a relief model of the projected new city on Mount Sceberras but fate decreed that he would not live to see it being built. He died on 7th July 1558 and was buried in the Conventual Church of the Order at the Borgo, now known as Birgu.

Genga's model was lost in the mists of time but the drawing of his scheme has survived and now forms part of my map collection. It is a large pen drawing in brown ink on paper measuring 84 x 190cm [33 x 74 ins]. The title is 'Isola di Malta. Parte dell'Isola di Malta con il parere del..s…p[er] la nuova citta'. The name of the author of the scheme for the new city has been left out, perhaps for security reasons, but all writers agree that it represents Genga's scheme. Indeed, the design tallies exactly with the description of Genga's proposals recorded by the historian of the Order Giacomo Bosio in his *magnum opus* published in Rome in 1602.



Fig. 2 Genga's map includes the earliest known representation of Malta Harbour.

This drawing is the very first proposal for the building of Valletta. The design enclosed practically the whole peninsula of Sceberras (then known as Mount St Elmo) within a bastioned enclosure with the land front set at the neck of the peninsula. At the other end, the sea front is in line with the north-eastern tip of the *Isolotto* (today's Manoel Island) in the harbour of Marsamuscetto, leaving a barren tract of land between the sea front and the Fort of St Elmo at the tip of the peninsula. The scheme included the redesign of the fort itself.

The map depicts only the part of Malta extending from St Paul's Bay to the harbour of Marsascirocco. The central section of the map incorporates the main harbour of Malta showing the existing features and the projected city on the peninsula dividing the harbour. Both the place names and the measurements given in *passi* are inscribed *in situ*. Worthy of note is the road network outside today's Valletta, with its extensive ramifications on the eastern side of the Grand Harbour. The technical details on the map are definitely the product of a survey by a military engineer. The grid-lines 28 x 28mm, incised with a metal instrument but apparently unmarked in pencil or ink, are a highly important feature of this manuscript map.

Although the drawing is in brown ink, there are identifiable pencil traces in some parts of the map. When the late David Woodward (Professor at University of Wisconsin-Madison, USA) examined the map hanging on the wall in my study, he suggested that if the pencil traces are actually over the ink it would be an indication that the drawing is the original from which copies were meant to be made. Copies of Genga's map were certainly made. In 1558 Genga himself sent a copy of his design to his master the Duke of Urbino, while Grand Master De Valette later sent copies to Pope Pius IV (1559-1565) and to the King of Spain. The fate of these copies is unknown.

Genga's drawing in my collection was previously owned by Count Emeryk Hutten Czapski (1897-1979), born in Poland, Bailiff Grand Cross of Obedience of the Sovereign Military Order of St John, an avid collector of maps of Poland and maps of countries associated with the Order, like Cyprus, Rhodes and Malta. In 1966 Count Czapski published an article in the *Annales* of the Order on the rare maps of Malta in his collection. In this he illustrated Genga's scheme in the central part of his map. In the mid-1970s he exhibited the map at the Cathedral Museum in Malta where it remained until his death. I knew the Count quite well and acquired a few rare 'Lafreri' maps of Malta from his collection. More than once he hinted that he would be pleased to see the Genga map in my collection but he never made a concrete proposal. I was lucky to acquire the map and other items of Maltese interest after his death.

From the very first time I saw this map I entertained a special regard for it. It was the prize item of Count Czapski's collection and exceptionally valuable for a collection of maps of Malta.



Dr Ganado, President of the Malta Map Society, in the library of his home in Valletta.

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Profile

Hans Kok, Chairman of `IMCoS

Interview by Valerie Newby

The current chairman of IMCoS, Hans Kok, is a man with multifarious interests and achievements and he has just added a new one – author. Just published is the massive work *Sailing for the East: History and Catalogue of Manuscript Charts on vellum of the Dutch East India Company (VOC) 1602-1799* which he has co-authored with Professor Günter Schilder who retired from his chair in the history of cartography at the University of Utrecht in 2005.

In the introduction to the book it says that Hans agreed to help with preparation of the new catalogue because as a pilot he used to navigate across the World in aeroplanes in the days when sextants and a fair amount of dead-reckoning were necessary. This meant he was well qualified to merge the practical angles of navigation with the academic interests of Günter Schilder. The work, which tracks the historical developments of the sea charts produced by the VOC, took eight years of hard work and dedication. (For a report of the book's launch see p.29 of Mapping Matters in *IMCoS Journal* 122, Summer 2010)

Hans, who recently celebrated his three score years and ten, took over as Chairman of IMCoS from Jenny Harvey in 2005 and works tirelessly for the Society both in promotion and leadership. He is also on the Board of Editors of the Dutch journal *Caert-Thresoor.*

But let's start "at the very beginning." Hans was born in November, 1940 at Zwaag, near Hoorn in Holland. His father ran a large apple orchard and had an unrealised ambition to emigrate to South Africa. Sadly, family bereavements and other circumstances meant his father's ambition was never realised and he remained in Holland. Hans is one of four children and one of his sisters lives in Melbourne. So what led to him becoming a pilot?

