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IMCoS

Journal of the International Map Collectors' Society

Spring 2006 ISSUE No. 104

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From the Chairman's Desk.

Dear IMCoS Members,

The New Year is slowly turning into an Old Year already; time flies!

This issue of the Journal is number 61 (!) prepared by our long-time Editor Susan Gole. She has not only prepared these in the usual sense of the word, but rather done them from A to Z. This includes harassing potential authors to deliver an article — with illustrations to fit, chasing everybody to turn in the required words and information before the stop-press date (which she often had to adapt to the reality of real life) and sit down to do the typing and lay-out for the printers.

On top, she did the mailing of the Journals and all that very efficiently and cost-effectively. Next to her editor's job she has been our Chairman, was our International Chairman, (coordinating IMCoS Symposia) and took care of a multitude of 'little chores' that nobody knows about, but which are essential to keep the Society running.

She will also do Journal # 62, but has indicated — much to my regret— that she will need to be replaced for the Journals thereafter. We all appreciate she has worked much 'beyond the call of duty' and are pondering how to get an adequate replacement for someone who cannot be missed! Is there any volunteer talent that we have missed so far: **please step forward!**

During our AGM in June, we will have a chance to say 'Thank you' to Susan.

Yours sincerely
Hans D. Kok

From the Editor's Desk

We have one more article from those presented at Denver last September, and I am grateful to Stephen Leonard for sending it in. I still hope to be able to publish the remaining papers in the Summer issue, or later. Stephen's article set the scene for all the other papers, even though it was presented on the third day. It may not tell us much about the maps that were made during the periods he mentions, but it tells us of the rough life the early explorers faced, and how difficult it was to obtain a correct geographical knowledge of this part of America.

Renewal notices went out with the Winter journal to all members whose subscriptions lapsed at the end of 2005. So far less than half of them have replied. IMCoS relies on the income from subscriptions, and we now have no other source of revenue. So this is an earnest request to all members who receive the second reminder with this issue, to make their payment promptly, and if possible to pay for three years, which considerably lessens the administrative work involved.

It is particularly important that our advertisers renew their subscriptions regularly. Under UK tax law IMCoS, as a non-profit organisation, may not accept advertising except from its members. We are particularly grateful to the many dealers who have advertised with us for many years with great faithfulness, and with their help the journal now costs the members a reduced part of the total cost of production. They also enliven the pages, as well as providing a quick reference when you want to get in touch with them. So I do hope to see all their names on the 'current' list very shortly.

The IMCoS Dinner at the East India Club received high praise last year — 'one of the best ever!' — so I expect to see even more members there this year.

SUSAN GOLE

Corrections

Apart from the many typing errors in the last issue (for which I sincerely apologise), there is a major correction which should be noted:

The telephone number for Caroline Batchelor, for those who wish to come to the Collectors' Evening on 27 Feb, is: **01372 843 425**. Please do ring and let her know if you are coming, as it makes the arrangements much easier to organise. Alternatively send her an e-mail on: pcbatch@waitrose.com

The second major error was in the *History Up-date* in which it was written that Malcolm Young became a Director in 1992. This should have read 1998. Please find the folded sheet which went out to members with the Winter 2005 *Journal*, and make this correction on the last page.

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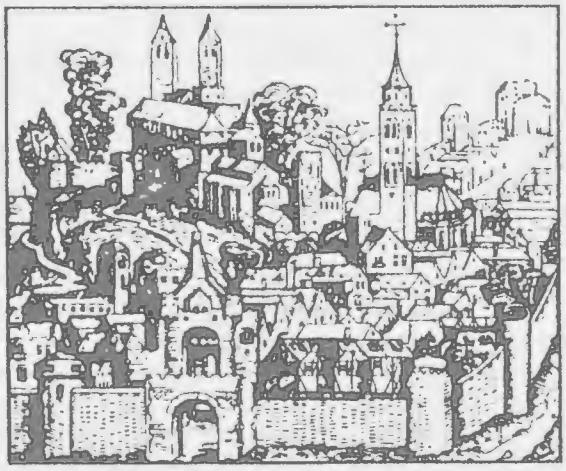
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On the road Down Under: some Australian maps and guides for cyclists and motorists 1895–1961[1]

by Tim Nicholson

Introduction: an unforgiving landscape

The early cyclist and motorist in Australia faced disadvantages similar to those of his contemporary in the United States, only in a more extreme form. Both inhabited vast continents in which distances between centres of population were great, and where, in the late 19th century, the railway provided the only fast, practical means of inland communication. Where there were roads at all outside the cities, these were left unmade and neglected, and by and large were used only by local, horse-propelled or pedestrian traffic. Australians were the worse off, in that their nation encompassed 3 million square miles (7.7 million sq km), of which much of the centre, north and north-west was desert or jungle, and the total population in 1909 was a mere 4.3 million, or fewer than three people for every two square miles. In the United States, in spite of its wide open spaces, population density was 17 times greater. Extreme heat or torrential rain, and isolation outside Australia's populated coastlines, were facts of life. Distance and isolation created another parallel. In both countries, the motor car in rural areas ceased to be a luxury at an early date, and became, with its speed, comfort, economy, versatility and flexibility, a necessity and a common, everyday tool. This development encouraged the production of road maps designed for the motorist.

Guidance for the cyclist

Cycling, like motoring a little later, took off in two main directions. Ordinary folk did not stray far from urban areas; while the enterprising traveller, town-based but freed from the inflexibility of railway lines and timetables, was able to explore bush roads and tracks in settled areas, where the bicycle was faster, cheaper and more reliable than the horse. These people routinely covered between 50 and 100 miles a day over a holiday weekend, and made long, inter-colony and inter-state tours as well, reaching the start by train or steamer. Principally for them, cycle clubs sprang up nationwide, a cycling press came into being, and state government tourist bureaux gave the movement official encouragement.[2]

For all this to happen, the safety bicycle, with its low build, wheels of equal size, and pneumatic tyres, was necessary. In Australia by 1895, it had superseded the high-wheeled 'ordinary' — hard to get on, easy to fall off, slower, and on bad roads, desperately uncomfortable on its solid tyres. In the next few years, the bicycle would also become cheap, coming down from £25–£35 to £6–£7 or less. This was a result of its popularity: in Victoria, the most cycle conscious colony,[3] an estimated 75,000 to 100,000 had been sold by 1900,[4] to a population of 1.2 million. But before 1895, there were no maps or guides catering for the needs of cyclists, who wanted, above all else, full information on roads and their condition. There had been maps and guides for travellers before, but they might not show all small roads, or might even show roads that did not exist. Now, with a new demand in place, in spite of (or perhaps in part because of) the hostility of the environment, the situation changed.

George R. Broadbent of Melbourne, map and guide publisher, roads improvement campaigner, and a keen long-distance cyclist, appears to have relied on road information from others for his publications.[5] His *Road map and guide of Victoria*, published from 1895, may have been the first in Australia to be created with cyclists in mind, and was certainly the earliest valuable offering of its kind. By 1899 it had run through five editions; by 1910, 110,000 copies had been produced.[6] Such figures reflected the bicycle's growing appeal, as well as the map's own merits. The motor car had arrived, but in 1910 there were only about 5,000 in all Australia,[7] so Broadbent's and other maps were still published mainly for the benefit of cyclists. It has been estimated[8] that, in all Australia, at least 200,000 cyclists' maps had been produced by 1910, excluding those printed in newspapers and magazines.

On the Broadbent map, roads were classified as good, fair or bad. The map scale was 16 miles to the inch (about 1:1 million), and hills were shown by hachuring. There was colour — blue water, red railways (later black) — which gave it an edge over much of the competition. Railways and stations were important to the cyclist, as they showed him where his planned route started and finished, and, in an emer-

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gency, where he could extricate himself. The guide provided strip maps, distances between places, details of hotels, information on intercolonial border formalities,[9] technical data, and other handy facts. The map and guide were published until at least the Second World War, and the company name survives to this day.

There was no serious competition for Broadbent. *The Cyclists' and Victorian tourists' road guide* from C. A. A. Schwaebsch covered the east of the colony. Published in 1896, it came as a booklet of ten coloured maps, perforated for easy removal, and offering much useful information. The best, if not the earliest, road map of Victoria was one published in 22 sheets between 1896 and 1898 by *The Austral Wheel*, a leading cycling journal. They were included with the magazine, and also sold separately. Although cheap, reducing in price from 1s to 6d or 3d a sheet, they were in colour, and most were on the handily large scale of three miles to the inch(about 1:200 000). They also included all the information most useful to the cyclist. To cater for the island's appeal to tourists from Victoria, a map of Tasmania was included in the series, as well as coverage of part of adjoining South Australia. But unlike Broadbent's maps, no sheets were revised and updated, and their life was shorter.

Running the Victorian products close, in pioneering terms if not sophistication, were the publications of Joseph Pearson, sporting cyclist and men's athletic outfitter of Sydney, New South Wales. This colony, with 1.6 million people, was the biggest market in Australia for bicycles, and later cars. Sydney's 1900 population of 427,000 exceeded that of the whole of the state of South Australia. Drawing on long experience of cycle touring in Australia,[10] and inspired by specialist maps he had used in Europe, Pearson prepared a road map of New South Wales in 1896, and an accompanying *Road guide to New South Wales* around the same time. Unlike Broadbent, he was a strictly amateur publisher, financing and producing his maps and guides on his own. His outfitting business paid for his travels, and perhaps his early publishing too; but what had started as a sideline seems to have become a victim of its own success. Around 1905[11] Pearson entered into association with professionals, the Sydney guide and map publisher H. E. C. Robinson, who had already provided Pearson with some of his maps. Pearson continued travelling and collecting information, and his name remained on the Robinson publications in this capacity.

The earliest surviving Pearson map, dating from September 1902, appears to be *Pearson's cyclist's and traveller's distinct road map of New South Wales* (Fig. 2), on paper inside card covers showing its creator leaning on a bicycle. Inside and out, the writer's copy carries advertisements for Pearson's own outfitting business, and for another trader in the same line. Advertising and cover details varied from copy to copy of the same edition. Plain black-and-white folding maps of the state and of six especially attractive touring areas within it show settlements (including those with accommodation), intermediate distances, and roads marked according to their severity of gradient, from 'level' to 'very hilly'. Area roads are additionally 'good' or 'fine' and the country 'pretty' or even 'magnificent'. There are also two-colour maps of two touring areas, with extra information. Except on these, railways are ignored. Other editions were simpler still, lacking the two-colour maps.

Pearson's map had only one serious rival at the turn of the century. This was the *Cyclists' handbook and guide to the roads of New South Wales*, first produced by the New South Wales Cyclists' Touring Union in 1898. The *Handbook* gave technical, medical and legal information, the names of the local consuls, or representatives, of the Union, a listing of hotels with which the Union had negotiated discounts for its members, and much else. The *Guide* contained a map, and notes on intermediate distances, gradients, road surfaces, fording points on streams, and local hazards. Cycle, and later motor, clubs henceforth became publishers of road maps and guides.

Two wheels good, four wheels better

Australia at the end of the 19th century had no indigenous motor industry. However, in 1898 seven foreign motor tricycles were unloaded in Sydney; seven years later, it was said[12] that there were still only 250 motor vehicles in the metropolitan area; and five years after that, as noted, there were about 5000 cars in the whole of Australia. When the First World War ended, import restrictions were lifted, a period of prosperity began, and the floodgates opened. In 1920 there were just over 25,000 motor vehicles of all kinds registered in New South Wales[13] and 21,700 in Victoria. By 1930 these figures had increased to 197,000 and

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Fig. 1 (left). Pearson's road guide to New South Wales, *1914. The cover of the accompanying* Guide Book, *in its pocket, shows Pearson the cyclist in 1900. Bennett & Wood, advertising motor cycles on the front fold of the map, supplied Pearson with his Speedwell bicycles. The 'scrap of paper' was the German term for the treaty guaranteeing Belgium's frontiers.*
Fig. 2 (centre). Pearson's road map of New South Wales, *1925. Cover titles, as here, frequently differed from map titles. An older Pearson now travels by Buick saloon.*
Fig. 3 (right). The cover title is Pearson's road guide to 50 miles around Sydney, *c. 1913, and a cyclist is still featured, but the map title now says that it is for 'Cycling motoring and travellers'.*

144,000 respectively. There were then nearly 600,000 motor vehicles in Australia, placing it fifth in the world after the USA, Britain, France and Germany.[14] It followed that, as in the United States, a powerful and growing movement for nationwide road improvement was born, given shape by the National Roads and Motorists' Association, which was founded before the First World War. Both the NRMA and the state government tourist bureaux sold maps and guides as an encouragement to tourists, and the latter would also provide them with recommended routes.

Thus, over time, the title of the Pearson map became the *Motorists' cyclists' and travellers' road map of New South Wales*, or simply the *Road map of New South Wales*, with no mention of cyclists. By the mid-1920s the *Road map* in all its guises had gone into at least eight editions, but long before that, cyclists were no longer riding the latest kind of personal transport, they were commonplace, and they had pedalled off into obscurity. Bennett & Wood, agents for Speedwell bicycles and motor cycles, had provided Pearson's machines, and became a regular advertiser alongside Dunlop tyres (which he also used), Castrol oil and Buick cars (Fig. 1). With advancing age Fords, and later Buicks, became Pearson's chosen mode of travel while gathering information for his publications. He gave up long-distance cycling entirely in 1922, by which time he was 72. For the previous 24 years, he had averaged a remarkable 5000 miles a year on two wheels, or 100 miles a week, every week.[15] At the same time his map, while still of 'New South Wales', acknowledged the car's greater range by taking in the nearer parts of neighbouring states and routes to their capital cities (Fig. 2). The geographical isolation that had dictated the parochial nature of map and guide publishing was beginning to break down.

After Pearson joined forces with Robinson, the range of products bearing his name multiplied. There was at least one volume of road maps in profile, or elevation, to illustrate gradients, which the writer has not seen. A large scale (2 miles to the inch, or 1:126 720) *Cycling motoring and travellers' road map of 50 miles around Sydney* showed where most of Pearson's customer base was located, and reprinted at least once. There were inset local maps at twice the scale, and considerable detail. Railways (being useful) were shown in red, and watercourses (being potential obstacles) in blue.

More elaborate and long-lived than the maps on their own were their corresponding road guides. By 1911 the *Road guide to New South Wales* contained

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within its covers a map in three colours, in its second edition. It followed the style of the two-mile map, on a smaller scale, with red railways and blue watercourses. There was far more useful detail than in the original *Road map*, many more settlements being shown. The map was accompanied by a guide book in the front pocket that gave touring hints, a list of hotels, and details of recommended tours, some for motorists. An advertisement from the New South Wales Government Tourist Bureau, which Pearson had helped to set up, offered information on the best tourist routes, and the availability of accommodation, garages and petrol. The cover of another edition, of around 1914,[16] shows Pearson not on his trusty Speedwell, but now driving a Model T Ford. The map was in its third edition.

The *Road Guide* was superseded some time after 1919[17] by the *NSW motorists' road guide*, which was an altogether bulkier affair, designed for carrying in a car, not in a cyclist's coat pocket. Inside board covers were 140 pages of routes, followed by 68 simple road maps in three colours, on heavy art paper. There was profuse advertising, among it a tongue-in-cheek 'Notice to motorists' telling them that a bottle of The Gaelic Whisky 'should be in every car, motor cycle and other vehicle . . . including aeroplanes'. A second edition a little later followed the same formula, now with a front cover showing Pearson with one foot proudly on the running board of his Buick open tourer. Seven editions of the *Road guide* and *NSW motorist's road guide* from between 1896 and the early 1920s are known.

Another popular production that went into at least four editions, first for cyclists and later for motorists, was *Pearson's road guide to 50 miles around Sydney* (Fig. 3). Inside the board covers was a map identical to that sold on its own (see above). In the front pocket of an edition of about 1913 was a guide to routes, with sketch maps and descriptions, and hints for cycle tourists. One of the hazards lay 'in descending hills . . . often the termination is a stream of water, with deep sand or boulders of stone. Then passing vehicles, droves of cattle, and often a waggon drawn right across the road, with the object of resting the horses, will be met.'

By 1926 H. E. C. Robinson had introduced their own *Touring guide map of New South Wales and Victoria* (Fig. 4), which was very similar in style to Pearson's publications, and even simpler. Being for motorists, it was not considered to need information on gradients. Printed on cloth, it included an example of a strip map with information beside it, advertising a format which Robinson called their 'Road before you' maps. There was heavy Dunlop advertising.

Encouraged by the growth of car ownership and of long-distance car touring in the 1920s, other publishers threw their hats in the ring. In December 1917 the magazine *The motor in Australia* brought out the latest issue of its twice-yearly *Automobile guide and road maps for New South Wales*. It contained 18 sectional road maps of the state, with more promised in future editions, and suggested tours. Among many other features was a list of vehicle distributors that showed 120 makes of car on sale, and a state-wide listing of garages and workshops. But the *Guide*'s *raison d'etre*, apart from its profuse advertising, was its 350-page 'Register of motor car owners', listing the names, addresses, and makes of car owned by the 17,500 or so private motorists in the state. It must very soon have become impossible to publish such a list in one volume of practical size. Only three years later, the number had risen by over a third; and this was before the boom was properly under way.

Another competitor was the Australian Guide Book Company, which in 1924 produced the *Motor road guide to southern NSW* (Fig. 5) for the NSW Government Tourist Bureau and the NSW branch of the National Roads and Motorists Association. It contained 145 routes in the form of H.E.C. Robinson's 'Road before you' strip maps, with information beside each, and a key map showing their location. The *Motor road guide* was reprinted in 1927, with over 200 routes, and again in 1934 as the *Official road guide to NSW*, by which time the strip maps had given way to conventional two-colour sectional maps of the state. There were many black and white photographs, and colourful motoring-themed hard covers.