"I always read stories about KLM, the Dutch airline which was founded in 1919, and when a



Young Hans (far right) with his parents, sisters and brother in Holland in 1946.

careers advisor told me I would see the World and also be pursued by beautiful stewardesses if I became a pilot that was it." Rather than going to university he attended the Dutch Government Civil Aviation Flying Training School joining KLM at the age of 19. He learned to fly in a Tiger Moth, Harvard AT-6 and Beechcraft D 18S. Hans told me "The Tigers were open cockpit so you had to be very careful that your map didn't blow away!" After completing his training, he joined KLM as a pilot/navigator, also taking the exams for Flight Navigator and it was during this time he became interested in maps and obviously navigation; the more so as Polar navigation without a magnetic compass but with free gyros instead, proved to be intriguing to say the least.

He is an avid map collector and it was during his early flying days that his interest was first sparked. During a flying trip passing through Lisbon he bought his first map and then continued to acquire different maps from other places around the World. As a pilot he was leased out by KLM to other airlines and was sent to many different places. He obviously had a unique opportunity to visit different map galleries particularly while living for periods in Tokyo, Curaçao, Naples and for ten years in Germany. It was here that he met his future wife, Eva, who was a German stewardess with an airline called *Südflug* and later with *Lufthansa*. After their marriage they returned to Holland. Hans retired from flying duties in 1996 as Captain on the Boeing 747-400.

Hans getting off his Boeing 747 after its inaugural flight from Amsterdam to Beijing.



I wondered if Hans had experienced any frightening moments during his career. "I could fill a book with them," he replied. "I had many during my 18,000 flying hours." But he stressed that most occurrences would be more frightening to the passengers than to the pilots. On one occasion his plane lost a wheel on take off in Italy and although he managed to get a replacement tyre the wheel nut could not be found. He called up a friend in Naples by military 'phone at 3 am and the friend went to *Alitalia* to obtain a replacement. The nut was then flown over to him with the postal night flights via Rome and Taranto. On another occasion he had two engines (out of four) on fire taking off from Nice Airport but, of course, he was trained to handle these emergencies. He also explained that when he started his flying career he was a hero because he brought home goods from the USA like LP records, tools, Nescafé and orange juice which were just not available in the 1960s.

His map collecting continued alongside his flying career and he bought maps wherever he went but he came to realise that he needed to choose a theme as his 'mess' was getting worse. One night in 1981 when he lay awake because of the time change he decided to concentrate on collecting any maps documenting the (sea-) routes between Amsterdam and the Dutch East Indies. This would allow him to acquire town plans of Amsterdam, maps of Spain, South Africa, Sumatra and Java, Japan and even Australia. He also likes celestial charts and aviation maps and whilst working for KLM was often able to save obsolete long range plotting sheets which would otherwise have been destroyed. After lying in his house for 30 to 40 years he came to realise these were rare as they represented an era when airlines collected their own data, drew and printed their own maps. So he has a very versatile and flexible collection with a theme that is unique.

Hans joined IMCoS in 1989 (Member 636) after visiting Michael Sweet's shop in Singapore. During the Singapore Symposium in 1991, he was

asked to speak on 'something' the next morning after the lecture on Babylonian maps by Professor Oswald Dilke, as one of the speakers had not arrived. He is now an accomplished speaker himself and gave the E.G.R. Taylor Lecture at the Royal Geographical Society in London this October. His subject was Dutch maritime charts 1550-1800, a related subject but not really connected to publication of the recent book on the VOC. After his first IMCoS International Symposium in Singapore (and Sydney), he has attended nearly every one since.

He has always been under contract as a pilot with KLM and on his secondments to various other airlines, was offered office jobs involving work on simulator projects and flying 50% of the time on the side. He was then made Deputy Director of KLM's Flight Crew Training Department, a position he held for about six years. What a difference there was then in comparison to his early years. "They always have fuel, work less hours and have autopilots to help them land in bad weather. We had none of those things then" he said. After his retirement he was not short of anything to do; the old windmill across from his house which dated to 1662, burned to the ground in 1999. Hans chaired a committee to rebuild the windmill to its original specifications and using the construction techniques from the seventeenth century. An archive of the mill's history was prepared as well (and put into an old atlas binding) and in 2003 the windmill was inaugurated with many local festivities to mark the occasion.

Hans has never sold a map in his life and the favourites in his collection are a map of the Indian Ocean on vellum produced by Blaeu for the VOC dated 1677 and a rare map of Africa by Allard. He also enjoys a 1930 cartoon map of The Netherlands which cost him 5 Guilders!

How does he see the future of the map trade, I wondered. "I think the infrastructure of the map world has suffered because of the inflated prices and the financial crisis. As a consequence, a number of dealers were faced with the necessity to cut costs and where some dealers were maybe too old to switch to the Internet, quite a number have decided to give up their shop. Also, history and geography are not being taught in schools in a way to induce young people to delve into the map's combined attraction of condensed history, the history of discoveries and cartography and business is using digital maps more and more," he replied. This has led to a decrease in younger collectors, possibly not enough to replace the older generation. Personally, he is not keen on buying on the internet as he likes to handle and pore over a map before he decides to have it. IMCoS and other map societies around the World are filling a space and providing much needed support for collectors and must maintain their position in co-operation with the trade and the academic research institutions, he feels.



Hans paying special attention to a VIP passenger in the upper deck cargo compartment of his Boeing 747 Combi in 1994.

"IMCoS has thrived and grown over the last 30 years and I am sure it will be around for many years to come," Hans said, ending on a cheerful note.