Population size and distribution, and the friendliness or otherwise of the environment, largely governed the extent to which other states produced road maps and guides. But in spite of its small population — 404,000 in 1908 — South Australia came close to Victoria in its enthusiasm for the bicycle, as was clear from the profusion of local publications, and later for the motor car. In 1930 each state had the same density of motor traffic. The first South Australian cycling maps arrived in 1897–8. The *Austral Wheel* offered a map of the Mount Gambier district in the extreme south-east, while an-

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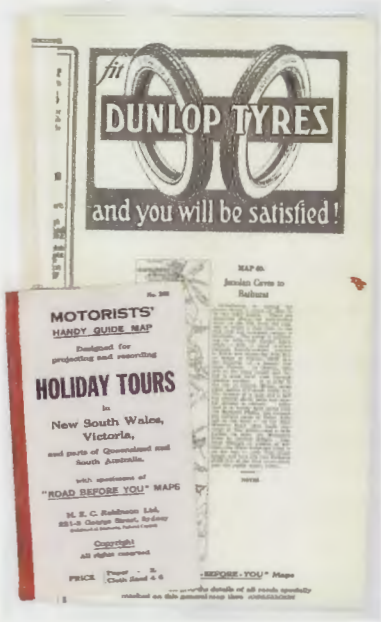
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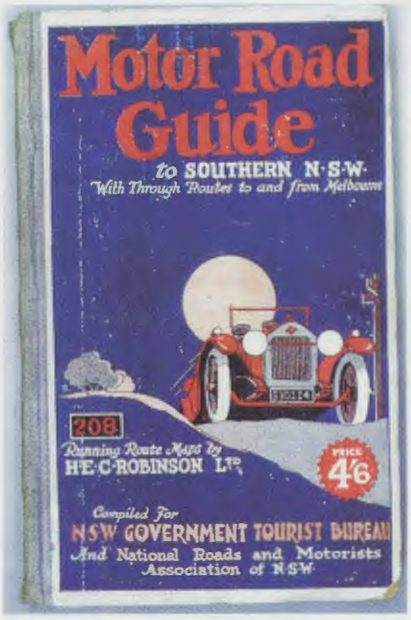


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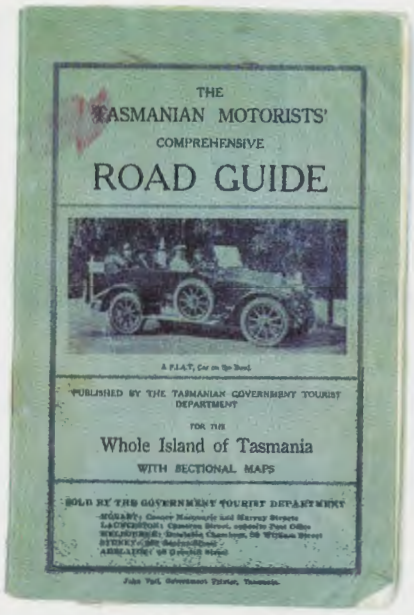


Fig..4 (left). H. E. C. Robinson publish their Touring guide map of New South Wales and Victoria *(title map) independently of Pearson and entirely for motorists, 1926. The car's range reaches into neighbouring states. The map shows a sample of Robinson's own 'Road before you' strip maps with accompanying directions.*
Fig. 5 (centre). Competition from the Australian Guide Book Company, second edition 1927, with 'Road before you' strip maps by Robinson.
Fig. 6 (right). The Tasmanian Government Tourist Department aims to attract mainland visitors, 1920.

other specialist journal, *The South Australian Cyclist,* was responsible for what is thought to be[18] the first map of the colony in colours. It carried a great deal of advertising, also in colour. Maps were issued by two Adelaide newspapers, the *Advertiser* and the *Register.* Both were afterwards sold separately, respectively by the local publishers J. L. Bonython and W. K. Thomas. In the first years of the 20th century, Bonython and Thomas went on to publish more maps. All those mentioned covered roads and routes in the south and east of the colony, which were the most populous, fertile and tourist-friendly areas. The north and west were mostly desert. One exception to this rule was a map of the Coorong, a tract of desolate coastal sand dunes, commissioned by Dunlop from George Broadbent of Melbourne in 1912. Dunlop were organising a relay race for cyclists between Sydney and Adelaide, crossing the Coorong, and riders would need the most detailed information possible — mileages, road conditions, the location of water, sand drifts, tracks and signposts — as a matter of survival rather than tourist convenience.

With the coming of the motor car, W. K. Thomas published *The tourists' road guide to South Australia* for the South Australian branch of the NRMA. By 1927 it had reached its 16th edition, and was comprehensive. As well as details and maps of 86 routes — now covering the whole of the state, thanks to the long range of the motor car — there were intermediate distances, the location of supplies of petrol and oil, sections on motoring law and general advice for the motorist, and two other interesting features. One was a list of German place names, dating from the days of German settlement, and since the First World War changed patriotically to Australian names. The other was the earliest known appearance in a guide for ordinary motor tourists of a route between Adelaide and Darwin in the Northern Territory. In between was more than 2000 miles of roadless, boulder-strewn desert and enormous cattle stations the size of some European countries, first negotiated by car only 19 years before.[19] So widely spaced were settlements that the tourist was told to lay down depots of fuel, water and food in advance, and to be completely self-contained in terms of tools, spare parts and equipment.

Tasmania's first road maps were published from Melbourne, owing to the popularity of the island among



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Victorian tourists, and its proximity. The population of Tasmania on its own —only 186,000 in 1908 — may have been insufficient to sustain a local map and guide publishing industry. Three maps were published in 1896, two of them by the *Australasian*, and the Tasmania map in the *Austral Wheel*'s series. None provided any cycling routes at all in the wild and remote west. An 1897 map, *Tasmania showing roads suitable for cyclists*, seems to have been the first published in the colony, and the first in colour. As elsewhere, tourist bureaux took an interest in road maps. The Northern Tasmanian Tourist Association published its *Motorist and tourist map of Tasmania* in about 1910, and the Tasmanian Government Tourist Department its *Tasmanian motorists' comprehensive road guide* ten years later (Fig. 6). This provided 22 detailed routes, with folded sketch maps that had attractive pictorial advertising for Goodyear tyres on their backs.

In spite of a population (558,000 in 1908) bigger than that of South Australia, and with 75 per cent more cars by 1930, in Queensland there was a curious lack of early road maps for either cyclists or motorists. An exception of excellent quality was an official product of the Queensland Surveyor General's Office, the 1896 *Cyclists' road map/ Brisbane and surrounding districts*.[20] A series was intended, but only the one sheet is known. It was in three colours, showing railway lines, telegraph stations, and even bus stations. Roads and bush tracks were marked, of every quality from 'good' to 'impracticable for cyclists'; gradients were noted, and so were tourist viewpoints. The scale was a usefully large 1 inch to the mile (1:63,360).

If Queensland was inexplicably short of cycling and motoring maps, Western Australia appears to have had none at all; although in this case there were plausible enough reasons for their absence. As in other states, most of the population was concentrated along the coastline, but in Western Australia there was little inducement for people to tour locally, for the roads were sandy, there was little by way of spectacular scenery, and settlements where travellers might find food and accommodation were few and far between. In addition, the population was small (275,000 in 1909), and the interior vast and inhospitable.

The oil company revolution

The shortage of maps in some states lasted only until the 1930s, for then, as in other countries, the continuing boom in car ownership[21] persuaded the oil companies operating in Australia to follow the lead of those in the United States, and start issuing thousands of road maps at filling stations. They were probably all free at this time, and were a form of sales promotion. The entry of the oil companies into map distribution marked a publishing revolution. By the 1950s their road maps had become universal, throwaway items for every motorist whenever he filled his tank, their ubiquity eclipsing the traditional sort of map.[22] Furthermore, it had ceased to be parochial. With the coming of the motor car, the original, one-state coverage of traditional maps and guides had spread into neighbouring states; but they were still single state-based. The oil companies changed this, for they were national, or even multinational, concerns. Just as their products were offered countrywide, so, too, were their maps. Design in a series was uniform, only the name of the state on the cover distinguishing one state map in a series from another. Cover designs were modern, striking and colourful, which was another first, helping to distinguish one oil company's image from that of its competitors.

Before 1961, nine oil companies are known to have issued maps at their filling stations.[23] One of the pioneers was the Vacuum Oil Company Pty Ltd, which began to import petrol in the 1920s. Its history thereafter is reflected in the product names on its maps. In 1931 the American parent company became Socony (Standard Oil Company of New York) -Vacuum, and its Australian subsidiary sold Vacuum's Mobiloil and its own Plume or Super Plume Ethyl premium grade petrol under the logo of the Socony flying horse. By 1934, when the firm's earliest maps are found, the small-format, folded maps came in a very plain buff card slipcase which belied the attractiveness of what was to be found inside, variously called road maps or road guides. At first, these had a delightful, multi-coloured filling-station scene on the cover, with an overhead view of a family in an open car beside the pumps (Fig. 7).

The map, as was often the case with oil company products, was clear, colourful, simple and basic, with no known provenance. There was advice on local traffic rules, trips and tourist sights in each state covered by the series. Another edition, with its illustrations of happy female motorists, made a special appeal to the growing company of women drivers. Later editions of the 1930s featured a car and caravan, reflecting a newly popular pastime, and displayed Socony's red flying horse prominently. This and perhaps other Vac-



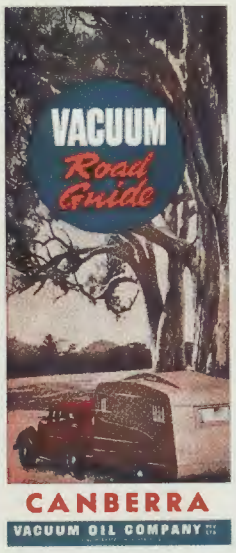




Fig. 7 (left). Vacuum advertises its products and those of its proprietor, Standard Oil Company of New York (Socony), 1934.
Fig. 8 (centre). Vacuum offers a map of the Australian Capital Territory to caravanners, late 1930s.
Fig. 9 (right). Vacuum gains publicity from the 1956 Melbourne Olympic Games, with a bought-in Broadbent map.

uum series of the time included a map of the Commonwealth capital, Canberra (Fig. 8), as well as the states. Post-war editions up to the 1950s showed cars on country roads. For the 1956 Melbourne Olympic Games, Vacuum published a street plan of the city (Fig. 9) acknowledged to Broadbent: an example of cross-fertilisation between oil company maps and the traditional sort.

The Shell Company of Australia Ltd with its famous scallop shell motif began importing petrol from 1903.[24] They published guides as well as maps. From the late 1920s, the annual Shell motor tours volumes that have been seen were handsome, distinctive, expensively produced guides to the different states. The 1929 *Shell motor tours of Victoria* was full of colourful vignettes in *art deco* style of rural Australian road scenes, describing, mapping and illustrating touring areas and interstate routes with the help of hand-coloured photographs. There were sections on camping, golf, shooting, fishing, and long-distance 'overlanding'.[25] The 1930 edition was more modest, but still attractive. By 1933 the Victoria guide had been rechristened the *Shell tour book* (Fig. 10), returning to a lavish format, now with a superb *art deco* cover and regional maps of the state on separate cards in pockets. The New South Wales tour book (Fig. 11), so called, of about the same date or maybe a little earlier was more a pictorial folder than a book, with sections on points of interest in and around Sydney and throughout the state, complete with maps.[26]

The oldest Shell map known to the writer probably dates from 1929, and is a route map of the roads between Melbourne and Adelaide (Fig. 12). It contains a street plan of Adelaide (though not Melbourne), and a recommendation of Broadbent's motor route guide between the same cities. A later edition, with a fine *art deco* cover, provides more street plans. The late 1930s brought a series of handsome, colourful state maps, of which the cover design showed cars on a country road between tall gum trees, with sea in the background. At first they opened book-wise, with sectional maps of the state, interstate routes, maps of tourist areas, and city street plans. Later versions were more conventionally folded. The South Australia sheet (Fig. 13) reassured those driving across the Nullarbor Plain that 'no danger whatever exists from aborigines'. But in the outback, they were warned of 'wells now non-existent', and that other places named were now 'abandoned'. Some time between 1948 and 1950 came the earliest motoring map of the Northern Territory (Fig. 14) known to the writer, marking everything from tarmac roads to tracks that were 'waterless, uninhabited and definitely dangerous'. The cover drawing was a very striking profile of an aborigine warrior.

Fig. 10 (right). By 1933 the Shell tour book of Victoria had a striking art deco *cover. Maps were on cards in pockets inside.*
Fig. 11(far right). In the early 1930s the Shell tour book of New South Wales cover used a collage of motoring and aviation photographs, publicising prominent occasions on which Shell products were used.





A new series of more detailed state sectional maps appeared in 1954–5. These were of the six states, plus an extra one called *North Western and Kimberley Division of Western Australia*, covering a vast area that could not be accommodated on the Western Australia sheet, which needed a lot of space for larger scale plans of Perth and its surroundings. In 1956, Shell provided a folding map of their own devising for the Melbourne Olympics, to accompany the official guide book to the Games. The last Shell series in the period under consideration was, perhaps, the most striking of any, for the covers featured a painting of the 'state flower' or floral emblem of each state and territory, and in the case of maps of city environs, flowers that characterised these places. For example, the state of Queensland (Fig. 15) has the Cooktown orchid, while the Brisbane environs cover (Fig. 16) shows the poinsettia.

The state maps were of two types: the Road Maps, of which those seen were published between 1959 and 1961, and the Road Guides, which seem to have come



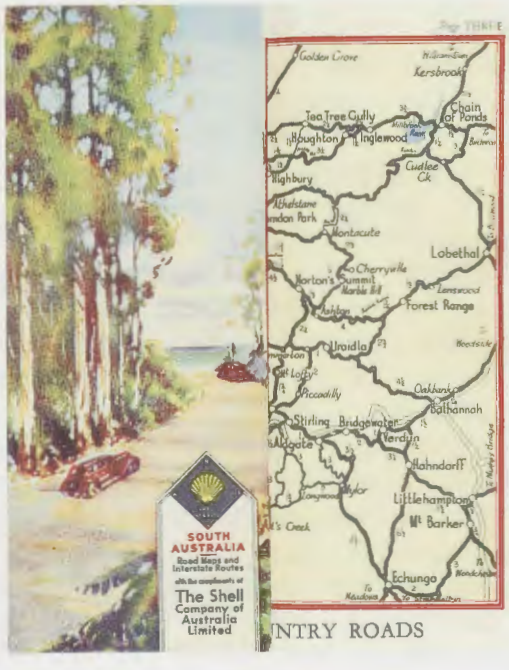


Fig. 12 (left). A simple Shell inter-city route map of about 1929.
Fig. 13 (right). The south Australia sheet in Shell's good-looking series of state maps of the late 1930s warned of the hazards of outback motoring..

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out only in 1961. The Road Maps seen concentrate on the remoter parts of the state, with street plans of their towns. For instance, that entitled *South Australia (Far North and Eyre Peninsula)* has a series of strip maps showing the road from Port Augusta, at the northern edge of the settled areas, to Alice Springs in the Northern Territory. The Road Guide for the same state covers Adelaide and the more people-friendly, populous districts. That said, the Northern Territory Road Guide thought it necessary to point out that the 'shooting of horses, camels, donkeys, cattle, sheep and goats' was 'strictly prohibited'. Wild buffalo and crocodiles were, however, fair game. For those in trouble, the locations of cattle station wireless transmitters were shown. The flower theme persisted on later editions, but accompanied by 'modern', much less attractive designs,

The Atlantic Union Oil Co Ltd began importing petrol refined by its American parent company in 1927. In 1933 it was acquired by Standard Oil of New Jersey, later Esso, but the maps continued to advertise Atlantic petrol and Union oil, not Esso named products. They were published from 1929 or thereabouts, being plain, two-colour affairs bought-in from H. E. C. Robinson, providing another instance of cross-fertilisation between publishers. An interesting diversion appeared in 1932, in the shape of the *Program & map* covering the celebrations marking the opening of the Sydney Harbour Bridge (Fig. 17). Truly sensational was the cover of a new series of state maps published probably a little later, which was in an extreme, almost abstract *art deco* style, free of conventional notions of perspective. Incongruously, perhaps, it showed a completely everyday scene: a motorist seeking directions from a petrol pump attendant (Fig. 18). Maps from about 1937 and onwards, while still from Robinson, acquired colour, routes, street plans and other popular features. Their covers were now idiosyncratic rather than extraordinary, some being in an unusual horizontal rather than vertical format, featuring cartoon figures of people and of Australian wildlife.

The last of the multinationals to issue road maps of Australia before 1961 was Caltex in the 1950s. Caltex was the brand name of the Anglo-American Oil Co, a partnership of the Texas Oil Co and Chevron (Standard Oil of California) established in 1936 to sell Texaco oil products outside the USA. In Australia, there were at first four-colour covers dominated by the red-on-white Texaco star, but with the Caltex name. Inside were colour maps of the state and its cities, intercity distances, and descriptions of tourist points of interest. Other series, which may be later than the 1950s, had lively representational illustrations of filling station scenes on their covers, and were unusual in showing simple relief with hill-shading. In the 1980s and 1990s, Caltex took over two Australian independents, Golden Fleece and Ampol.

These had been two of the five indigenous Australian brands to issue maps before 1960, all of them eventually absorbed by the multinationals. H. C. Sleigh Ltd of Victoria started to import petrol in 1913; they began trading under the Golden Fleece name at least as early as 1927,[27] and seem to have started to issue maps around 1953 (Fig. 19). Their golden Merino ram emblem, symbolic of Australia's wealth, featured on their map covers as well as their pumps. As in the case of Atlantic, the maps came from H. E. C. Robinson, although an attempt was made to obliterate the latter's initials. Another product of the 1950s was a strip map covering the routes from Sydney to Brisbane. This had hill-shading in a light pink.

The Alba Petroleum Company of Australia started life in 1933, and before it was absorbed by Ampol twelve years later, it issued at least one known map, featuring the Pacific War against Japan, and probably others too. Ampol — Australian Motorists' Petrol Company Ltd or AMP, later Ampol Petroleum Ltd —was founded in 1936 as a refiner as well as the vendor of their end product. They began selling petrol from solus stations[28] in 1952, and probably began to give away maps soon after. Those of the 1950s came from Gregory's Guides and Maps of Sydney, another major publisher in the field to cross-fertilise with oil companies. With their six colours — more than any other oil company products — they were spectacularly eye-catching, as were the distinctive covers, which are usually seen in either a vertical or a horizontal format to suit the shape of the map, and carried the slogan 'Ampol leads the way' in the form of a stylised signpost (Fig. 20). Earlier editions exist with fewer folds, making them larger when folded. On the back, in this format, was a list of Ampol service stations in the state. On the South Australia sheet, there was a warning that the road between Port Augusta and Alice Springs was 'very rough and hazardous', and in earlier editions, 'completely impassable' in the wet season. Ampol were more wary than some other map

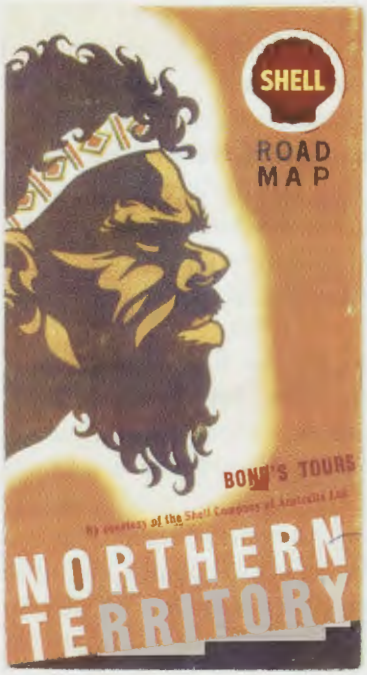






Fig. 14 (left). This, the earliest known oil company map of the Northern Territory, dates from 1948–50. Shell may have produced it specially for the tour company named on the cover.
Fig. 15 (centre). The cover theme of Shell's 1959–61 map series was the floral symbols of the states and of their capital cities. The state flower of Queensland was the Cooktown orchid.
Fig. 16 (right). The Brisbane environs sheet of the 1959–61 Shell series, covering Queensland's capital, featured the poinsettia.

publishers of recommending this route to the ordinary tourist, and indeed, most motorists taking the journey in the 1950s still transported their car by rail. For the benefit of more adventurous motorists, desert areas were labelled with descriptions such as 'Sandhills with mallee [a form of scrub] and spinifex' (the Nullarbor Plain), or 'Drifting sandhills and stony flats' (the forbidding Simpson Desert). For settled areas, some editions of state maps carried clear and detailed city street plans. In fact, the exceptionally large size of the Ampol maps allowed large scales to be used, enabling even very small roads to be marked. All in all, they were probably the most useful of the oil company products, if less easy to handle than the rest.

COR — Commonwealth Oil Refineries — was founded in 1920 by the Anglo-Persian Oil Company.[29] Their road maps are little known, and the only one the writer has seen is a map of Victoria dating from the middle 1950s. Its distinctive feature is an atlas of strip maps, liked by people who found large sheet maps confusing, or who undertook a limited number of journeys. The company's owner became known as BP (British Petroleum,), a name introduced into Australia in 1954, and in the early 1960s the COR name disappeared from filling stations and maps alike.

The fifth native Australian oil company under whose name road maps were published enjoyed a very short independent life. The Neptune Oil Company was set up to sell imported petrol in 1909. The brand name of its product was Waratah, a shrub whose bloom was the state flower of New South Wales. Its management was innovative,[30] and in 1926 they were taken over by Shell. Neptune retained their identity under the new ownership, offering maps under their own name from about 1953, the date of the earliest known. The maps themselves were of respectable quality, but unfortunately, Neptune did not share the same design department as Shell. Their map covers were ordinary at best, and meretricious at worst. All bore the company logo, a head of the sea god Neptune (Fig. 21). On the first covers he looked like a dissipated fancy-dress street entertainer soliciting alms. Later covers, when Nep-

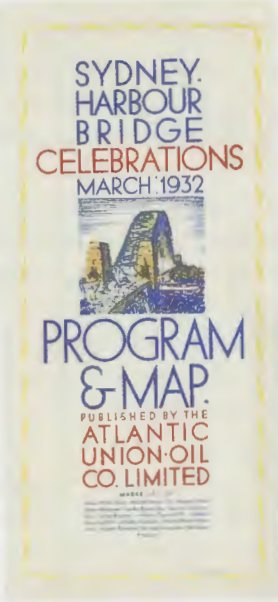




Fig. 17 (far left). In 1932 Atlantic Union published a map of Sydney to commemorate the opening of the Sydney Harbour Bridge.
Fig. 18 (left). In Australia and, as far as the writer knows, elsewhere, the very avant-garde cover design of Atlantic Union's early 1930s state series had no parallels.

tune became more stylised, were acceptable if uninspired; then, before the name disappeared in 1966 Neptune, in common with other oil companies, began offering covers with dull, poorly reproduced photographs of places shown on the state map within. By this time, although both multinationals and independents were increasing in numbers in Australia, design standards had slipped and, like the motor car, had become commonplace.

Dating, updating, and print runs

Some of the maps and guides of Broadbent and other traditional publishers, such as Pearson and H.E.C.Robinson, are dated *en clair*, or can be dated by their association with other publications such as the specialised periodicals that issued them, or individuals' memoirs. Guides without dates can sometimes be dated more or less accurately from the internal evidence, whether it is the often profuse advertising, or



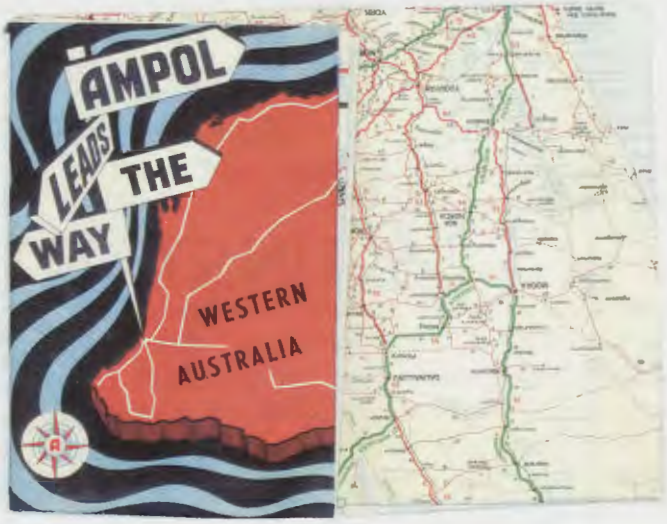
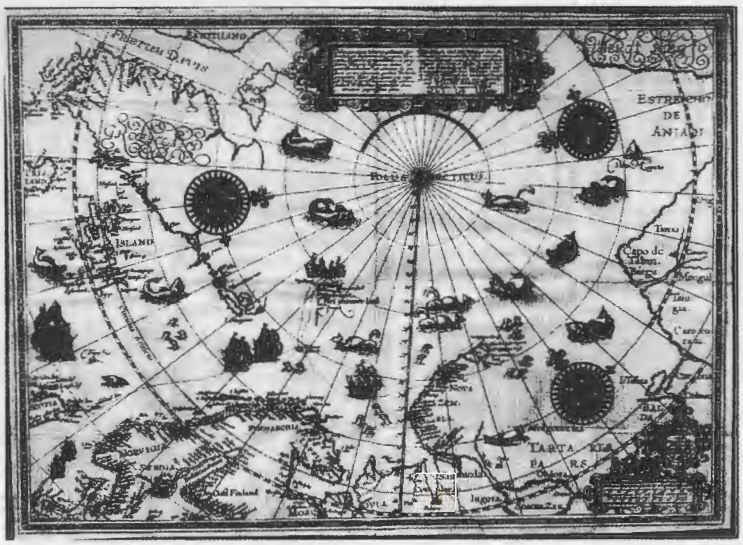


Fig. 19 (left). This 1950s route map from Golden Fleece was unusual among oil company issues for its hill-shading to indicate relief. Usually, they were simple outline maps.
Fig. 20 (right). The most handsome cover design devised by an indigenous Australian oil company before 1960 was probably that of Ampol for its state series of the 1950s.

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the associated dated inscriptions. For instance, it is advertising that reveals the publication date of the Australian Guide Book Company's New South Wales guide. An advertisement in the 1927 edition for Orange, 'The garden city of NSW', gives total fruit and vegetable production figures for 1926, while a motor engineer mentions recommendations from late 1926 issues of the *NRMA Journal*. Even more plausibly, the 1934 edition is identifiable from the advertisement of a bank celebrating its centenary 1834–1934. There is a reference to the 1934 annual number of a periodical; the Chrysler 'Airflow' model of car, introduced in 1934, is illustrated as the latest shape; and (the clincher) an advertisement for Castrol oil says that it was used in the aircraft holding the current world air speed record of 440 mph, which was set up in 1934 and raised again in 1935.

Some oil company maps are dated *en clair*, in code, or by inference. A lubrication chart on Vacuum's slipcase might mention car models up to 1953. The same company's decorative vignette of their Mobiloil lubrication chart on the face of the map was sometimes dated, for example 1940 or 1941. Or, there could be a date in code, such as 5/42 for May 1942, combined with a print run (see below) in the corner of the main map. The last two were dropped post-war. Shell's early maps were undated, but a run of the late 1930s series all carry the dated signature of the purchaser1938. Starting with the 1954–5 series, all Shell maps appear to be dated on the back with year and month. The same applies to the 'flower' series of 1959–61. Atlantic Union maps sometimes include a message from the managing director referring to cars made up to 1937, but their codes, which may include a date, are impenetrable. Caltex maps may carry codes such as 3.G.53, in which the figures could refer to a date. Later Golden Fleece maps are dated *en clair* with month and year. Ampol may have a coded date such as G.F.455, suggesting April 1955 and (possibly) a printer's initials. Some Neptune maps have a year date, such as 1953 or 1956, on the back.

In the absence of a date, it is only possible to put oil company maps in order of publication, going by the new information introduced when they were updated before reprinting. Clearly, a map could not have been published before a particular road, airport, railway or building was constructed, or, in the case of accompanying text, before (say) a legal obligation was introduced or altered.[31] However — and on the assumption that the date of the feature's introduction is known — this tells us only the earliest possible date, and the latest possible date before the feature was moved, renamed, or otherwise changed; and it assumes, too, that the oil company's revisions were complete and up-to-date.

In general, and in the maps seen, when oil companies reprinted maps they were careful to bring them up to date in important respects. Because the firms valued their public image, they were prepared to put money in, even though they got nothing out, other than an intact reputation. Communications mattered most to the traveller, so this was the area in which the companies were most scrupulous; though any well-publicised new feature, such as a tourist destination, was likely to receive attention.

The 1929 *Shell motor tours of Victoria* shows Melbourne's Essendon Aerodrome in the north-western suburb of that name, and also an aerodrome at Coode Island to the south-west. The earliest editions of Vacuum maps of Victoria that have been seen show no city airport at all; then Essendon Aerodrome appears. By the 1950s the aerodrome, a word redolent of grass runways, windsocks and wooden huts, had become Essendon Airport, and then, on the 1956 Olympic Games map, Melbourne Airport, no longer named after a suburb, and its international status underlined. The 1953 map shows for the first time Fisherman's Bend, a new aerodrome to the south-west, on the opposite bank of the Yarra River from the site of Coode Island aerodrome, now gone. In the 1950s the Golden Fleece map of Victoria showed the Snowy River hydro-electric scheme, under construction since 1949, over the border in New South Wales.[32]

Atlantic Union in the 1930s, covering New South Wales, identified Mascot Aerodrome in the south-western Sydney suburb of the same name. Two editions later, in about 1937, it has been renamed Kingsford-Smith Aerodrome in honour of Australia's foremost pioneer aviator; six editions after that, it is shown as an airport, greatly expanded by reclaiming land and altering the course of a river. In Shell's coverage of Sydney in their 1960 New South Wales map, we see the future Opera House site where tram sheds and a park had been, and the Cahill Expressway under construction between the Botanic Gardens and the Domain. Shell also illustrates urban development



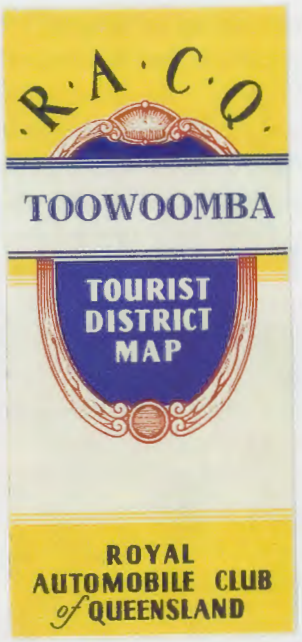


Fig. 21 (left). Neptune, independent in name but owned by Shell since 1926, did not benefit from the talents of their proprietor's design team. (Ian Byrne collection)
Fig. 22 (right). While the oil companies provided most of the motorist's maps in the 1950s, state automobile clubs went on issuing maps to their members.

in Perth, Western Australia. In 1954 there is no bridge over the Swan River at the Narrows, but by 1960 it has been opened, taking traffic on to the new Kwenana Freeway to Fremantle. Shell's 1938 map of Queensland shows Surfers' Paradise, its leading tourist attraction, joined on the 1955 map by place names for Miami and Palm Beach. Here, Eagle Farm Airport to the east of Brisbane is first shown as open, no doubt helping to cope with the visitors. Between two printings of the 1950s, Ampol records the upgrading of three outback Queensland roads from 'Main Road' to 'State Highway'.

On earlier Shell maps of South Australia there is no Woomera town, but on the1959 map there it is, specially built for the workers in the 'Prohibited Area' of the Woomera Rocket Range. On a less portentous level, Shell charts the development of the Northern Territory as a tourist destination. On the 1948–50 map there is not so much as a mention of Ayers Rock (Uluru). Local attractions were for the hardy outdoorsman rather than the suburban sunseeker: 'fish and game are prolific', but 'sharks and crocodiles make sea bathing risky'. A photograph of Alice Springs reveals a modest outback town with few buildings of more than two storeys, and Darwin has little development east of the Todd River. The map can be dated to within a few years from the Shell logo used, an owner's inscription, and population figures quoted. The 1959 map *South Australia (Far North and Eyre Peninsula)* recognised that Ayers Rock was now a tourist 'must-see', with an inset map showing access to Ayers Rock and Mount Olga, and noted the presence of a base camp for 'Alice Springs Tours'. The Northern Territory map of 1961 in the same series, while still referring to 'primitive aboriginal tribesmen', showed a better, more direct road under construction, and an airstrip for those unwilling to face the long, rough and gruelling drive from Alice Springs. There and in Darwin there was much new urban development.

All of the known print numbers come from the 1950s, and most are from Shell. The exception is Neptune, whose maps tell us that their Queensland state map of 1953 was published in 30,000 copies, and that the 1956 printing of the New South Wales map numbered 20,000. Shell began to provide print numbers when they started to date their maps. Those for the 1954–55 series, reflecting a much larger number of outlets than Neptune's, ranged from 75,000 for New South Wales, the most populous state, and 50,000 for Queensland to only 10,000 for the sparsely inhabited *North Western and Kimberley Division of Western* Australia map. The continuing growth of motor traffic was demonstrated in Shell's print runs in 1959–61: 200,000 for New South Wales, 100,000 for Queensland, 20,000 for the Northern Territory, and no less than 80,000 for the Brisbane Environs map alone. Queensland had come a long way in the 30 years since the number of cars registered in the entire state had stood at about that figure.

NOTES

1. This end date is a subjective choice. Thereafter, in the writer's view, the design quality of most motoring maps went into worldwide decline. Often highly decorative and elegant design — drawings and paintings — was replaced by cheaper, more 'modern' photographs, and typography became dull. Some modern design was very attractive, but it was the exception that proved the rule.
2. Meanwhile a third category of cyclists — heroes, exhibitionists and eccentrics — disappeared over the horizon. As early as 1893, one rode across the continent from north to south, on the way passing through some of the emptiest deserts on earth; and five years later, another thought it a good idea to ride (or rather carry) a bicycle to the top of Mount Kosciusko in the Australian Alps, at 7319 ft (2228 m) the country's highest mountain. The arid Nullarbor Plain was crossed in 1896, and in 1899–1900 the same cyclist, one Arthur Richardson, went on to ride around Australia. When in areas for which maps were to be had, these people needed them too.

3. A state from 1901, when federation produced today's Commonwealth.
4. Fitzpatrick, J., 'The early development of Australian road maps', *The Globe* 13, 1980, pp 13–28.
5. Later, Broadbent used a motor cycle to plot routes himself: see Winser, K., *The story of Australian motoring*, Melbourne, 1959, p 60.
6. Fitzpatrick (op. cit). The map in the 1895 *Cyclists' and tourists' handbook of Victoria* lacked useful information.
7. Blainey, G. N., The tyranny of distance, Melbourne, 1988, p 294.
8. Fitzpatrick, *op. cit.*
9. Until the 1940s, official obstacles between colonies, and then states, were many, varied and onerous. See n. 31.
10. Like other prominent cyclists of the day, Pearson became an adviser on the establishment of his state's Government tourist bureau.
11. This was the publication date of the earliest known Pearson map to carry the Robinson imprint. Fitzpatrick, op. cit.
12. *New South Wales motorists' and cyclists' annual* 1905, quoted in Fitzpatrick, 'Mapping the way', *This Australia* 1, no. 3, 1982, pp 13–15.
13. Winser, K., *op. cit.* Most of the official motor vehicle statistics in this study are drawn from Keith Winser's book.
14. Blainey, *op.cit.*, p 294.
15. Pearson, Joseph, *Reminiscences*, Sydney, 1925 and revised edition 1933, *passim*.
16. An advertisement for Dunlop tyres patriotically attacks the German invasion of Belgium in 1914.
17. The new Citroen car, which is advertised in the *NSW motorists' road guide*, was introduced in 1919.
18. Fitzpatrick, 'The early development of Australian road maps', *op. cit.*
19. In 1907–8, two British Talbot cars successfully completed the journey. In 1912 the adventurer Francis Birtles, already famous for his outback travels by bicycle, took to four wheels and crossed the continent from west to east, including the Nullarbor Plain, in an American Brush car. Like the cyclists who preceded them, the long-distance motorists needed maps where they were available.
20. Fitzpatrick, J., 'Some further notes on the early development of Australian road maps', *The Globe* 17, 1982, pp 51–55.
21. Whereas in 1921 there had been a car for every 44.2 people in Australia, in 1933 the figure was one in 10.7 and rising, in spite of a worldwide economic depression. See Fitzpatrick, J., *The bicycle and the bush*, Melbourne, 1980. In fact mass-produced cheap cars continued to sell. The 475,000 cars of 1929 became 816,000 in 1940, and 2,153,000 in 1960. By then, nearly one in four people owned a car: in other words, almost every family had one, and when they ventured beyond known roads, they needed maps.
22. While not entirely replacing it. For instance, the state automobile clubs (such as the Royal Automobile Club of Queensland, Fig. 22)) had offered, and continued to offer, maps of tourist areas within each state; though these, of course, were only available to members.
23. Most of the information here concerning oil companies comes from Wilkinson, R., *A thirst for burning The story of Australia's oil industry*, Sydney, 1988, *passim*.
24. The writer has seen more map series and individual map states from Shell than from any other oil company of the period, because they seem to have survived in the greatest numbers. They therefore feature disproportionately in this study.
25. The Victoria guide for 1929 described the journey to Darwin as 'popularly regarded as an ideal winter tour'. 'A thousand cars' had travelled the more accessible, because all-weather, route to Perth across the Nullarbor Plain in 1928. Strictly, the Nullarbor Plain (across which the transcontinental railway ran) lay parallel, a little north of the road, but to a cyclist or motorist, one route was scarcely less daunting than the other.
26. The dates given for the Shell guides are no more than probabilities, based on thin evidence.
27. They advertised their petrol in that year's edition of *The tourists' road guide for South Australia* (see above).
28. See n. 30.
29. Later the Anglo-Iranian Oil Company, then British Petroleum (BP).
30. Neptune pioneered the 'solus' retail outlet in Australia in 1924. The oil company owned the premises, selling only their own brand of petrol. Doing so encouraged companies to spend money on maps and other promotional aids; an inducement absent in the traditional, privately owned petrol station, where more than one brand was sold from competing pumps installed by the oil companies concerned, under a management with no interest in promoting one rather than another. After Shell took over Neptune in 1926, they adopted the innovation as their own; and soon after, began issuing maps and guides from their filling stations. It may be no coincidence that the earliest known maps of many companies date from the 1950s, when the solus concept spread throughout the industry. It is possible, too, that Neptune's use of the name of the state flower of New South Wales for their brand of petrol later gave Shell the idea of using state flowers on their map covers.
31. For instance, when border controls between states were relaxed, and eventually abolished. Until the 1940s, motorists entering an adjoining state had to go to the nearest police station and acquire a visitor's permit, and perhaps a windscreen sticker as well. After 1940 these were obtainable in the motorist's own state, saving him the trouble of looking for a police station after crossing the border. If he stayed more than two months, he might also be obliged to take the state's driving test. By the 1950s there was unimpeded passage between states.
32. Although a slightly later edition shows nothing of the scheme, probably because its heavy hill-shading would obscure detail.