Below, in more familiar style, Hans (right) pictured with Jens and Erika Bornholt during the Guatemala International Symposium in 2007. (Photo by David Webb)

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Mapping Matters

News from the world of maps

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The Warburg Institute, University of London, Woburn Square, London WC1H 0AB 5pm. Admission free. Meeting followed by refreshment. info@tonycampbell.info or tel. (0)20 8346 5112
2nd December, 2010 Professor Meg Roland (English Literature and Writing, Marylhurst University, Oregon) *The Compost of Ptolemy and the Gosson Map (1600-1623?) English Geographic Thought and the Early Modern Print Almanac*
20th January, 2011 Gillian Hutchinson (National Maritime Museum, Greenwich) *The First Two Centuries of Mercator Projection Sea Charts. Positing the Practitioners, Leaving the Ships at Sea?*
17th February, 2011 (Meeting sponsored by the Hakluyt Society) Emeritus Professor Roy Bridges (Department of History, University of Aberdeen). *Cartography and Credulity. Mapping the Sources of the Nile since 150AD.*

Oxford Seminars in Cartography (18th annual series) University of Oxford Centre for the Environment, South Parks Road, Oxford OX1 3QY 5pm. Admission free. Nick.millea@bodleian.ox.ac.uk or (0)1865 287119
10th March, 2011 David Fletcher (London Metropolitan University) *The Commission on the Royal Forests 1787-93: Maps and parliamentary scrutiny in Britain.*
9th June, 2011 (Martin Dodge, University of Manchester) A Talk about the mapping of Manchester.

Cambridge Seminars in the History of Cartography Emmanuel College, St. Andrew's Street, Cambridge CB2 3AP in the Gardner room at 5.30pm.
22nd February, 2011 Allison Ksiazkiewicz (Dept. of History and Philosophy of Science) *Colour and problems of visualising space in early 19th century geological maps of Britain.*

Maps Reading Room of NLS has moved
The National Library of Scotland Maps Reading Room in Causewayside, Edinburgh, has moved within the building to a ground floor location. Chris Fleet is still in charge e-mail c.fleet@nls.uk

History of Cartography Conference in Moscow
The next International Conference on the History of Cartography will be hosted by the Russian State Library in Moscow from 10th-15th July 2011
For more information see http://www.ichc2011.ru

Papers invited for Ristow Prize
Students of the history of cartography are invited to submit papers for the 2011 Ristow Prize competition. All undergraduate, graduate, and first-year postdoctoral students of any nationality are eligible to compete. Papers must be in English, not exceeding 7500 words, and should be submitted by 1st June 2011 to Dr Evelyn Edson, 268 Springtree Lane, Scottsville, VA 24590, USA. The winning essay will receive a cash prize of $1000 and will be published in *The Portolan*, the journal of the Washington Map Society. For more information go to http://home.earthlink.net/-docktor/ristow.htm or contact Edson at eedson@pvcc.edu

Map thief jailed
It was reported in the London *Guardian* that a 'Tome raider' was jailed again for stealing valuable books which included maps and colour plates. Using 'a Cambridge degree and a tweed jacket' as a shabby cloak of respectability William Jacques was jailed for three-and-a-half years in July this year for stealing books worth £40,000 from the Royal Horticultural Society's library. He had already served a four-year sentence for stealing rare books worth £1million pounds in the late 1990s.

'Armed with his scholarly jacket and a pair of glasses, the man dubbed Tome Raider began frequenting the RHS Lindley Library in Vincent



Square, London, signing in under the false name of Santoro. But his regular visits and limited wardrobe soon caught the eye of staff, who grew suspicious. On one occasion, Southwark Crown Court heard, the defendant was seen to place something inside his jacket and walk away with his left arm stiff against his jacket as if holding something.

Not only did the police find a piece of paper bearing the names of 70 volumes of rare books, all kept at the library, along with their precise locations, there were also notes on the books' valuations and whether they included maps and plates that could be removed and sold separately. They also found a card for London's Senate House Library, also in the name of Santoro. Because he has never revealed his true address, investigators believe he may have stashed the rare books he stole in a secret location. Because he has failed to pay the £56,327 demanded when he was last in court, he faces confiscation proceedings next January. With interest, the amount outstanding now totals £93,000.'

Closure of the New Bodleian Reading Room

A major refurbishment of the New Bodleian Library building over the next five years has meant the relocation of the Map Reading Room. Maps reference material has been moved to Duke Humfrey's Library in the Old Bodleian. It is advised that you contact Library staff in advance of a visit. Readers wishing to consult manuscript maps and rare atlases will continue to be directed to the temporary Special Collections Reading Room at the Radcliffe Science Library. Contact maps@bodleian.ox.ac.uk

Rocky Mountain Map Conference

The Rocky Mountain Map Society, the Denver Public Library and the University of Denver (the oldest and largest private university in the Rocky Mountain region) would like to announce that a map conference will take place on 26th and 27th July 2012. This will be followed by the 'Map Fair of the West' on 28th and 29th July.

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Americae Sive Novi Orbis, Nova Descriptio

Third state of this famous map with the revised shape of South America. Other revisions include the addition of the name California, and the Indian name "Wingandekoa" in the Chesapeake Bay region. The Solomon Islands are shown here for the first time since they were discovered in 1568. Latin text on verso with page number 5, most probably from the 1603 edition.