SOURCES

The only primary sources available for this study were the maps and guides themselves, and the memoirs of Joseph Pearson: his *Reminiscences*, Sydney, 1925, revised edition 1933. Most of the information on early Australian cycling maps and guides, other than those of Pearson and H.E.C.Robinson, came from the work of Dr Jim Fitzpatrick. He made the subject his own. Without his published research no account of it would have been possible, because — apart from the publications of Pearson and H. E. C. Robinson in the writer's collection — primary sources in the form of early cycling maps and guides are not to be found in the UK.

The secondary sources consulted are as follows:

Blainey, G. N., *The tyranny of distance*, Melbourne, 1988

Fitzpatrick, J., 'The early development of Australian road maps', *The Globe* 13, 1980

Fitzpatrick, J., *The bicycle and the bush*, Melbourne, 1980

Fitzpatrick, J., 'Some further notes on the early development of Australian road maps', The Gtobe 17,1982

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Wilkinson, R., *A thirst for burning The story of Australia's oil industry*, Sydney, 1988

Winser, Keith, *The story of Australian motoring*, Melbourne, 1959

ACKNOWLEDGEMENTS

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Americae Sive Novi Orbis, Nova Descriptio

Third state of the famous map with the revised shape of South America. Other revisions include the addition of the name California, and the Indian name Ingandekoa 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 1587 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
City:	Antwerp
References	Burden #84, van den Broecke #11



The smallest map of Jerusalem we know

by Eva Wajntraub

BIBLIA, oder Inhalt der ganzen Heiligen Schrift mit 6 Kupferstichen, Halle, 1816, in der Cannstein'schen Bibelanstalt. Den Freunden der Heil. Schrift Widmet diesen neuen Abdruck Die Cannstein'sche Bibelanstalt (Joh.13,17.)

THE BIBLE or the contents of the complete Holy Word with 6 copperplates. This new printing is dedicated to the Friends of the Holy Word, Cannstein Bible Society (John 13,17).

What does a map collector give to another map collector for his birthday? No question here of silk-ties or fancy shirts, only a map must be found, one that is rare, that is interesting and of course, not expensive. We all know that this is largely in the dream-region but, fortunately, it is still possible to find this elusive gift — as shown below:



Fig. 1. Silver-bound miniature 'Bible', clasp missing. The small silver loop on top was for hanging on a chain, and it was probably intended for a lady. Cannsteinschen Bibelanstalt, Halle, in 1816. Size: appr. 2.5 x 4.0 cm





Plate 1. View of Jerusalem. Moses is standing to the left holding the tablets of the Commandments, only 7 of which are visible, and Jesus standing on the right, his head surrounded by a halo, in different clothes.



Plate 2. 'Holy, Holy, Holy' The First Book concerning God.

After much thought and reference help it appears that first of all, this is not really a Bible in the traditional sense of the word, (which would include the complete Old and New Testament), but a book of prayer, of devotions, of pious thoughts summarizing the main articles of Christian faith.

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Plate 3. 'Through the Word'
The Second Book concerning the world (The Creation).



Plate 4 'Hidden'
The Third Book concerning the Ceremonies of the Old Testament.



Plate 5. 'Discovered'.
The Fourth Book concerning Christ and Christians.



Plate 6. 'The End'.
The Fifth Book concerning the Last Judgment (Jesus

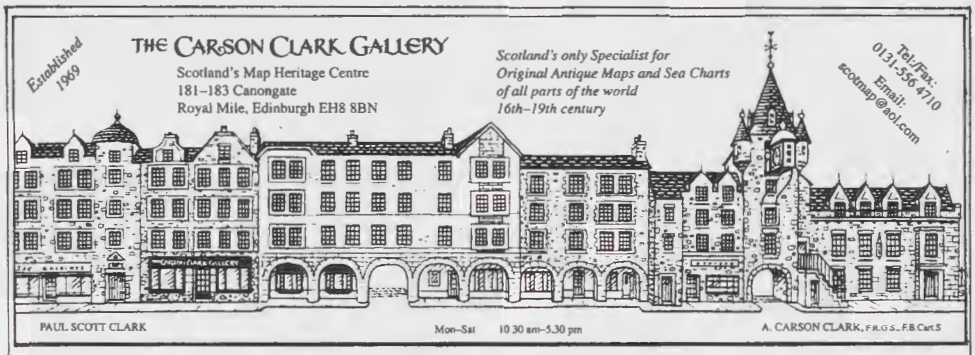
Since the first printed map of Jerusalem appeared in the late 15th century until the beginning of the nineteenth century, when maps began to be based on accurate surveys, more than 500 maps of Jerusalem were designed and printed.

While there have been Bibles with maps in them for centuries, the first Bible Society as such was founded in 1710 by Carl Hildebrand von Cannstein and August Herrmann Francke with the intention of producing Protestant books of piety for the poor that could not afford the expensive Bibles available. This was only possible by using fixed printing characters and not movable type. In 1710 a call went out for contributions in order to start the venture. In 1712, the first New Testament was printed at a cost of 2 Groschen.

At that time the average weekly wage of civil servant in a small German town was approximately 65 Groschen.

This devotional literature remained, until the middle of the 18th century, together with the Bible, the most popular form among the general population and motivated the reader to keep the tenets of his Christian faith.

The great popularity of these low-priced books of devotion permitted the printing and sale of 8 million copies up to 1934. After that time the rights of the Cannstein Bible Society were transferred to the main Bible Society in Berlin. Today the Society is again in Halle.



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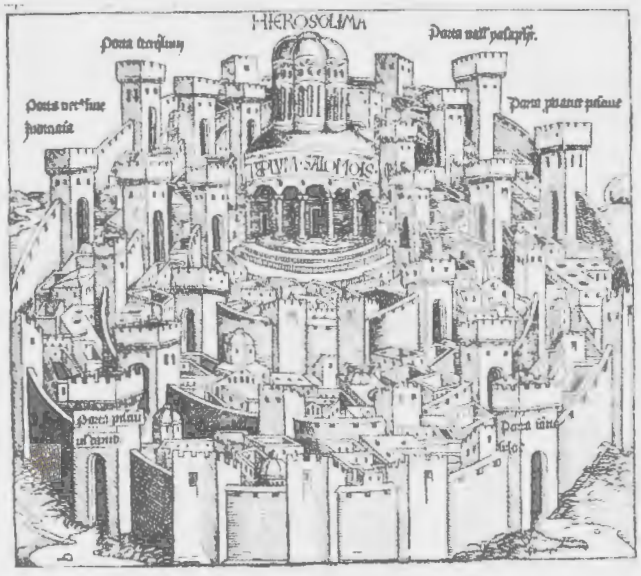
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The Cannstein Bible Collection can be found at the Frankisch Foundations in Halle and their libraries possess 1800 different copies of the Bible, 1200 of which they produced and 600 translations and gifts, only 2 of which are miniature Bibles. None is the same as the copy we are showing here and the silver binding indicates that our copy was intended as a special gift most likely for a lady. All the miniature Bibles, including ours, have 128 pages of text. However, only our copy includes a so-called panorama of Jerusalem which is not Jerusalem at all, but a rough sketch of a medieval city with two figures, Moses, suggesting the Old Testament (with only 8 of the 10 Commandments) and Jesus, with a halo, the New Testament, holding perhaps the Holy Grail, behind the figures are city-walls and gates. A palm tree to the left gives the picture an oriental touch.

This is not a depiction of Jerusalem but an imaginary one based on the woodcut city-views of the 15th century such as those shown in the *Weltchronik* (World chronicle) by the physician Hartmann Schedel, printed by Anton Koberger in Nürnberg, whose view of this city marked a typical depiction in woodcut of the time and was copied frequently by others showing the typical city walls:

EVA WAJNTRAUB

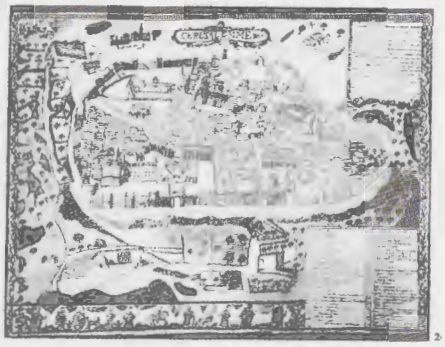
Some early views of Jerusalem



Jerusalem and its walls, by H. Schedel, Nürnberg, 1493, woodcut.



Jerusalem, Solomon's Temple and the Golden Gate, by N. Bianco, Venice, early 16th century, woodcut



Gerusalemme, Italian manuscript map, anonymous, 17th century.



Jerusalem, from Universal System of Geography, *London, around 1800, copper engraving.*



Dubourg's Original View of Ancient Jerusalem, Boston, 1844, lithograph.

'A Stretch of the Imagination': Denver before and after the 1859 Gold Rush

by Stephen J. Leonard

In September 1883, Denverites celebrated the twenty-fifth anniversary of their city's founding. They hoped that the explorer John C. Frémont would honour them with his presence. However, the aging general sent his regrets: 'I have never seen your city of Denver which reports say is so flourishing and beautiful. When I passed there last it was a waste ground where it would have been a stretch of the imagination to found a city.'[1]

Frémont explored the region in the 1840s and 1850s. On his second expedition in the summer of 1843 he was accompanied by William Gilpin, who later became Colorado's first territorial governor. Stopping at the future site of Denver where Cherry Creek joins the South Platte River, Frémont's party enjoyed the hospitality of Arapaho Indians — kindness that the natives lived to regret.

In the 1840s thousands of Arapaho, Cheyenne, Comanche, and Kiowa called the plains at the base of the Rockies home. Before 1848 the United States claimed only those areas north of the Arkansas River and east of the Continental Divide, the north-eastern and north central sections of present-day Colorado — land obtained from France in 1803 as part of the Louisiana Purchase. In the 1830s and 1840s fur traders and trappers established trading posts, some along the South Platte north of Cherry Creek and others , including the grandest of them all, Bent's Fort, on the Arkansas River. The end of the Mexican War in 1848 brought the rest of Colorado under U.S. control. In April 1851 Hispanic settlers founded the town of San Luis in the southern San Luis Valley giving it a birth date seven years ahead of Denver's.

To the Natives a small number of outsiders meant the risk of disease and the curse of whiskey, but not immediate destruction. Trappers and traders did not farm much. Hispanic settlers farmed, but they were too few to control more than a small part of the 104,000 square miles that would become Colorado. For their temporary tranquillity, the Natives had, in part, to thank two of Frémont's predecessors, the explorers Zebulon Pike and Stephen Long. Their reports early in the nineteenth century convinced many Anglo-Americans that land west of 100 degrees longitude



Fig. 1. In 1864 Coloradans massacred Native Americans at Sand Creek. Nearly sixty years later Denver put this Alexander Phimister Proctor statute depicting a noble Indian in the city's Civic Center.

was at best suitable for grazing and was at worst a great desert.

Gold changed that. Rumours of precious metals had drifted out of the Rockies and the Southwest for centuries. A small discovery in 1850 in Ralston Creek about five miles north of the Cherry Creek–South Plate juncture belatedly prompted an expedition in the summer of 1858 led by William Green Russell. Others soon followed. They found enough gold to convince them that there was money to be made, if not in mining, possibly in real estate. They staked out a town near the juncture of Cherry Creek and the South Platte, naming it Auraria after Russell's hometown in northern Georgia. A few weeks later William Larimer, a Kansas promoter, arrived with a small party. They jumped a poorly protected claim made by other optimists, and set up Denver as a rival to Auraria. They named their town for James Denver, erstwhile governor of Kansas territory, perhaps in an effort to curry favour.

They needed luck more than favour. Only a few thousand dollars worth of gold dust had been found. Would others trek more than 500 miles beyond the nearest railroad on the slim chance that they might share in a dream question One of the Fifty-Eighters,

Henri Murat, wrote to a friend: 'My frau is the first white woman out here and will make money by washing clothes, which will pay her perhaps 50 cents a piece. You must at any rate come out here. You can make your fortune as a shoe maker.'[2]

Fortune favoured the speculators and shoemakers. Thousands came in 1859. We can only guess at the number — probably no fewer than 40,000, perhaps as many as 100,000. At night an almost continuous line of campfires marked the South Platte trail as 'Pikes Peak or Bust' optimists pushed west. Often they met others returning east lamenting that they were busted. Some of the angry 'go-backers' talked of burning Denver.

Gold discoveries in the mountains saved Denver. In January 1859, George Jackson discovered a rich placer on a tributary of Clear Creek forty miles west of Denver. In May, John Gregory, reconfirmed an earlier find he had made of lode gold, near a place which would soon be known as Central City. Prospectors quickly fanned out through the territory. In 1861 a little gold was found in the San Juan Mountains some 200 air miles southwest of Denver. In 1862 Joseph Hahn found gold north of modern-day Steamboat Springs — more than 200 miles northwest of Denver. Abandoning its pretensions to being a mining town, Denver became a supply town, a transportation hub, and a gateway to the mountains.

For the natives gold meant an end to their way of life and in many instances, an end to their lives. Trappers and traders fared little better as their way of life faded. Three of the most famous of them: William Bent, Christopher 'Kit' Carson, and Jim Beckwourth died in the late 1860s. Some Hispanic farmers may have gained temporary customers, but the invasion of Anglo-European Americans bode ill for Hispanos who only eleven years earlier had lost the Mexican War.

For William Gilpin and the other interlopers from the East, the prospects were brighter. When Congress sliced off large chunks of New Mexico, Kansas, Nebraska, and Utah territories in February 1861 to make Colorado, Gilpin won appointment as the first territorial governor. He was, from the standpoint of Colorado's boosters, a superb choice for unlike Zebulon Pike and Stephen Long he viewed the plains as gardens rather than deserts.

As Colorado was put together, the nation fell



Fig. 2. Colorado troops helped save New Mexico for the Union when Confederate Texans advanced north during the American Civil War. Today this Civil War soldier, sculpted by Jack Howland, guards Colorado's Capitol.

apart. By the time Gilpin arrived in Denver in late May 1861, the North and the South were at war. Fearing that Confederate Texans might invade Colorado, Gilpin recruited the First Colorado Volunteers in the summer of 1861. Early in 1862, General Henry Sibley marched out of Texas into New Mexico and within a few months captured Albuquerque and Santa Fe. Anticipating that Sibley would seize the munitions-rich Fort Union in northeastern New Mexico, Coloradans rushed south. In one 36-hour period they marched 92 miles — one of the fastest marches in the annals of fast marches. At Glorieta Pass, east of Santa Fe, Coloradans assisted by New Mexicans, defeated the Texans. Colorado gained a hero at Glorieta — John Milton Chivington.

John Evans, Gilpin's successor as governor, did not have to face Texans, but he too had headaches. His solution to the fact that the Cheyenne and Arapaho still roamed in eastern Colorado led to the November 1864 Sand Creek Massacre. Evans was out of the territory when Colonel Chivington attacked Black Kettle's peaceful Cheyenne and Arapaho encampment, but the governor bore some responsibility for the conditions that allowed the slaughter to happen.



Fig. 3. The Brown Palace Hotel, site of the International Map Collectors' meeting in September 2005, reflected Colorado's prosperity in the early 1890s.

Evans also grappled with Colorado's lack of efficient transportation. Railroads meant survival. In the mid-1860s, Union Pacific Railroad surveyors blanched at Colorado's steep grades and snow-clogged passes. Southern Wyoming with its tame mountains looked better so the Union Pacific laid its transcontinental railroad tracks there. Evans and other entrepreneurs countered by building the 106-mile Denver Pacific north from Denver to connect with the Union Pacific at Cheyenne, Wyoming. Shortly after Denver welcomed the Denver Pacific in the summer of 1870, the Kansas Pacific pushed into town from the east giving Colorado a second railroad connection to the East.

Nathaniel Hill, a chemist from Brown University in Rhode Island, also knew the importance of railroads. He came to Colorado in the mid-1860s to seek his fortune. He left Atchison, Kansas on February 24, 1865 en route to Denver by stagecoach. Nine days later, with ten more days on the road still ahead of him, he wrote to his wife: 'We have thus far slept every night except Friday, on the floor in the dirty ranches along the road. I have not had an occasion to undress since we left Atchison. . . . If I ever am found on the Plains again in Winter, when the road is obstructed, it will be when there is a fortune to be made by it.'[3]

There was a fortune for those who could refine Colorado's refractory ores. Hill's Boston and Colorado smelter at Black Hawk near Central City produced a mixture of base and precious metals, which he shipped to Swansea in Wales for final processing. Later Hill hired Richard Pearce, a Cornish metallurgist, who found ways to wrest pure silver and gold from the rocks.

The national government recognized Colorado's progress in 1876 by making it a state. Silver discoveries in Leadville, a hundred miles west of Denver, lured tens of thousands in the late 1870s. In 1880, Colorado tallied nearly 200,000 people. In 1890, the state's population exceeded 400,000 and Denver with a population of 106,713 could boast that among western cities only San Francisco and Omaha counted more people.

A few of Denver's residents won fame beyond Colorado. Horace Tabor, once a Vermont stonecutter and later a Kansas farmer, struck it rich in Leadville in the 1870s. After moving to Denver, he jettisoned his first wife, Augusta, and married divorcee Elizabeth Doe, also known as 'Baby Doe.' In the early 1890s when the price of silver declined, Tabor lost his fortune. After his death in 1899, Baby Doe became a legend by returning to cold Leadville and holding on to one of Tabor's mines — the Matchless — until her death in 1935. With its soap opera qualities, the saga of Horace and Baby Doe has lasted in Colorado to this day.

So has the story of Margaret Tobin Brown. Her husband, like Tabor made his money in Leadville. Like many others among Leadville's rich, the Browns moved down to Denver where Margaret hoped to become part of high society. Her Irish Catholic background worked against her and, so the story goes, the blue bloods of Denver's society shunned Margaret. Later after she had the misfortune to be on the *Titanic;*



Fig. 4. The Colorado State Capitol in Denver, constructed mainly in the 1890s, sports a gold gilded dome as a reminder of the state's nineteenth century gold bonanzas.

when it sank her star rose because she helped save some of the passengers.

Benjamin Barr Lindsey, another star, lit up Denver's sky for the first quarter of the twentieth century. As a county judge he came to recognize the folly of treating children and adolescents as adults. His crusade for juvenile courts bore fruit. His campaign against corrupt politicians in league with corporations gained him national attention because of his muckraking exposé *The Beast* (1910) which he co-authored with Harvey O'Higgins.

Among Denver's denizens, however, none sits as high in national and international fame as does Buffalo Bill (William Cody) who parleyed his career as a buffalo hunter and Army scout into a great wild-west show that captivated Europeans as well as Americans. Cody's grave on Lookout Mountain above Golden about twenty miles west of Denver is still a major attraction where even in death Buffalo Bill continues to enthral tourists.

When William Cody died in early 1917 Denver was essentially a compact, streetcar city of around 250,000 people. The sprawling Denver of 2005, an automobile metropolis of some two and a half million, would have taxed the old scout's powers of prediction just as the Denver of 1883 broke the boundaries of John Charles Frémont's dreams. From a desert wasteland to a major American city Denver has continually stretched the imagination.



Fig. 5. Sculptor Alexander. Phimister Proctor's cowboy in Denver's Civic Center reminds locals and visitors that ranching has bolstered Colorado's economy for more than 125 years.

NOTES

1. Buena Vista [Colorado], Democrat, September 20, 1883 quoting Frémont letter to Pioneer Association, September 8, 1883.
2. LeRoy Hafen, ed., *Colorado and Its People: A Narrative and Topical History of the Centennial State*, 4 vols. (New York: Lewis Publishing, 1948) 1: 160-161.
3. 'Nathaniel P. Hill Makes Second Visit to Colorado, 1865', *The Colorado Magazine*, April 1957, p. 127.

For future reading

Carl Abbott, Stephen J. Leonard, and Thomas J. Noel, Colorado: *A History of the Centennial State* (Boulder: University of Colorado Press, 2005).

Stephen J. Leonard and Thomas J. Noel, *Denver: From Mining Camp to Metropolis* (Niwot, Co.: University Press of Colorado, 1990).

Wolfgang Lazius – A Viennese Scholar of the 16th Century and his Political and Historical Maps[1]

by Petra Svatek

Wolfgang Lazius, one of the most important Viennese scholars and cartographers of the 16th century, was born in Vienna on 31 October 1514. His father Simon, a native of Stuttgart, worked with the Faculty of Medicine at the University of Vienna as a professor and dean. He died in 1532 during a terrible plague epidemic.[2]

Lazius' mother Ottilie was descended from a respected Viennese merchant family. Her step-brother Hermes Schallauczer (1503–61) was mayor of Vienna, judge and master builder for fortifications.[3]

Wolfgang Lazius registered at the Viennese Faculty of Arts in 1528. After the death of his father he decided to study medicine, first in Vienna and from 1536 in Ingolstadt. After receiving his doctor's diploma in 1538 he came back to Vienna, gave lectures in the Faculty of Arts and worked as a physician in Wiener Neustadt. In 1541 Lazius accompanied the imperial army to Hungary as a military surgeon, and returned to Vienna the same year after being captured by the Turks. From 1542 until his death in 1565 he was professor of medicine at Vienna University; he was elected dean eight times and rector twice. In 1546 he was ennobled by Ferdinand I, in recognition of his services to the state and to science. A few years later he was appointed personal doctor and historiographer to the Emperor.[4]



Fig. 1. Wolfgang Lazius in 1554.



Fig. 2. Lazius' house in the centre of Vienna.
Photo: Petra Svatek.

Around the year 1540 Lazius married Anna Stronsdorfer, and they had a son named Ferdinand. But both died a few years later. In 1564 Lazius married Elisabeth Amassöder. He died a few months later on 19 June 1565 as a result of a stroke. His gravestone can still be seen at St. Peter's Church in the centre of Vienna, where he served as a deacon.[5]



Fig. 3. Gravestone of Lazius at St. Peter's Church, Vienna. Photo: Petra Svatek.

Medical publications by Wolfgang Lazius have not come down to us, but he made up for it by publishing more than fifteen books about the ancient Greeks and Romans, the Middle Ages and the 16th century. His main topics were the history of the Habsburgs and ancient inscriptions and coins.

His most important books are: 'Interpretatio chorographia utriusque Austriae' (1545, manuscript, one of the first regional studies of Austria), *Vienna Austriae* (1546, first published history of Vienna), *De gentium aliquot migrationibus* (1557, about the migration of peoples), *Commentariorum vetustorum numismatum* (1558, description of ancient coins), *Commentarii rerum Graecarum* (1558, historical and mythological description of ancient Greece), *Exempla aliquot S. vetustatis Rom. in saxis quibusdam* (1560, on Roman inscriptions), *Typi chorographici provinciarum Austriae* (1561, first Atlas of Austria with text about its historical development) and *Commentariorum in genealogiam Austriacam* (1564, genealogical history of the Habsburgs).



Fig. 4: Dedication to Emperor Ferdinand in Commentariorum rerum Graecarum, *1558..*

In retrospect we can find many faults in his books. For example, there are false interpretations of Latin inscriptions. Furthermore he made many mistakes in his accounts of dates and people. However, we can find mistakes in books of other humanists of the 16th century too, and we should not forget that we can find many positive aspects in Lazius' historical research. We owe to him the beginnings of scientific numismatics and archaeology in Austria, and the first comprehensive books about the Habsburgs and the history of the city of Vienna.

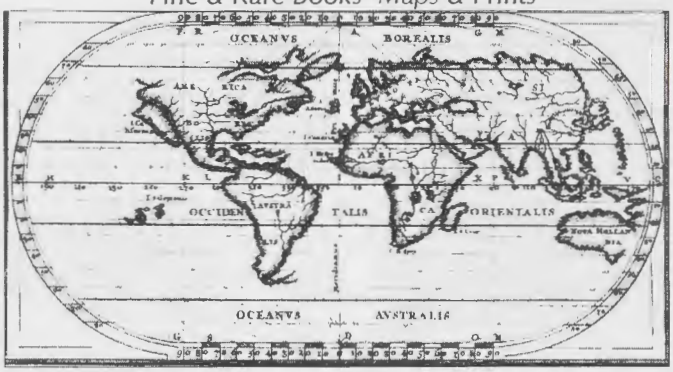
Lazius as a cartographer

The question from whom Lazius learned how to make maps cannot precisely be answered. Ernst Bernleithner[6] thought that Peter Apian (1495–1552), a famous German cartographer from Ingolstadt, had taught him. But maybe Viennese humanist Georg Tannstetter (1482–1535), a good friend of Lazius' father, introduced him to the art of cartography.

Lazius already used existing lists of Austrian place names, rivers and mountains, other maps, books of an-

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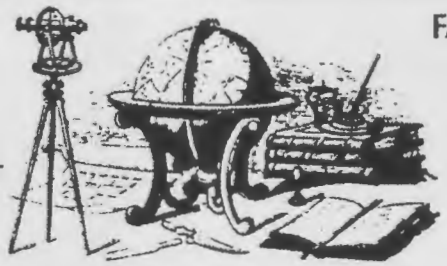
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Fig. 5. 'Regni Hungariae descriptio' with some bishop's crooks, vines and miners.

cient authors like Strabo and Pausanias and his own sketches to create his maps. During my investigations I found in the Austrian National Library two unknown sketches, which show landscapes in Southern Greece and the Lower and Upper Austrian foothills of the Alps.

Wolfgang Lazius produced twenty-four maps showing Central and Southeast European areas between Brandenburg in the North and Crete in the South, Alsace in the West and Transylvania in the East. His maps can be divided into three categories:

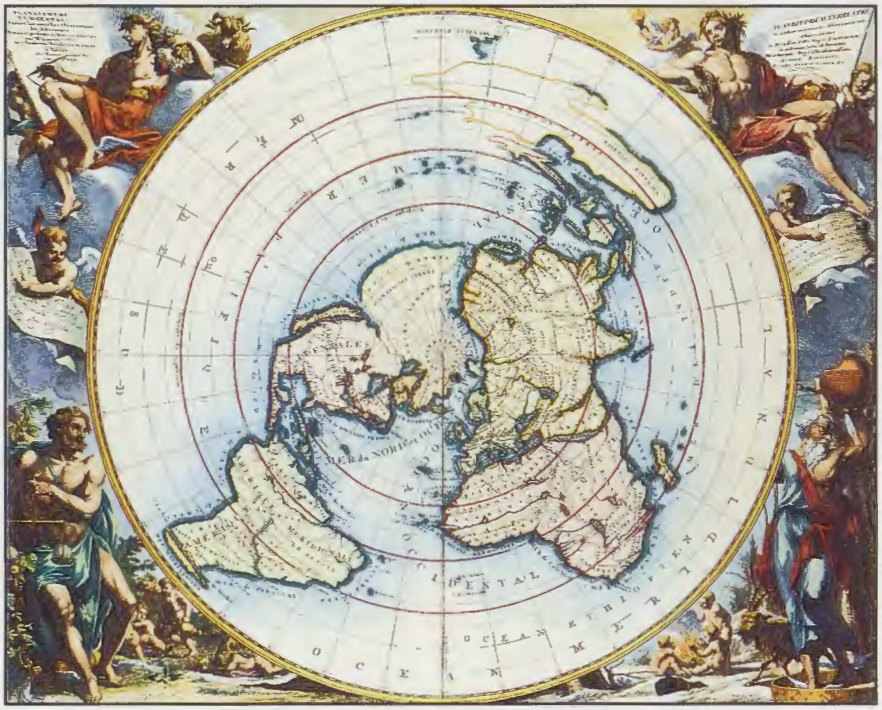
1. Manuscript maps

— 'Charta Chorographia' (1545, on two sheets of Lower and Upper Austria, both now lost)
— Two maps about the War of 'Schmalkalde' (1546–47)
— Map of Southern Germany
— Map of Southeastern Germany and Bohemia

2. Wood-cut maps

— 'Regni Hungariae descriptio' (Hungary and Transylvania, 1552–56)
— 'Rei contra Turcas gestae anno MDLVI brevis descriptio' (Western Hungary, 1556)

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Pieter van der Aa's spectacular version of Cassini's planisphere, published in Leiden, in *Nouveau Théâtre du Monde ...*, *c.*1713

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3. Copperplate maps

— 'Marchfeld' (undated)

— 'Austriae Chorographia' (1545, Lower and Upper Austria, only three fragments preserved in Paris)

— 'Chorographia Helladis' (Northern Greece, 1558)

— 'Peloponnesus Peninsula' (Southern Greece, 1558)

— 'Peloponnesus ex Pausanio et Strabone descriptus' (undated map of Southern Greece)

— 'Austria infra Anisum' (undated map of Lower Austria)

— Eleven maps for *Typi chorographici provinciarum Austriae* (1561): maps of Alsace, Lower Austria, Upper Austria, Bavaria, Swabia, Tyrol, Carinthia, Styria, Görz, Carniola and the Wendian March

— 'Austria Chorographia' (1563, Lower and Upper Austria, issued in Strasbourg in 1620 in Jakob van der Heyden`s publishing house by Matthias Bernegger)

The symbols used in the Lazius-maps agree with those employed by 16th century cartographers. Rivers are mostly marked much too wide, and the symbols of inhabited places take up an excessive amount of space. Rivers are mostly shown as rising from pond-like sources, while lakes are symbolised either by concentric or horizontal lines. Towns and villages are integrated in the form of small miniatures. In addition Lazius' maps show numerous bishop's crooks for diocesan seats, bridges, vines for important wine-growing areas, a few miners for mining areas and bathtubs for thermal baths.

But in comparison with his professional colleagues Lazius made many mistakes regarding the fundamental principles of mathematics and astronomy. There are distortions in his maps. As examples I name the 'Boiorum Regni una cum Comitatibus suis descriptio', in which the rivers Rhine and Neckar are situated near Bamberg and Nuremberg, and the 'Chorographia Helladis' which contains numerous faults regarding to the depiction of the islands and coasts. Most of the distortions we find in the *Typi* maps stem from their oval shape. Especially near the bor-

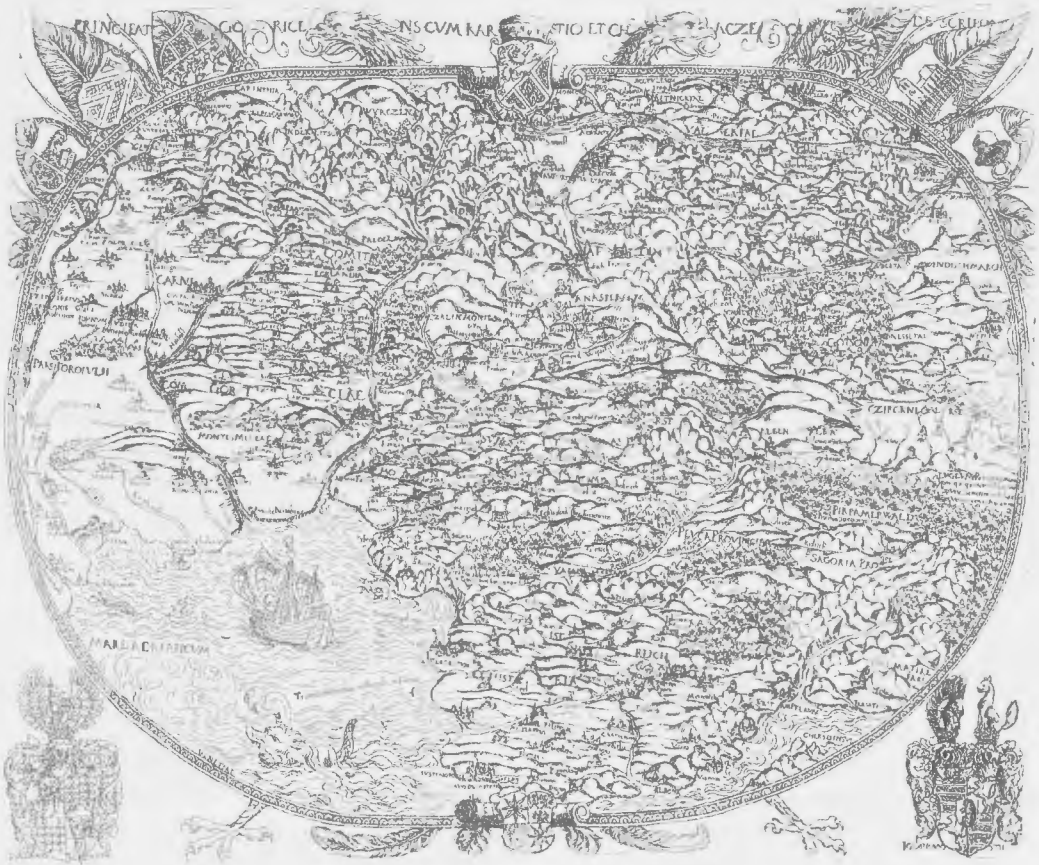


Fig. 6. 'Principat. Goricens. cum Karstio et Chaczeola descriptio'.

der Lazius integrated several rivers and towns, which are situated in reality outside the map. Because of the shortage of skilled engravers, Lazius had to etch his maps himself.[7]

With respect to the depiction of lakes, morphology of the landscape, and decoration the standard of Lazius' maps is mostly no worse than that of other cartographers.

Furthermore Wolfgang Lazius was one of the pioneers in the history of cartography and one of the first to produce political and historical maps, which will be given closer scrutiny below.

Maps in Typi chorographici provinciarum Austriae

The book *Typi chorographici provinciarum Austriae* may justly be called the cartographic magnum opus of Lazius. It was published in 1561 by the Viennese court printer Michael Zimmerman and, with its eleven maps, is considered the first atlas of the Austrian provinces. Another interesting facet are the Latin texts specially written for each map, which essentially deal with the historical development of what then constituted Austria from the Roman period to Lazius' own era.

The maps were particularly richly decorated with the imperial double eagle, whose wings hold the map image, and numerous coats-of-arms. Fig. 6 shows the map of Görz (today's Gorizia) with the title 'Principat. Goricens. cum Karstio et Chaczeola descriptio', with the eagle's wings featuring the coats-of-arms of the neighbouring regions Venetia, Friuli, Carinthia, Carniola, Gottschee (Kočevje in Slovene) and the Wendian March. At the centre, between the two heads, the coat of arms of each represented region is depicted. In the lower section of the map sheet, Lazius positioned the coats-of-arms of the respective patron to whom each map was dedicated. On the map of Görz, these patrons were the imperial councillors Johann Jordanus and Franz Igelshofer, who assisted Lazius in the capacity of secretaries.

With the combined representation of map image and double eagle, which for thousands of years has been regarded as emblematic of divine and secular rule,[8] Lazius also created a symbol of the affiliation of the provinces shown in the *Typi* maps with the Habsburg Empire. In this sense, the maps may also be attributed a political function. The whole concept is further emphasised by the colouring of the maps in some *Typi* editions: in these copies, the areas classified as belonging to the Habsburg Empire are as a rule shown in yellow.

The two maps of the Schmalkaldian War

The first historical maps done by Lazius were two manuscript maps focusing on the Schmalkaldian War of 1546 and 1547, which was triggered by the permanent conflicts between Catholics and Protestants.

In his map of the south of Germany designed to illustrate the South German campaign of the Schmalkaldian War, Lazius developed specific signature marks referring to various aspects of this armed conflict. The camps of the imperial army are marked with a golden cross, while red tents symbolise the Protestant camps. The routes of the respective armies are given in gold (for the imperial troops), red (for the Protestants) and blue (for imperial reinforcements). The Roman numerals I to XII in gold mark those Protestant cities that in the course of the war had to surrender to the Emperor.

Pictorial representations of combat were inserted by Lazius near Ingolstadt and between the cities of Ulm and Lauingen. In fact, the decisive battles of the South German campaign took place in that area. It is likely that Lazius was inspired in his mode of representing armed conflicts by the map 'Tabula Hungariae ad quatuor latera per Lazarum' (1528).

Lazius chose almost the same approach for marking historical events on his map of south-eastern Germany representing the Saxon campaign. Again, we notice the army routes marked in red, gold and blue, with golden crosses for imperial camps and red tents for Protestant camps. A new signature mark in this map is a black eagle or, respectively, a double eagle. Since this map, contrary to the map of the southern part of Germany, has no index of marks, it is difficult to infer Lazius' intentions.