Price:	$4,675
Creator:	Abraham Ortelius
Subject:	Western Hemisphere
Year:	1587
Size:	19.0" x 14.0" (48.3 x 35.6 cm)
Color:	Black & White
Condition:	(A) Superb impression with only faint toning along fold. Professional repair of fold in bottom margin.
Source:	Theatrum Orbis Terrarum
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References:	Burden #64, van den Broecke #11.



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IMCoS Matters

Celebrating 30 years

Forthcoming events

8th March 2011, 6pm - Collectors' evening at the Farmer's Club, 3 Whitehall Court, London SW1Q 2E1. All welcome to bring maps and charts of any kind to show and discuss with fellow members. Refreshments provided. Contact Caroline Batchelor on (0)1372 272755 or e-mail pcbatch@waitrose.com

10th June 2011 - IMCoS Malcolm Young Lecture and Annual Dinner. Speaker to be announced.

23rd-26th September 2011 – Mini symposium in Valletta, Malta with members of the Malta Map Society. Will include a visit to the Bibliothèque Nationale in Valletta, viewing of old frescoes depicting the Great Siege of Malta in 1565, a visit to the map collection of Dr Ganado in the Museum of Fine Arts, Valletta, a viewing of the oil paintings at Zabhar which the Knights of the Order of St John left behind of their famous battles (includes maps and plans), a visit to St John's Cathedral, a possible tour to Paola to see the World Heritage Hypogeum Temple. A booking form will be included with the Spring issue of the *Journal*. Contact Rolph Langlais on rolph.p.a.langlais@googlemail.com

8th – 16th October 2011 - A tour of Japan (not specifically related to maps except one visit to a map collection at Gifu).
Proposed schedule: The tour will start in Tokyo and then go on to Kyoto and Nara. More details to follow on e-mail newsletter and in the Spring issue of the *Journal*. Approximate cost will be Yen 330,000 (*c.* €3,000 or *c.* £2,630).

9th-12th September 2012 – IMCoS International Symposium in Vienna, Austria.

Death of former president

A former President of IMCoS, Oswald Dreyer-Eimbcke, died on 3rd September this year after a long illness. He was 86 and leaves his wife Erika and three children. He was an enthusiastic collector of maps of Chile, Iceland and Northern Germany and was awarded the IMCoS-Helen Wallis award in 2001. See *IMCoS 1980-2000 A History* pp.19-23. From 1952 to 1986 he was the partner and manager of a shipbroker agency and finally, president of the International Shipbroker Association. He then became an Honorary Consul for both Chile and Iceland and made a great contribution to international relations.

IMCoS International Symposium in London

Visit to Hatfield House

Thursday, 30th September, 2010

The first event linked with the International Symposium was a visit to Hatfield House. A group of 38 people set off in glorious weather and arrived for a full day's programme at the home of the 7th Marquess of Salisbury, Robert Gascoyne-Cecil.

The first element of the programme was a tour of the Jacobean house, built in 1611. The Marquess's ancestor, Cecil, Lord Burghley, was chief advisor to Elizabeth I for much of her reign, and so the house, built by his son, was splendidly decorated for entertaining the Royal Court, with State Rooms rich in paintings, fine furniture and tapestries. Tours are normally done by audio guide now, but we were privileged to have an extremely experienced personal guide, Dorothy Craggs. Dorothy impressed us all with her thorough knowledge of the house, its contents and the Cecil family – readily answering questions and adding all kinds of information both during and after the formal tour. Highlights were the work of skilled craftsmen in creating the Grand Staircase with its fine carving and the rare stained glass window in the private chapel.

At lunch time we repaired to the restaurant and gift shop for refreshment and shopping, and then returned to the house to view a selection of maps set out on display by The Librarian and Archivist, Robin Harcourt-Williams. There was an emphasis on manuscript productions. These included unique estate and town plans, a sea chart used by Frobisher in his exploration of the North West, and several atlases including a Waghenaer. At this stage the party divided and two small groups were able to visit the archives containing, for example, important state papers – documents bearing the signature of Queen Elizabeth I – and further rare maps.

Hatfield House has glorious gardens dating from the early 17th century – the West garden, which is open to the public, and the East garden, the private family garden which is only open on Thursdays. Luckily our visit took place on a Thursday so participants had much to admire in



Jenny and Ian Harvey, organisers of the symposium, pictured in the gardens at Hatfield House.

both gardens. The grounds also contain a famous knot garden adjoining the Old Palace where Queen Elizabeth I spent much of her childhood. So with kind weather there was plenty to appreciate, and a first taste of Britain in the 17th century.

Pre-Symposium Cartographic Walk

2nd October, 2010

Report by Yasha Beresiner

I led a happy-go-lucky group of 22 members and friends who met at the Monument Underground Station and our prayers about the weather being answered we set off on a three-hour relaxed walk through the City.

This was a 'cartographic walk' by its very nature covering, as it did, the square mile that is the City of London. The walk took us through 2000 years of history from Roman times when the wall, of which we saw remnants, was first built in the year 200 AD to recent Norman Foster glass buildings that have launched us into the 21st century. We walked the streets that John Stow would have ambled along (maybe we ambled too) in preparing for his voluminous *Generale Chronicle of England* that saw the light of day in 1580. Lombard Street appeared little changed from his days, trade signs still hanging from both sides of the Street. The Royal Exchange had recently been blessed by Elizabeth I when Stow described it in meticulous detail. We saw the building erected on the same site in 1844.