The map 'Rei contra Turcas gestae anno MDLVI brevis descriptio'

The woodcut map 'Rei contra Turcas gestae anno MDLVI brevis descriptio' (Fig. 7) was printed in Basle in 1557 with a Latin commentary and depicts the western part of Hungary. It was produced by Lazius in the context of the recurring conflicts between the Habsburgs and the Ottoman Empire and illustrates the successful Habsburg campaign of 1556.

Above all, Lazius recorded the armies' routes as



Fig. 7. 'Rei contra Turcas gestae anno MDLVI brevis descriptio'.

dotted lines and included a pictorial representation of the camps and battles between the cities of Nagykanizsa und Pécs. The supply camp was shown in the map as located south of Nagykanizsa. Further to the south-east, we notice the Habsburg army camp. The theatre of the battles is depicted around Babócsa and Koronás. The Ottoman camps were inserted into the woodcut as located near Szigetvár and Pécs. According to the current state of knowledge, Lazius rendered the campaign very faithfully on his map.

At the edge of the map, Lazius added an ornamental border with eight male heads, seven of whom represent Roman emperors. It is impossible to say today why the artist chose the likenesses of Caligula, Otho, Nero, Antoninus Pius, Nerva, Titus and Galba, as in-depth study of these emperors' biographies does not yield any close similarities between them. Perhaps Lazius paid tribute to classical antiquity, as was the custom in that era, placing the achievements of the Roman generals in a context with those of the Habsburgs in their fights against the Ottoman Empire.

Lazius' maps of Greece

The numerous mythological additions to Lazius' maps of ancient Greece, which so far have been largely neglected in the international literature on the subject,[9] make these documents truly unique. The map



Fig. 8: Northeast part of 'Chorographia Helladis'.

of the northern part of Greece, 'Chorographia Helladis', and that of its southern region, 'Peloponnesus peninsula', were included in the book *Commentariorum rerum Graecarum* published in 1558, which likewise dealt with mythological and historical events in antique Greece. The reason behind this publication, mentioned in the preface, is worthy of note: it was motivated by Lazius' intention to persuade Emperor Ferdinand I and his designated successor Maximilian to liberate Greece, the homeland of many important sciences, from Ottoman rule and to incorporate it into the Habsburg empire — an intention the two Habsburgs did not comply with.

The map of the northern part of Greece extends from the Serbian and Bulgarian borders in the north to Attica in the south and from the Ionian Sea in the west to Asia Minor and Constantinople in the east. Fig. 8 shows the north-eastern section of the map with Macedon, the Northern Aegean with the islands of Lesbos and Thasos as well as parts of Asia Minor.

The rather wide border of the map contains forty-four small medallions with references to famous mythological and historical personalities, arranged by regions.

A look at the map first of all reveals references to early and legendary rulers of important kingdoms. In the map section shown here, these include 'Laome et Priami Reg.' for the Trojan kings Laomedon and Priam and 'Perdicae et Amynthae Reg.' for the Macedonian kings Perdiccas I and Amyntas I.

A difficult task is the identification of the coins and shields, of which the map shows forty-one examples. Lazius only gives the names of the cities, landscapes and islands to which the personalities depicted are connected. In the case of Thasos, the northernmost Aegean island, the shield further to the right undoubtedly shows Hercules, as his attributes — the club and lion's skin — can be clearly discerned. According to mythology, he visited the island after having fought a sea-monster in Troy and subsequently populated Thasos with inhabitants of the island of Paros.[10]

Close to the image of the Macedonian city of Pella, we notice a coin bearing a female head. According to Lazius' descriptions in the text section of the map, it depicts Artemis, the goddess of hunting and wild animals.

However, Lazius did not refer to all images shown on the map in his text section. An example of this is the representation of a horse near the peninsula of Magnesia. It may be that Lazius wanted to depict Chiron, one of the wisest and most learned beings, whose cave on Mount Pelion several of the most eminent Greeks visited to enjoy his teachings. Chiron was a centaur, a horse with a human torso and head, although the Lazius representation does not feature a human head.[11]

Further mythological and historical references in the 'Chorographia Helladis' refer to the Delphic Oracle, Pegasus, Poseidon, Dionysus, Hippocrates, St John the Evangelist, the Persian Wars and the Second Macedonian War.

Another peculiarity in the history of cartography is the inclusion in the map of temples built by ancient Greeks to venerate their divinities. To represent these edifices, Lazius chose a special signature mark in the shape of a *tholos*, a round structure surrounded by a circle of columns. More than twenty-three such marks, probably inspired by Sophianus' *Descriptio nova totius Graeciae* (1544), were identified in the 'Chorographia Helladis'.

'Peloponnesus peninsula', the map of the southern part of Greece, extends from Attica and the southern section of the island of Euboea in the north to the southern Peloponnese and Crete in the south. From

west to east, the map covers the area from the Western Peloponnese to the Southern Sporades and the Dodecanese.

The upper border is decorated with twelve pictures representing the Labours of Hercules. At the edge of the map, we again notice medallions referring to important personalities. Moreover, along the coasts, references to mythological kings are given as well, e.g. 'Thesei Reg.' for Theseus (Athens), 'Minois Reg.' for Minos (Crete), etc.

As in the 'Chorographia Helladis', this map, too, contains images of coins and shields, ten of which can be unambiguously identified. For example, in the case of Athens, Lazius integrated the owl, the symbol of wisdom and the attribute of that city's goddess, Pallas Athena. Off the coast of Aegina, we notice a turtle, the heraldic animal of that island. Near Epidaurus, a snake is represented to recall Asclepius, whose most eminent temple was situated in that northern Peloponnese city. In addition, Lazius depicts Zeus enthroned at Olympia. This refers to the ivory-and-gold statue sculpted by Phidias in the 5th century BC, which was considered one of the Seven Wonders of the World. Near Crete, we notice a lovely medallion depicting the labyrinth built by King Minos to contain the Minotaur.

Lazius committed an error with the island of Chios: the crab shown here was in fact the heraldic animal of Kos[12] and adorned many coins minted on that island. However, Lazius gives the correct island in the text section of the *Commentariorum rerum Graecarum*: 'Coos insulae est cum imagine Sepiae'.

The six ancient Greek legends recorded by Lazius on his 'Peloponnesus peninsula' in little scenes that bespeak a great love of detail are quite easy to interpret. South of the island of Euboea, Poseidon and Athena fight for control of Attica. The struggle between Poseidon and Helios, the sun god, is shown in the Saronic Gulf; the two divinities were fighting for the patronage of Corinth. East of Argolis, the story of Perseus is depicted, while we notice Inachus, the first king of Argos, and his daughter Io, who was transformed into a cow by Hera, in the Argolian Gulf. To the extreme south, off the Laconian coast, several ships are marked 'Graeci contra Troianos' and 'Helenae raptus'. This obviously refers to the beginning of the Trojan War triggered by the abduction of Helen by Paris. Near Crete, Lazius gives us the fight between Theseus and the Minotaur.



Fig. 9. A section of 'Peloponnesus peninsula'.

With the exception of the many sanctuaries and temples, the map contains very few historical references. The most important of these is found near the island of Salamis, the site of the decisive battle of the Persian Wars. The Peloponnesus peninsula contains over a hundred *tholoi* marks (above all near Sparta, Olympia, etc.).

Two famous sights of Athens are shown. The first of these is the 'Arx Minervae', the temple dedicated to Pallas Athena on the Acropolis, which remains one of the most famous landmarks of the Greek capital to this day. Moreover, Lazius engraved the Long Wall between Athens and Piraeus on the copperplate as the second major sight. In antiquity, this was a defence corridor between the two cities that permitted access to the sea even under siege.[13]

Only a short time after the publication of the *Commentariorum rerum Graecarum*, Wolfgang Lazius produced a second map of the Peloponnese with the title 'Peloponnesus ex Pausanio et Strabone descriptus', which was integrated into some editions of the *Typi* of 1561.

This map even more strongly emphasises the suggestion that Ferdinand I and Maximilian II should liberate Greece from Ottoman rule and incorporate it into the Habsburg Empire. On the one hand, this suggestion is mentioned already in the text of the title cartouche, which was given in the *Typi* one page before the map itself. Of particular interest are the last five lines referring to the Trojan War, where Lazius speaks of the abduction of Helen and lauds the Greeks for deciding the war in their favour. In the last sentence, he establishes an analogy with the Ottoman Wars. As the Greeks once defeated the Trojans, the Habsburgs, too, should now triumph over the Turks.

On the other hand, the artistic design of the map chosen by Lazius emphasises the fact that Greece should indeed form part of the Habsburg Empire. The map image, which takes an oval shape as that in the *Typi*, is likewise carried by the Austrian double eagle. Between the two heads encircled by a wreath of laurels, we notice the Austrian coat of arms and two coins with motifs drawn from Greek mythology. The left one refers to Achaia, since it bears the inscription 'Aegialea', the old name of that region. The right-hand coin indicates Troas, the area dominated by Troy. Again, this region is highlighted with an implicit reference to the Trojan War.

The coins on the eagle's wings symbolise a number of Greek regions and cities. The lower section of the map is decorated by the Habsburg double eagle to the left and various coats of arms of provinces of the Habsburg Empire to the right.

Conclusion

On the basis of his historical maps, Wolfgang Lazius may be justly called a pioneer of thematic cartography. With respect to his two maps representing the Schmalkaldian War and the western part of Hungary, it is conceivable that he was the first person to design such maps with the sole purpose of representing contemporary events. However, the numerous mythological additions on his maps of ancient Greece are likewise evidence of a very individual approach. We know of no map by another cartographer which contains a comparable extent of this sort of information. After Lazius, the standards of cartography declined in what was then Austria; a renaissance did not occur before the early 17th century.

NOTES

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3. Czeike Felix, Hermes Schallauczer. In: *Jahrbuch des Vereins für Geschichte der Stadt Wien 15/16* (Horn 1961), p. 70, 74-75.
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6. Bernleithner Ernst, *Wolfgang Lazius, Austria* (Amsterdam 1972), p. VI.
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9. Exception: Wawrik Franz, Historische und kulturhistorische Informationen in den Werken österreichischer Kartographen des 16. Jahrhunderts. In: *Wolfenbütteler Forschungen 101* (Wiesbaden 2003), p. 206-212.
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12. Brodersen Kai, *Antike Stätten am Mittelmeer* (Stuttgart – Weimar 1999), p. 348.
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ACKNOWLEDGEMENTS

Figs 1, 5, 6 and 7 are from Oberhummer Eugen – Wieser Franz von, Wolfgang Lazius Karten von Österreich und Ungarn (Innsbruck 1906), UBW IV-325902. Figs 4, 8 and 9 are from Lazius Wolfgang, *Commentariorum rerum Graecarum* (Viennae, 1558), UBW III-302215ES.

The new Gottorf Globe

by Oswald Dreyer-Eimbcke

Work on the construction of the legendary Gottorf globe in Schleswig began in 1652. The globe had a diameter of 3.11 metres and weighed a total of some 3 tonnes. The rib structure was made of wrought iron. The marvellous work stood in a specially converted art room to the north of Gottorf castle in a splendid terraced garden, the first baroque garden north of the Alps.

Duke Frederick III of Schleswig Holstein-Gottorf (1597- 1659) had it designed and built by his court scholar Adam Olearius (c. 1603 71). Olearius had already drawn impressive maps of his own on his expeditions to Moscow and Isfahan.

Frederick III was a learned man. He possessed a library of note and a richly stocked chamber of works of art and wonders. The globe was intended to become the crowning glory of his collection. And it did!

In those days Schleswig was a cultural and academic centre in Northern Europe. Aesthetics, astronomy, geography and the art of baroque horticulture combined to form a *Gesamtkunstwerk* such as no other princely state possessed. Never before had such a globe project been ventured, and it brought. the small duchy fame and honour. The latest scientific findings embodied in the Gottorf Globe put the world view of the times out of joint.

The outside of the globe was a cartographic representation of the entire known Earth of the day. Australia was no more than a rough outline. Inside the globe there was space for up to twelve persons on a wooden bench running round the edge. The inside of the hollow double-walled sphere showed a representation of the night sky with the figures of the constellations. The giant globe was powered by a water-mill, the mechanical system being based on the principles of classic clockwork mechanisms. To the people of the baroque period, the giant globe must have seemed like a space-ship or time machine.

The people of Gottorf were not to enjoy their globe for long. In 1713, after military defeat in the Nordic war, Gottorf was forced to give its 'soul' to the victorious Peter the Great. The globe did not reach St. Petersburg until 1717, and in 1747 a fire in the upper storeys of the art chamber ruined the map beyond recognition.

After a restoration and various moves to other buildings, the German 'Art Protection Troop' brought it to Neustadt in Holstein in 1941. In 1946 a British commission was responsible for its return to Leningrad, where it has since undergone three restorations.

At the beginning of this century plans were made to recreate the Gottorf Globe in its original size. The Hermann Reemtsma Foundation in Hamburg is to be thanked for bearing the cost of 2.5 million euro.

The new globe is made of stainless steel and was manufactured by the mechanical engineering company Jochen Sörensen from the immediate vicinity of Gottorf Castle. They proved to be congenial successors to the original builder, Andreas Büsch from Limburg. Expert advisory support was given by Prof. Rudolf Schmidt, the long-standing former President of the Vienna-based International Coronelli Society for the Study of Globes, who himself has a large globe collection of his own.

The painting of the globe confronted all concerned with a special problem, because next to no historical information about the original painting was available. Suitable contemporary models were found on two Blaeu globes at the Austrian National Library in Vienna. These were a terrestrial and a celestial globe, each with a diameter of 60 cm. With computer assistance, the Viennese representations of the Earth were scaled up to the size of the Gottorf Globe.

Problems were encountered with reproducing the night sky on the inside of the new globe. First of all, distortion-free photographs had to be made of the constellations on the Vienna globe. Since the Gottorf Globe showed the night sky from a geocentric point of view, i.e. as seen from the Earth, and not — like celestial globes — as seen from the outside by a divine viewer focusing on the centre of. the Earth, the constellations first had to be mirrored. To place the stars in the historically correct positions on the inside of the globe, the celestial coordinates were determined with the aid of 17th-century models. Kepler's *Rudolphine Tables* of 1627 appeared to be the best basis for the purpose.

Thanks to the opulent painting of the interior and exterior, the viewer can appreciate the geographical and



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scientific ideas of the times when the first Gottorf Globe was created. The sight of the ships and sea monsters and the fabulous creatures of the constellations bring home the powers of imagination and the visions of the 17th century in glowing colours and vivid pictures.

The oil paintings were undertaken by a couple from East Berlin: Barbara Butzke for the stars on the inside, and her husband Klaus for the map of the Earth on the outside. The Butzkes have experience of theatrical scene-painting — and by no means all contemporary artists are familiar with working on curved surfaces.

If, in view of the great effort and expense involved, Blaeu experts from the University of Utrecht had been invited to check, they would have noticed immediately that the Latin legend was incorrect: (see *Der neue Gottorfer Globus*, p. 44).

Despite its modern architecture, the new globe symbolizes many a baroque idea. It was built to plans prepared by the architects Hilmer, Sattler and Albrecht, Munich Berlin. Behind huge panes of glass on the upper storey, amid square and rectangular shapes, the silhouette of the space-filling sphere suddenly appears against: the light. It all looks a bit surreal.

On 22 May 2005 the new globe in its specially designed building was officially opened to the public in the presence of over 700 invited guests. Shortly before Christmas 2004, Russia's President Vladimir Putin, whose home is only 20 km from the original, was allowed a sneak preview of the replica.

The prime Minister of Schleswig-Holstein,, Peter Harry Carstensen, drew attention to the importance of the innovation, which was especially remarkable at the time since it came from a small and by no means wealthy duchy.

In his ceremonial address the Berlin theologian and SPD politician Richard Schröder spoke about the world view of the 17th century and the ideas on which the original giant globe was based. When Frederick III created a world of his own, this was on no account due to any unrealistic pretension to dominate the world. It was rather the expression of the ideas of a time when the ruler of a country knew how to define his role in philosophical and theological terms and combine it with scientific interest. 'As God created the world, so the Prince created the globe', said Schröder.

Now every visitor to Gottorf can make the two eight-minute tours of the Earth and the stars, which are at the same time a fascinating journey back in time to the 17th century. Whereas in those days up to twelve people could jointly experience the Gottorf theatre of the Earth and the heavens, in the interests of safety the technical inspection authorities today limit the number of 'globetrotters' to a maximum of eight people plus an attendant.

From the roof terrace one can see that the terraced garden is still a skeleton. It is to be hoped that this 'Sanssouci of the North' will be completed at least in time for the regional garden show in 2008.

In 1730 the Jantar Mantar in New Delhi was modelled on the Gottorf Globe . The stellar and solar observation station completed in 1962 at the Kitt Peak Solar National Observatory in Arizona, with a built-in solar telescope, was constructed following the model of the Gottorf Globe. A feature common to all the stations is that their axes run parallel to the Earth's axis.

For Euro14.80 there is a superbly illustrated coloured catalogue: *Der neue Gottorfer Globus* (The new Gottorf Globe), edited by Herwig Guratzsch. Published by Koehler + Amelang, Leipzig, 2005, 112 pages.

Letter to the Editor

The President of IMCoS asks what can be done to deter map thieves (see *IMCoS Journal*,103, Winter 2005, p. 3). There is another aspect which should be considered. Librarians are often unaware of the value and interest in the books, atlases and maps in their care. In my researches I have found librarians, short of money and space who have disposed of items of 'general' interest and only retained items of 'local' interest. When wishing to dispose of items, they would invite a local dealer to make an offer, which, if acceptable, would dispose of unwanted items. These items would not be stamped 'WITHDRAWN FROM STOCK' to save the time and effort involved. Re-bound volumes with shelf marks would also be left unchanged. I have also seen donated maps with the donors' name for sale.

What should a collector do? He can only rely on the integrity of the dealer. If the map is rarity for which the collector has been searching for years, should he refuse it? Especially if the dealer has gone to some trouble to satisfy the collector's wants. If the map appears to come from an atlas which is otherwise unknown, the collector faces a dilemma.

A similar problem arises with directories. These are sought by local historians who do not want the maps usually bound in. Some dealers will happily detach the maps and sell them separately.

EUGENE BURDEN

A new light on Ptolemy – and a recently discovered papyrus map

by Oswald Dreyer-Eimbcke

Anyone who takes an interest in early maps is no doubt familiar with the name of Ptolemy (whose full name is variously rendered as Claudius Ptolemaeus or Ptolemaicus or Ptolemaio). But little is known about his life. He was born at Hermion in Upper Egypt around 100 AD and died in Alexandria around 170 AD. His first name suggests that he was a Roman citizen.