The impressive and important Guildhall was open and we visited the Great Hall where so much of the City's history took place… as it continues to do today. The Barbican walkway distanced us from the traffic and we had a well deserved break at the Pizza Express 'floating' on Terry Farrell's spring building at 125 London Wall.

After lunch we were sad not to be able to enter Cripplegate Church and pay homage to John Speed's tombstone (ironically, churches are closed at the weekend in the City). We did, however, visit the quaint Postman's Park in the churchyard of St Botolph, Aldersgate, and pay tribute to the great philanthropist George Frederic Watts's Memorial to Heroic Self Sacrifice, a memorial set up in 1900 to ordinary people who died saving the lives of others.

We were now reaching the final stages of the day's tour and passed by Stationers Hall where the IMCoS gala dinner was to held after the Symposium. The walk ended just outside Paternoster Square in full view of the magnificent St Paul's Cathedral. The weather held good and the group all ended the walk smiling.

A weekend with the Mappamundi
Friday 1st – Sunday, 3rd October
Report by Rolph Langlais

On 1st October in pouring rain 30 IMCoS members met at St. Pancras Station in London to board a bus which would take us on our pre-symposium tour to Hereford, which is not pronounced Hearford. Some non-participating members had believed we were going to take the Eurostar which is, however and unfortunately, only going to Continental Europe.

Our first stop was Waddesdon Manor in Buckinghamshire. Those inclined rented audio-guides for the visit which proved useful for learning about the history of the manor, home of a branch of the Rothschild family but now part of the National Trust. However, the current Lord Jacob Rothschild takes a close interest in its running. The manor was built in 1880 in the style of a French Renaissance château, rather surprising in the middle of the English countryside.

We recovered our breath in the restaurant, and carried on with our journey towards Hereford, but not before browsing in the Manor shop, and especially into its wine department thoroughly filled with the finest bottled Rothschild wines.

Wesley Brown had volunteered to give us a briefing on the Hereford *Mappamundi* in advance of seeing the real thing the following day. The map reflects the biblical European tradition of map making, while the Greek approach was more theoretical. About 1,100 different items are drawn on it including pictures of towns boasting cathedrals or important clerical buildings, convents and cloisters.

We were over an hour late arriving at the Green Dragon (not a monster, but our hotel) where we were expected by our hosts: the kitchen was to close at 20:00 and it was already 19:00! In addition, our *Mappamundi* guide for the following day, Dominic Harbour, was ready to give us a lecture before dinner. He is the Map Curator at Hereford Cathedral and also responsible for the Chained Library, also in the Cathedral at Hereford. He brought with him a large facsimile of the map which he used skilfully to explain all about the original which was drawn towards the end of the 13th century by Richard of Haldingham and is on calf skin with a diameter of about 1.8 metres. Its text is in Norman French.

Day two was dry for our visit to the Cathedral. Dominic Harbour gave us a vivid account of past times in and around the Cathedral before leading us to the modern library where Kercy Clarke, the assistant librarian, was waiting for us. She was pleased that on the occasion of the IMCoS visit, she was able to show us several volumes from the Chained Library at close quarters. They included a coloured copy of Ptolemy's *Geography*, printed in Ulm in 1486 by Joh. Reger. A more modern book (1876-1885) was the two-volume *Herefordshire Pomona*, an authoritative account of all the different varieties of apples (cider!) and pears grown in the county.



***A facsimile of the Hereford* Mappamundi**



***Hereford Cathedral, home to the* Mappamundi.**

(Photos by courtesy of the Dean and Chapter of Hereford Cathedral)



A detail from the* Mappamundi *illustrating a wedding ceremony.

Dominic then led us to the cathedral where the *Mappamundi* is on display. It is indeed, as an information leaflet by the The Folio Society informs, a map 'of extraordinary beauty, artistry and skill – a bestiary, psalter, Bible and collection of travellers' tales, all in one.' The Folio Society Ltd. is currently embarking on a project of digital reproduction which will show the map in its original sparkling colours of red, blue and green.

In the afternoon we went to Hay-on-Wye, home to many map and bookshops. Some of us found it difficult to leave a map shop without a new acquisition, others discovered further possibilities to spend a bit of money on souvenirs.