Ptolemy was a universal scholar who wrote major books on such subjects as geography, astronomy, astrology and history. The most important of these was the only detailed work on astronomy in ancient times. Above all he is famed, but also criticised, for his astronomical work, because in his 'Almagest' — for reasons that were perfectly logical from the point of view of the times — he propagated the geocentric world picture, later named after him as the 'Ptolemaic world picture'. This gave him a reputation for being old-fashioned compared with isolated 'heliocentrics' who already existed at the time. But such a scholar also had to be regarded as the supreme authority in matters of geography. Shortly after the 'Almagest', Ptolemy also wrote a handbook on geography, the 'Geographia', a theoretical introduction to map-making, in which he compiled the entire geographical knowledge of ancient times.

The work is divided into three parts. The first contains theoretical instructions for drawing maps, especially for creating a world map. It discusses the problem of how to represent a spherical surface on a flat plane. Some of Ptolemy's predecessors had suggested a cylindrical projection, i.e. a rectangular map, but this gives rise to considerable distortion in the polar regions. Ptolemy, by contrast, was the first to propagate a conical projection, which gives a far better representation of the relative areas on the Earth's surface. In particular, his modified conical projection with curved meridians was subsequently copied many times in later years and remained unsurpassed right into the 17th century.

The second part comprises a list of places containing no fewer than 8100 locations in the known world with their latitude and longitude. It includes towns, villages, river mouths, hills and other landmarks. Evidently he was able to work on the basis of a list of precisely located 'key cities' whose coordinates had been determined using the measurement methods described. But most of the places on the maps were probably entered on the basis of other criteria and the resulting coordinates then read off.

This is another of Ptolemy's special achievements: he sought to determine the position of all locations using a system of coordinates that is comparable to our own present-day system. It measures geographical longitude starting from the Insulae Fortunatae (the Canary Isles) and geographical latitude, as we do, starting from the equator.

In doing so he also sought to determine a number of fixed points by astronomical means: he succeeded in determining geographical latitude quite accurately by measuring shadows at the equinoxes. Greater problems — which remained unsolved right down to the 18th century — were caused by the determination of geographical longitude: this was attempted by observing eclipses of the moon, though for lack of precise clocks this produced very inaccurate results. The Ptolemaic figures for longitude are thus much less realistic than those for latitude.

The third part of the *Geography* contains its own atlas of maps. This begins with the world map already mentioned, depicting the Oikumene, i.e. the world as known at the time. This ranges from the Canary Islands in the West to the China in the East, from Central Africa south of the equator to the fabled island of Thule (63°N) in the North. Whereas the outlines of the Mediterranean region correspond very well to reality, the details in the South and in the Far East become increasing vague until they finally merge into Terra Incognita.

Fate was not kind to Ptolemy's *Geography*: the highly academic work, which only experts could understand, was — like other scientific literature — not widely disseminated in ancient times. At any rate there are sporadic references indicating the existence of a Ptolemaic atlas. The work nevertheless experienced a real renaissance around 1300, when an ancient Ptole-

maic manuscript with coloured maps surfaced in Byzantium and was copied several times under the supervision of an important scholar. A number of Ptolemaic manuscripts of this kind found their way to the West during the 14th century, where they immediately caused a great stir because they showed a totally different picture of the world from the circular mediaeval maps that were widespread at the time. The work was translated into Latin and was widely disseminated under the name of 'Cosmographia', as still witnessed today by 54 renaissance manuscripts, most of them illustrated by magnificent maps. Hardly had the art of printing been invented, when a number of Ptolemy editions appeared in quick succession, first in Italy — for example Vicenza (1475), Bologna (1477), Rome (1478) — and then north of the Alps in Ulm (1482). A fascinating detail: a copy of the Rome edition of 1478 was in the possession of Columbus, who studied it eagerly before his voyages of discovery and also came upon Ptolemy's calculation of the Earth's circumference, which was much too small and left him convinced for the rest of his life that he had reached India.

The German writer Erich Kästner ironically summed up the situation in the following verse:

Mistakes may have their uses,
but only from time to time,
since not everyone who
sets out for India
ends up discovering America.

An investigation of the starting meridians for the determination of longitude first of all reveals substantial errors of magnitude both in the Atlantic and on the European mainland. These errors originate from the tradition of Ptolemy. He underestimated the distance from the Fortunate Isles to the mainland by around 50 percent, and also overestimated the long axis of the Mediterranean by some 50 percent. These errors continued to make themselves felt until the second half of the 18th century. One has to bear in mind, however, that the question of the starting meridians was not one of any great importance for mariners in earlier centuries. This situation did not change until the second half of the 18th century, when the problem of determining longitude at sea was solved by the timekeepers of John Harrison (1693–1776) and the lunar distance tables of Johann Tobias Mayer (1723–62), thereby making it possible to determine the position of a vessel on sea charts.

Of the various starting meridians used in ancient times, only the one used by Marinus of Tyre (around 100 AD) has continued to be of importance until recent times. This was the meridian through the Fortunate Isles. This starting meridian was subsequently adopted by Ptolemy.

Ptolemy's world picture survived the Renaissance. Some of the features introduced by Ptolemy are still valid today, for example, marginal graduation and north orientation.

Nevertheless, the fact that in the Renaissance scholars were once again sitting at the ancient Alexandrian geographer's feet as eager students was a great challenge. The rediscovery of Ptolemy had a contradictory impact: it was both a stimulus to and a brake on progress at the start of the age of discovery.

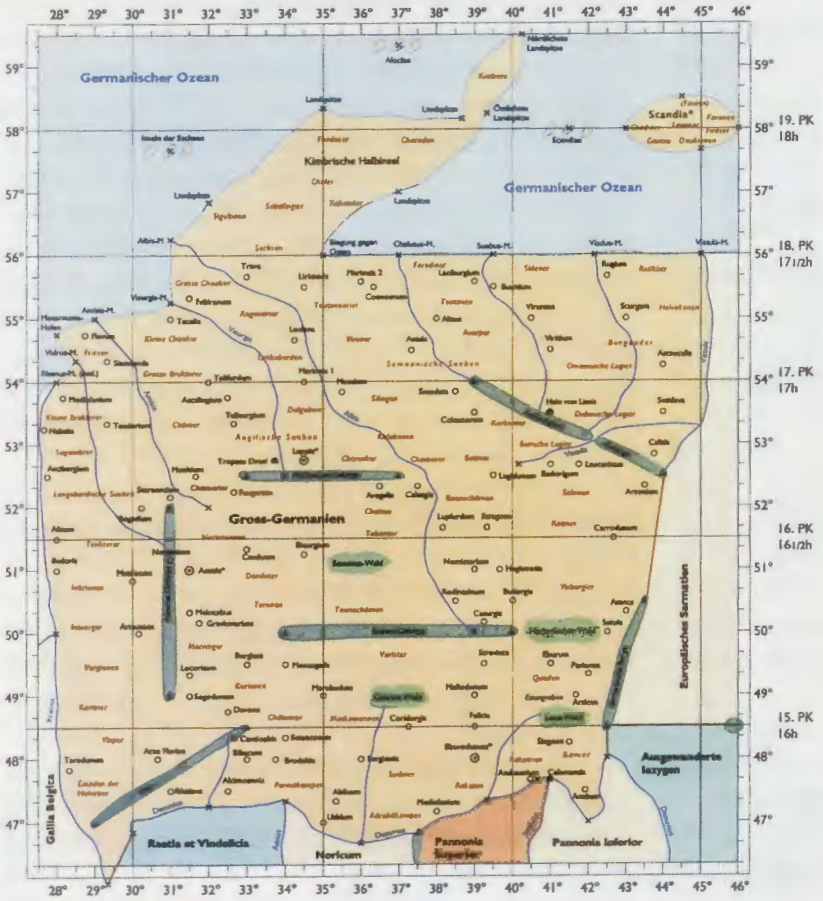
However, to this day no complete translation into a living language exists of Ptolemy's *Geography*, this work that is so important for the history of science and culture. The 'most recent' complete edition of the Greek text, which is in great need of revision on points of detail, is by Carl Friedrich August Nobbe of Leipzig and dates from 1843/45.

The production of facsimile editions of manuscripts began with an edition of the 'Codex Athos Graecus' (Vatopedi Monastery, Athos, British Library, London, Paris 1867), and the most recent facsimile of the oldest printed Ptolemy atlas was published in Amsterdam in the 1960s. For this reason a Ptolemy research unit was set up in the year 2000 at the Institute of Classical Philology at the University of Bern, Switzerland. This has set itself the task of publishing Ptolemy's geographical work in a revised version of the original text, complete with a German translation and integrated maps.

The basis was the parchment manuscript (Cod. Saragliensis GL57) from the end of the 13th century, which is currently housed in the Topkapi museum in Istanbul. It contains the eight books of Ptolemy's *Geography* and the complete set of maps, one of the world and 26 of various countries. It is probably the oldest and most important Ptolemy manuscript, albeit badly damaged.

After more than two years of negotiations with the Turkish authorities and assistance from the Swiss Embassy, the research team was finally granted access to the valuable Greek manuscript, which is otherwise kept under lock and key. The work was discovered in





the stores of the Sultan's Library as long ago as 1927, but had never been fully investigated.

In the late 1920s the revolutionary transformation of Turkey into a republic by its first president Kemal Atatürk (1881–1938) brought changes for the palace as well. The Topkapi palace became a museum. Here foreign researchers worked together with their Turkish colleagues to archive, restore and preserve valuable treasures. From 1927 onward the German theologian Adolf Deissmann (1866–1937) worked here. He was given the task of classifying manuscripts presented to the museum and inserting them in the palace library. They had come to light in various ways during the Greek-Turkish wars and were now to be made accessible

Fig. 1 (above). The world map form the Istanbul Ptolemy Geography.
Fig. 2 (left). Reconstruction of the map of Greater Germany.

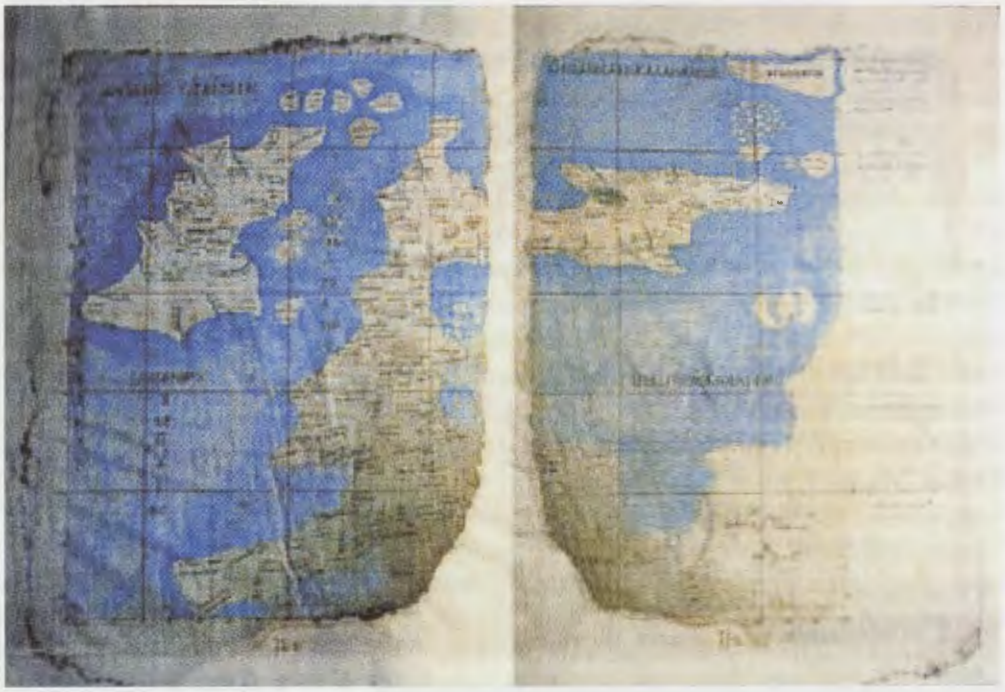


Fig. 3.The west part of the map of Europe, showing Britain and Ireland. Fig. 4 (below). Reconstruction of the above map.

for academic research. In 1929 the German scholar also received a whole bundle of maps. Since the history of Turkish cartography was still fairly obscure, the rediscovery of old maps was sure to receive special attention. As war and not peace was the normal situation in the latter years of the 15th century, geography and cartogra-



phy were subordinated to military needs. Through the conquests of Egypt and Syria, large quantities of Arabic literature on geography found their way to Constantinople.

One of the maps that Adolf Deissmann was given to look after was the famous Piri Reis map dating from 1513. Columbus is said to have played a part in the drawing of this map.

The Ptolemy Project supported by the Swiss National Fund is headed by Prof. Alfred Stückelberger and Prof. Gerd Grashoff. Numerous co-workers from various countries have taken on individual tasks. In Bern two doctoral students are involved in the project: Florian Mittenhuber and Renate Burri, who in addition to their work on the project are preparing a dissertation on Ptolemy's cartographic tradition and the history of his impact. IT support for the entire project is provided by Kurt Keller.

Notwithstanding its poor state of preservation, the Swiss researchers found a de luxe manuscript in large folio format. After the first few pages, which have become almost illegible, the text in a beautiful small calligraphic hand becomes steadily clearer, and in the second part the complete set of maps of Ptolemy's *Geography* with the two-page world map and the 26 country maps is preserved almost undamaged in its complete colourful splendour.

A special problem was that of editing the extensive register of places. It is a well-known fact that often unfamiliar place names and abstract coordinates that mean nothing to the copier are particularly prone to errors. However, if one knows the potential sources of error that can occur in the course of repeated copying of texts, it is often possible to restore the original information. The initial letters of place names are frequently missing, or typical confusions of letters have occurred during conversion from upper to lower case, which can be identified and corrected. The situation regarding coordinates is even worse. The Greek text— as is common practice in Greek — uses letters with numeric values, employing a bar (¯) to denote whole numbers and an accent (´) to denote vulgar fractions. Since such differences in the text are not always clearly visible at first sight, the manuscripts contain numerous errors of this kind. Another frequent type of error is the omission of individual numeric characters. On the maps, by contrast, these text errors not infrequently have a very serious impact, for example when a place literally 'lands in the water' on the basis of the incorrect written information or acquires a totally impossible position in relation to the surrounding toponyms.

So-called grid maps were used to evaluate the plausibility of various written figures, in other words the positions were checked on the preserved maps with the Ptolemaic coordinate grid superimposed on them. This screening of the coordinate information made it possible to correct some 1000 locations.

For the first time a complete German translation — which is to be as objective as possible — is to be provided to make the work accessible to a wider audience. This will be supplemented by necessary technical explanations.

The next step will then be to reconstruct the world map and the 26 country maps in accordance with Ptolemy's information and — as is already the case for the preserved manuscripts — integrate them in the work.

It is not clear whether the superb coloured maps that are preserved today in many Ptolemaic manuscripts date back to Ptolemy himself, or whether they are more recent constructions from Byzantine times. We know that the entire work is geared to the drawing of maps, in the same way as the 'Almagest' is geared to the construction of a celestial globe. The detailed register of places with the precise details of positions was evidently intended to provide verifiable information to prevent any errors that might easily occur during the copying of maps. Whether Ptolemy himself drew the accompanying maps or whether — as is quite conceivable — he assigned this task to specialists, can no longer be established. All we know is that the world map was drawn by a certain mechanic called Agathodaemon of Alexandria, whose biographical data cannot be determined. Prof. Alfred Stückelberger and his team believe all the evidence suggests that Ptolemy himself was involved in the drawing of the maps.

The Ptolemy experts hope that they will be able to submit the new bilingual edition entitled 'Manual of Geography' to the noted publishers Schwabe & Co. AG in Basle for printing in 2006. Then we will be able to find out, without any knowledge of ancient Greek, what places in Europe were known to Ptolemy. As he was a Roman citizen, he would naturally be better informed about the regions to the west of the Rhine than about 'Greater Germania', for example.

It is to be hoped that this will give rise to a new phase in Ptolemaic research and thereby make a valuable contribution to the history of cartography.

* * * * *

As an expert on ancient geography, Prof. Alfred Stückelberger has also been concerned with the first land map to be found on a papyrus roll: it must have been bundled inside a mummy. Until 1998, when an advance report appeared in the specialist papyrus research journal *Archiv für Papyrus-Forschung*, there had only been incomplete rumours about a two-thousand-year-old roll that must have found its way to Germany sometime in the 19th century and was in the possession of a private individual (most recently an antiques dealer). It was not until Bärbel Kramer, Professor of Papyrology at the University of Trier, succeeded in identifying the text that the sensation in specialist circles was perfect.

With the aid of the 'Thesaurus Linguae Graecae', an Internet database of ancient Greek texts, she found out that three words on one of the 200 lines were also to be found in a text by Konstantinos VII Porphyrogennetos, a Byzantine emperor from the 10th century who also pursued literary interests. It was a quotation from the second book of the description of the world by Artemidor of Ephesus, who lived around 100 BC and was a much travelled geographer. His multi-volume description of the world, the 'Geographoumena', subsequently served as a source for his less travelled colleague Strabo, whose geographical work — unlike that of Artemidor — is almost entirely preserved. Only a handful of quotations from the 'Geographoumena' occurred in other authors' works — until the day when Bärbel Kramer and Claudio Gallazi from the Università degli Studi in Milan read on the mysterious papyrus the sentence that appeared as an — evidently garbled — Artemidor quotation in Porphyrogennetos' work: 'The entire country is known synonymously as Iberia and Hispania'. 'It was presumably intended to be a de luxe Artemidor edition,' says Kramer, who is free to speak about the find of the century now that the item has been bought by the Banco San Paolo in Turin and a proper academic publication is about to appear.

Items shown on the map include cities in the form of vignettes (small perspective drawings of buildings), and also pairs of parallel lines (presumably river banks) and roads and villages, though the latter may also be country estates, *villae rusticae*.

Unlike simple site plans, which can already be found on Mesopotamian clay tablets, maps from ancient times are otherwise only known as mediaeval copies. The most famous of these is the 'Tabula Peutingeriana', a road map of the entire Roman Empire. In the past the question of how faithfully such maps reproduced the originals they were made from has largely been a matter of speculation. 'The new papyrus has now confirmed that ancient maps really did look like that,' says Alfred Stückelberger.

In this respect the Artemidor map goes beyond the Peutingeriana, which with its schematic layout is more reminiscent of our city metro plans. 'Our map is much less schematic,' says Prof. Kramer. 'It seems to have the intention of depicting a natural state, with all its bends and curves.' Stückelberger agrees: 'It is really trying to communicate a geographical world picture. It is the oldest scientific map that we know.'