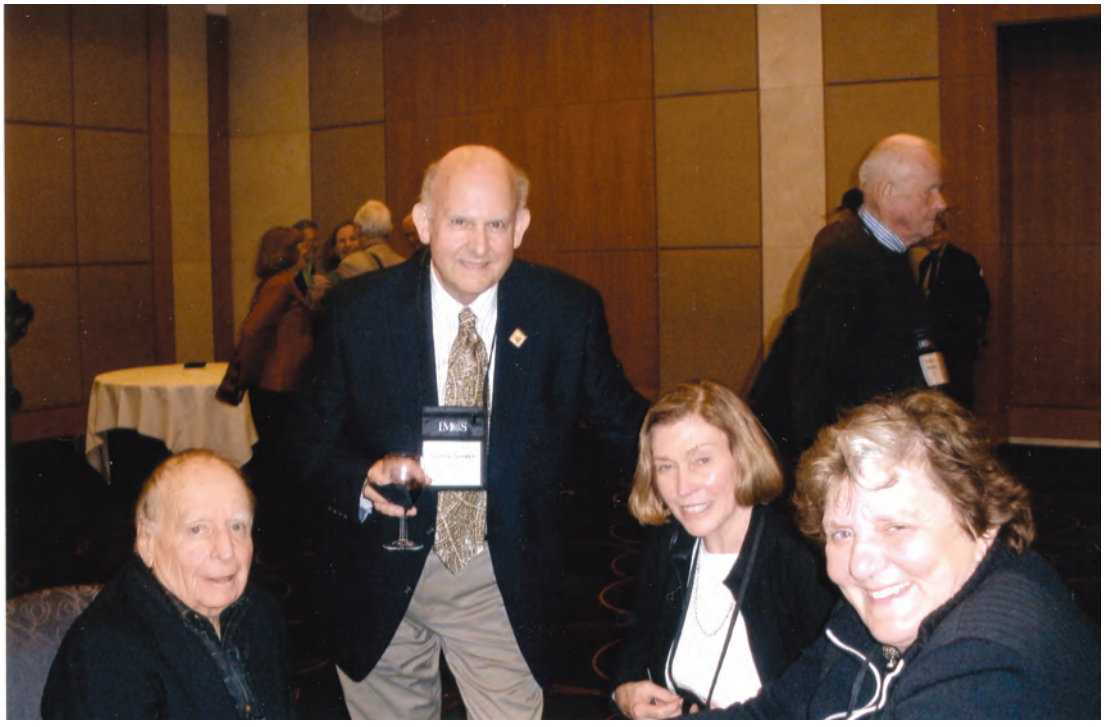
Dominic, who had volunteered to accompany the group, proved a well informed impromptu guide, particularly about the Borderlands. Steve, our official guide, directed us to a local pub not normally visited by tourists. Three locals were taken aback by this flood of customers speaking English with most strange accents and the true cider tasted delightful!

On day three we had pouring rain but we rose early as we were expected at Berkeley Castle at 11am for a guided tour. The medieval castle, built in the 12th century, looked a bit grey and gloomy but it was more attractive on the inside. It is the oldest inhabited castle in England, and still owned by the Berkeley family. The Great Hall and various rooms with antique furniture were a delight, not to mention the paintings dating from the 16th to 18th centuries, many relating to the Berkeley family. Famous places in England carry the Berkeley name, notably Berkeley Square in London. It was claimed at the time, that the Berkeley's could ride on their own land from London to their castle. One member of the family, a bishop, emigrated to the United States and founded Berkeley, a town on the East Coast of San Francisco Bay. The University of Berkeley, California, founded in 1868, also has its roots in Berkeley, Gloucestershire.

We thanked both our guides; Steve, who had done a good job in looking after the group, and



Adrian Seville presenting a selection of his race games in the form of maps at the opening reception.



Members enjoying a chat at the reception. From left: George Piness, Tom Sander, Edith Piness and Ellen Mclaughlin.

our driver, Simon, who had successfully and safely driven us through the country without ever encountering a problem.

The sun came out when we arrived back at the hotel in London for the opening reception and map displays.

Symposium a resounding success

Report by Valerie Newby

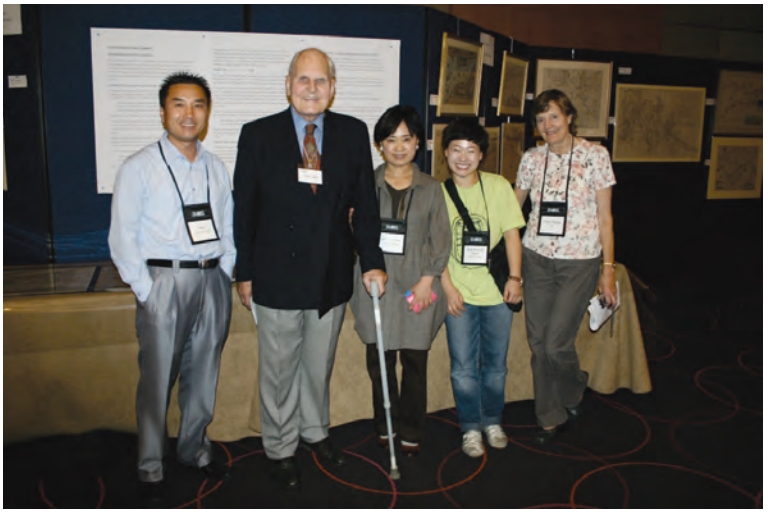
The high quality of the lectures and their accompanying illustrations was one of the highlights of a busy week of events for the first IMCoS International Symposium ever held in England.

More than 100 participants from the USA, Canada, Australia, New Zealand, and many European countries gathered in London for it. Over the years there have been many requests for the international symposium to be held in this country but no-one had ever been willing to take on the organisation. This changed when a former chairman, Jenny Harvey and her husband Ian, bravely agreed to take it on. They set about finding the speakers and venues and then appointed an event company to do the organisation. The result was a popular symposium appreciated by everyone.

There were two pre-symposium tours. One to Hatfield House in Hertfordshire, to see the map collection of the Elizabethan collector, Cecil, Lord Burghley, followed by a weekend in Herefordshire with the highlight being a visit to Hereford Cathedral to view the world famous *mappamundi* and its accompanying exhibition (see reports above).

The symposium proper began on the evening of Sunday, 3rd October with a reception at the Novotel, St Pancras. Jenny Harvey welcomed the participants who were then able to view London maps and coastal sea charts from the Harveys' collections and some educational race games in the form of maps belonging to Adrian Seville. These included *Bowles's Royal and Entertaining Game of the Goose* dated *c.*1760. Also with maps on display were Katie Marshall of Jonathan Potter Ltd, and Daniel Crouch of Daniel Crouch Rare Books.

Our new International Representative for Korea, T.J. Kim (left) pictured with Rodney Shirley, Bo Kyung Yang and Sang Myeoung Moon, both from South Korea, and the editor at the opening reception. (Photo by Christophe Klein)





Visitors to the London Metropolitan Archives were treated to some maps from their collection and were also able to see some of the work on maps by the Conservation Department.

Despite the underground strike the following day we were all able to attend the lectures at the Wellcome Collection Conference Centre in Euston Road. Our first speaker was Paul Rose, broadcaster, author and public speaker, who was Vice President and Chair of Expeditions and Fieldwork Division of the Royal Geographical Society from 1999-2002. He told us that maps had defined his life and that he was concerned that we won't have maps we can feel and touch in the future. He was followed by Mary Pedley, editor of Volume 4 of the *History of Cartography* and Adjunct Assistant Curator at the William L. Clements Library at the University of Michigan, USA. Mary talked about 'The Commercial power and influence of London map and chart makers: science, economics and cartography'. She explained that after the restoration of Charles I to the throne in the 17th century the book and print trade in London was vibrant and maps could be found everywhere: in homes, on fans



The speakers at the monday morning session. From left Carolyn Anderson, Peter Barber, Mary Pedley and Sarah Bendall. (Photo by Christophe Klein)



Three of the speakers at the Wednesday session with session chairman Sarah Tyacke (second left). Yasha Beresiner, Andrew Cook and John Robson.

and screens, in games, on needlework and on cards.

Sarah Bendall, A Fellow of Emmanuel College, Cambridge, where she is Development Director as well as Fellow Librarian and Fellow Archivist, talked about the ostentation of estate owners in England and how mapping estates demonstrated power and influence. Mapmakers could distort the content of plans to emphasise the authority and status of the landowner. Sarah was followed by Carolyn Anderson of the University of Edinburgh who talked about the military mapping of Scotland and how the armed forces were dependent on military mapping during the 17th century. Peter Barber, Head of Map Collections at the British Library followed with 'Touched by Majesty: the working map collections of the kings of Great Britain from 1660-1810'. He explained that before the 1820s British monarchs had their own private map collections which were separate from the manuscript and printed atlases in the Royal Library. British kings continued to acquire and use these maps long after the royal library was presented to the newly-founded British Museum in 1757, and they were independent of the magnificent library that George III put together. This was eventually presented to the British Museum.

In the afternoon some participants went to visit the Metropolitan Archives of the City of London, some went to see the Raphael exhibition of cartoons and tapestries for the Sistine Chapel which was at the Victoria and Albert Museum and a limited number were taken to the Royal Library at Windsor, to view material related to the Symposium theme.

We were then treated to a reception at Sotheby's in New Bond Street, a visit to Jonathan Potter's gallery, also in New Bond Street, and a visit to the map gallery of Altea in St George Street nearby.

Tuesday saw us gathering at the National Maritime Museum at Greenwich for another morning of talks and an afternoon of different activities. First speaker was Sylvia Sumira, an independent specialist globe conservator who had worked previously at the museum restoring globes. She talked about the impact and importance of English globes and revealed that during her



Walter Valk inspecting the table layout for the gala dinner at the Stationers' Hall before the guests arrived.



Peter Barber (left) in discussion with Clare Terrell and Mike Hellyer before the gala dinner

(Below) Cyrus Ala'i (right) chatting to IMCoS representative for France, Andrew Cookson, prior to the gala dinner at the Stationers' Hall in the City of London.



restoration of globes she had sometimes found pages of books and music inside the cylinder. A leading expert on portolan charts, Dick Pflederer from Williamsburg, USA, then went on to talk about 'Maritime Power and Influence:… early sea charts as the forerunner to English maritime expansion.' He discussed the production of portolan charts in London prior to the development of the Thames School of Mapmakers and the evolution from the manuscript portolan chart tradition to printed charts.

Dick was followed by Gillian Hutchinson, Curator of the History of Cartography at the National Maritime Museum, who talked about the *Atlantic Neptune* and the American War of Independence. The talk was a spin-off from her work recataloguing the *Atlantic Neptune* collection of more than 850 items. This had been acquired by the museum in 1934 and had originally been formed by the collector Henry Newton Stevens.

Last talk for the day was given by Robert Clancy from New South Wales, Australia who discussed the 'European Imperial Influence in the Pacific Region from 1500 to 1800'. He explained that there were three distinct phases: the first represented the ascendancy of the Iberian Peninsula as Portugal and Spain fought to control alternate routes to the luxury markets in the east, the second phase reflects a shift in control of power to the Protestant countries especially Holland and the third

phase, the Enlightenment, followed the Seven Years War with England and France moving their colonial interests into the Pacific area.

We were then able to visit the Royal Observatory, the Queen's House, the Painted Hall and a display of maps chosen by the NMM for us to view. For those who visited the Painted Hall, the programme had an unexpected twist. The area outside the Hall was a film set, and filming of 'Pirates of the Caribbean' was in progress! Photos of Johnny Depp and the set are mixed up with more serious stuff in the cameras of several IMCoS members! Congratulations go to all those who managed to make it up the hill to the Royal Observatory. I think 'slow but sure' was the appropriate motto!

Wednesday saw us back at the Wellcome Collection Conference Centre for a further morning of talks starting with Rose Mitchell of The National Archives. Her talk took a summary look at the overseas dimension to British power and influence in the 17th and 18th centuries as seen from the British central government perspective. She focused mainly on manuscript and official mapping drawn from the National Archives holdings. They included maps of early explorations, fortifications and colonies in America, the West Indies, Africa and Australasia. Andrew Cook, Map Archivist in the India Office Records at the British Library followed with 'Some cartographic consequences of the English East India Company'.

John Robson, an independent scholar and author specialising in James Cook who had come all the way from New Zealand, talked about the expedition led by George Vancouver to the northwest coast of North America from 1791 to 1795 during which time the coastline was carefully charted. Our last speaker was IMCoS member N°1, Yasha Beresiner, who explained to us the history and background to the Livery Companies in the City of London. This was helpful as we were about to have a rare opportunity to dine out at the Stationers' Hall in the City. But before that participants were taken for a visit to either the National Archives or to Kew Gardens.

Dressed in our finery we arrived for a champagne reception and dinner at the impressive Stationers' Hall. This was a wonderful evening during which Jenny and Ian Harvey were thanked by chairman, Hans Kok (with yellow roses) for all their hard work in organising the whole event. Sadly we then said goodbye to our friends from around the world and went our separate ways.



Ian Harvey, Rolph Langlais and Jonathan Potter sharing a joke.

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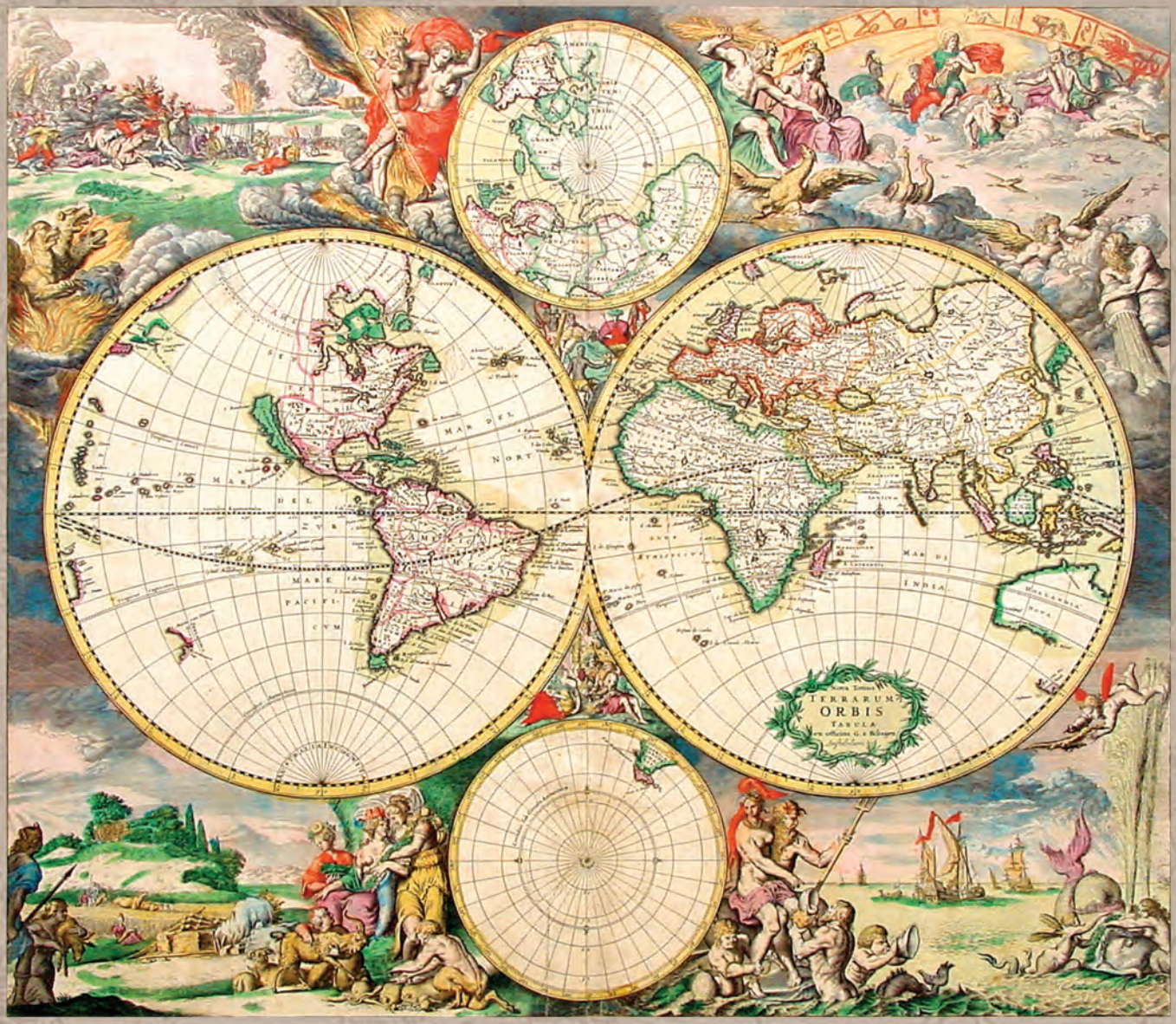
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