Originally the professor from Trier believed that this map went back as far as Artemidor himself, but Prof. Stückelberger is more sceptical. The vignettes suggest that the map may date from a later period when the Roman influence in Alexandria was stronger than during Artemidor's lifetime. 'Ancient copiers did not correct the work, that we know for sure,' says Prof. Kramer. 'But it may be that the wrong map was used by mistake and that this was the reason why work on the de luxe edition was stopped: the copier stopped drawing as soon as he noticed that he had the wrong map. Of course this is speculation, but you often have to think aloud in papyrology.'

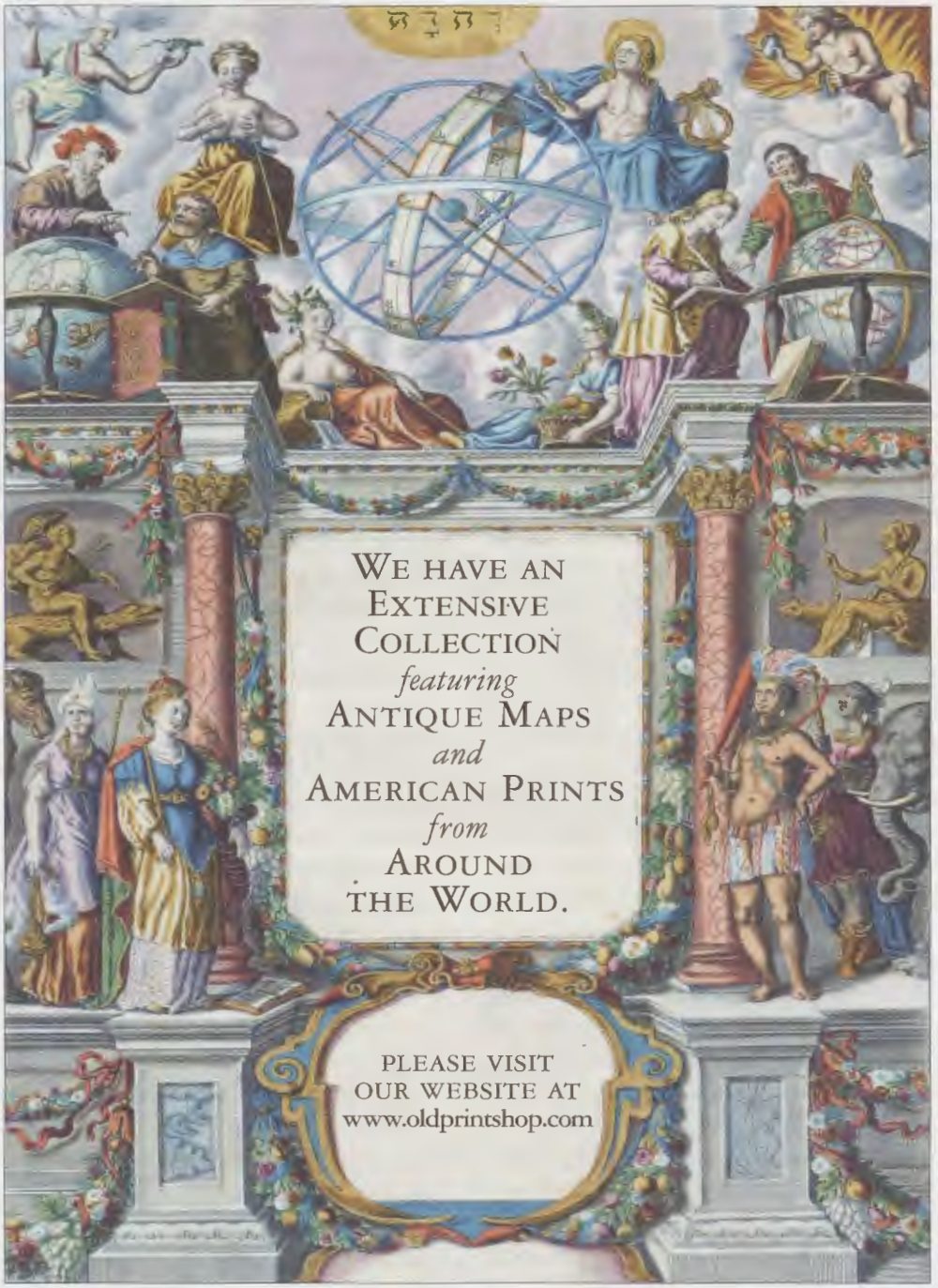
Detailed reports on the Artemidor papyrus appeared in the June issue of the Spanish edition of *National Geographic* (2005) and in the German *Frankfurter Allgemeine Sonntagszeitung* of 30 October 2005.

During the Winter Olympics the Artemidor papyrus will be on display from 7 February 2006 onwards as the centrepiece of an exhibition in the Palazzo Bricherasio in Turin, Italy. The famous Museo Egizio there houses an even older papyrus map from the time of Rameses II, the Hammamat gold-mine map dating from 1150 BC.

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Cartographic Confusion in New Spain

by Jens P. Bornholt



Fig. 1. NOVA HISPANIA / NOVA GALICIA / GVATIMALA. by Arnoldus Montanus/John Ogilby. Copper engraving, coloured. Neatline dimensions: 35 x 29 cms. Published in De Nieuwe en Onbekende Wereld of beschryving van America en t'Zuid-Land, *door Arnoldus Montanus, 4°, Jacob Meurs, Amsterdam 1671 opposite p. 230.*

I chose this map (Fig. 1) for the cover of the IMCoS Journal that announces the 25th International Symposium in Guatemala in 2007 for two reasons: first for its beauty and second because it is a wonderful window to the cartography of the Central American isthmus. The map not only involves great cartographers, but also speaks to the evolution (or non-evolution in this case) of the cartography of the region, as well as to the degree to which plagiarism took place during the years when mapmaking flourished in the Netherlands.

The atlas in which the map was published has been described as one of the greatest illustrated books on the Americas of the 17th century. It includes a large folding map of the western hemisphere and several maps of areas in what is now the United States. Among those covering the southern hemisphere are maps of Venezuela, Guyana and the one featured here: *NOVA HISPANIA / NOVA GALICIA / GVATIMALA,* a



Fig. 2. Joannes de Laet. 1630. NOVA HISPANIA / NOVA GALICIA / GVATIMALA.

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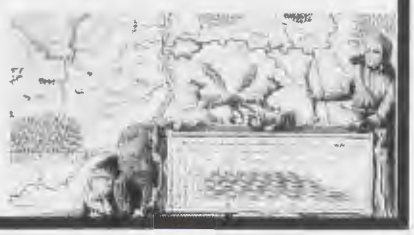
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map of 'New Spain' that includes Mexico and Central America.

Double pages show forts and cities, as well as portraits of Columbus, Magellan and Pizarro. Illustrations decorate many plates depicting games, festivals, battles, religious rites, cannibalism, dwellings, and customs of the native Indians, including some scenes never before seen in print. The text apparently hails from many sources, which are cited on a leaf at the end.[1]

The map's decorative cartouche includes a very European-style pedestal, three natives — one holding what is probably a macaw — and a Spanish nobleman or conquistador overseeing the work.

I indicate authorship as Ogilby Montanus, because Ogilby (1600–76) seems to have copied this map from Arnoldus Montanus (1625–83) and included it, with a translation of the Montanus text, in one of the three variant editions of his atlas *AMERICA: being the latest, and most ACCURATE DESCRIPTION of the NEW WORLD*. Ogilby printed his map in London, also in 1671, but without mentioning his source.

It is difficult to establish whether the map in Fig. 1 is by Montanus or Ogilby. The prints by both appear identical and each has a centrefold; however, Montanus' prints, as a rule, have narrow ½ to 2 centimeter margins, whereas Ogilby used wider margins of 3 to 9 centimeters.[2]

As life would have it, justice prevailed: the cartographer John Speed in 1676 pirated Ogilby's work for an atlas of his own, which in turn, as Ashley Baynton-Williams states, 'caused Ogilby great distress'.[3]

The Montanus map is almost identical to one depicting the same area published by Joannes de Laet (1583–1649), with exactly the same title. The de Laet map was published in 1630 by Elzeviers in *Beschrijvinghe van West-Indien* according to Phillips' *List of Geographical Atlases*, #1147–50 (Fig. 2).[4] Yet, according to Koeman, the de Laet map was based on a map by Hessel Gerritsz (1581–1631).[5]

Dr Olivier Dapper (1636–89), a geographer from Amsterdam, translated works of Montanus into German in 1673, including the map featured here, cited in Kapp as item 15(b).[6] Sabin states that 'this publication is a specimen of the most impudent plagiarism'.[7]

To complicate matters, Allain Manesson Mallet (1630–1706), a military engineer and geographer, apparently also published this map in 1683 with only minimal alterations.[8]

Another cartographer who made use of Montanus' plates was Carolus Allard (1648–1709), engraver and publisher from Amsterdam. He published his *Orbis habitabilis oppida et vestitas* in 1698.[8]

Pieter Schenck (1645–1715), in his *Hecatompolis*, a collection of maps and vistas published in Amsterdam in 1702, also used Montanus' plates.[9] And if we follow this lead, the same Montanus version appears in 1729 in *Galerie agréable du Monde* by Pieter van der Aa (1659–1743).[8]

Covens & Mortier, a firm that flourished in Amsterdam between 1721 and 1774, bought van der Aa's plates. Their *Atlas Nouveau* of 1733 presented America in exactly the same manner as Montanus had done 60 years before.

In effect, as Richard Kagan describes it, Amsterdam's publishers had actually 'frozen Spanish America in time'.[8]

It is indeed difficult, as Koeman mentions in Volume 1 of his great work *Atlantes Neerlandici*, 'to unravel the complex system of map production in which one publisher borrowed from another, in which firms took over atlases and published them under a different title, and in which maps were printed from old plates with only the text on the back reset';[5] and, I might add, for the most part only bothering to change the cartouche.

To further illustrate this point, I present the various incarnations of another map (Fig. 3) by Montanus/Ogilby. It is again in question as to who published first: Montanus or Ogilby.

Willem Blaeu (1571–1638) presented the same topographical outline of the geographical area in question in his famous map *YVCATAN / Conventus Iuridici Hispaniae / Novae Pars Occidentalis, et / GVATIMALA / CONVENTVS IVRIDICVS* (Fig. 4), published by his son Joan (1598–1673) in the *Atlas / Maior, / Sive / Cosmographia / Blaviana* of 1662.

I understand that Allard (1648–1709) used the same plates in 1698, although I have not seen a



Fig. 3. YUCATAN / Conventus Iuridici Hispaniae / Novae Pars Occidentalis, et / GUATIMALA / CONVENTUS IURIDICUS by Arnoldus Montanus/John Ogilby. Copper engraving, coloured. Neatline dimensions: 36.4 x 28.7 cms. Published opposite p. 259 in De Nieuwe en Onbekende Wereld Kapp (ref 18).[6] Also found in Ogilby's AMERICA, opposite page 222. Another edition of the same atlas with the same title shows this same map opposite page 238. The bound copy in my collection states: 'Printed by the Author, and are to be had at his House in / White Fryers, M.DC.LXXI'.



Fig. 4. Willem Blaeu. 1662. YVCATAN / Conventus Iuridici Hispaniae / Novae Pars Occidentalis, et / GVATIMALA / CONVENTVS IVRIDICVS.



Fig. 5. Pieter van der Aa. 1729. Yucatan / (partie de la NOUVELLE ESPAGNE) / et GUATIMALA

Dates of cartographers and their publication



NOVA HISPANIA / NOVA GALICIA / GVATIMALA

Hessel Gerritsz	1581 - 1631	1625 ?
De Laet	1583 - 1649	1630
Montanus	1625 - 1683	1671
Ogilby	1600 - 1676	1671
Dapper	1636 - 1689	1673
Mallet	1630 - 1706	1683
Allard	1648 - 1709	1698
Schenck	1645 - 1715	1702
van der Aa	1659 - 1743	1729
Covens & Mortier	1721 - 1774	1733



YUCATAN / Conventus Iuridici Hispaniae / Novae Pars Occidentalis, et / GUATIMALA / CONVENTUS IURIDICUS

Willem Blaeu	1571 - 1638	1662
Montanus	1625 - 1683	1671
Ogilby	1600 - 1676	1671
van der Aa	1659 - 1743	1729
Covens & Mortier	1721 - 1774	1733

Fig. 6. Comparison of dates of cartographers and their publication.

copy. Van der Aa copied the exact geographical outlines and features, merely adding new information on the recent discoveries, such as locations of rivers. If we place the Montanus/Ogilby maps side by side together with van der Aa's, the most notable changes are in the cartouche. Van der Aa map published his map in *Galerie agréable du Monde*, ou l'on voit en un grand nombre de Cartes très exactes . . . ' vol. 63, map 6 (Fig. 5).

It is confusing that two different maps, with two different geographic outlines of the Yucatan Peninsula, were published in the same atlas. I have not been able to clarify in my mind what would lead the cartographers to publish simultaneously what are obviously different geographic representations (Fig. 6).

I have tried to indicate all the pertinent references. I in no way lay claim to any expertise nor, unfortunately, have I been able to inspect the atlases mentioned above. Thus, any comments, corrections or additions will be gratefully received.

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International News & Events

2006/7 25th International Symposium
5–7 February 2007, Guatemala
with optional tours 8–11 Feb
Symposium Organisers: Jens & Erica Bornholt
Contact: borncafe@terra.com.gt
P.O. Box 1376, Guatemala City

2007 26th International Symposium
Russia: Moscow, with optional tour to St Petersburg. Likely date: late September

2008 27th International Symposium
New Zealand

2009 28th International Symposium
Norway: Oslo and Tromsø

Guatemala February 2007

Plans are well ahead for the 25th International Symposium next Spring in Guatemala. Many members have expressed their interest in attending, and for many of us it may well be our first visit to this part of the world. Following usual practice, it is a map of the host country which features on the front of the Journal for the year, and Jens and Erica have not only chosen the one for this year, but Jens has also written an article telling us why this was his choice, and illustrated it with others very similar which he might have chosen.

It may appear a little strange that this map is on the front of the Journal for 2006, when we will actually be in Guatemala in 2007. This came about because originally it was to be the 2006 symposium, but as the climate is much better for visitors in February, rather than our usual months of September or October, it was decided to delay the symposium by a few months. This also means that members who like to attend the Miami map fair might combine the two visits, since it is fairly easy to fly to Guatemala from Miami. Those coming from outside USA may prefer to avoid a flight change in USA, unless the incoming restrictions of that country have improved by then.

Dublin March 2006

Forms for the IMCoS visit to Dublin went out with the Winter journal.

Programme
Friday 24 March
2.00 pm Visit to National Library of Ireland to see a full range of maps of Ireland including manuscript estate maps, 16th century regional maps, battle plans, etc
6.00 pm Reception in the Long Room of the Old Library, Trinity College with viewing of 'Hibernia Depicta: an exhibition of printed maps of Ireland to 1700', presented by Map Librarian, Paul Ferguson.

Saturday 25 March
9.45–12.15. Visit to The Glucksman Map Library, Trinity College Library, to view a display of printed maps of Ireland. Also an opportunity to see the famous Book of Kells, an illuminate medieval manuscript.

London Collectors' Evening

This annual event will be held on Monday 27 February 2006 at The Farmers' Club, 3 Whitehall Court, Westminster, London SW1A 2EL, 6.00–8.30 pm. Refreshments will be served, and a small charge made at the entrance. It will once more be chaired by Rodney Shirley. Contact Caroline Batchelor on 01372 843 425 if you wish to attend.

This is an ideal time to bring along a friend or relation and introduce them to the joys of early maps, and the friends they will make by joining IMCoS. Members bring along something they have acquired recently, something that particularly interests them, something they seek information on, and discuss it for a few minutes in turn.

June in London

A visit to the Royal Geographical Society has been arranged for the afternoon of Friday 9 June, and the Annual Dinner will be held that evening in the East India Club. The IMCoS AGM will be held at the RGS after we have viewed the map collections.

The registration form for both the visit to RGS and the Dinner is enclosed with this issue. It is essential that the form is completed for both events, as a list of names must be given in advance to the RGS.

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IMCoS-Helen Wallis Award for 2006

Nominations are invited for this award, to be presented at the IMCoS Dinner in June. The Award is presented annually to the individual who, in the opinion of the Selection Committee, has been responsible for cartographic contribution of great merit and wide interest to map collectors world-wide. Though the Award is intended to recognise individual merit, in special circumstances a group of people or an organisation could be eligible.

Earlier recipients (under the title IMCoS-Tooley Award until 1995) are: Valerie Scott (Newby), Kenneth Nebenzahl, Rodney Shirley, Helen Wallis, Mireille Pastoureau, Malcolm Young, Eila Campbell, The Cultural Foundation of the Bank of Cyprus, Margaret Wilkes, Brian Harley with David Woodward, Nico Israel, Catherine Delano Smith, Francis Herbert, Montserrat Galera, Norman Thrower, Susan Gole, Günter Schilder, Tony Campbell, Oswald Dreyer-Eimbcke, Joe Fitzgerald, Hans Kok, David Webb, and Peter van der Krogt.

Nominations should be sent in writing before 15 April 2006 to Tony Campbell, 78 Ockendon Road, London N1 3NW.

e-m: t.campbell@ockendon.clara.co.uk

IMCoS Travel Grants

IMCoS offers Travel Grants to the value of £300 to be awarded to assist young members to travel to, or stay at, the location of either the annual UK symposium, for those coming from outside the UK, or the international symposium, for those coming from outside the host country.

Members are invited to submit their application for the award of this Travel Grant, if they fulfil the following requirements:

1.They should have been a fully paid-up member of IMCoS for two calendar years before the year in which the symposium is held.

2. They should be under the age of 32 years at the time of the symposium.

3. They should undertake to write a report of their attendance at the symposium for publication in the IMCoS Journal.

4. The application should state the member's date of birth, and be recommended by two fully paid-up members of IMCoS.

A Travel Grant committee composed of the President of IMCoS, the Executive Chairman, and the International Chairman will decide upon the recipient of the award each year.

Suitable applications are invited at any time during the year, stating the symposium for which the Travel Grant is requested.

The decision of the Travel Grant Committee will be final, and no further correspondence will be entertained. If an applicant's proposal is not accepted, they are free to apply again, so long as they fulfil the above requirements.

Applications should be sent to:

The Chairman, IMCoS
Poelwaai 15, 2162 HA Lisse
The Netherlands
e-m: hanskok@introweb.nl



Editor's apologies to Dirk de Pagter, whose photograph appeared in the Winter issue on page 49 talking to Hans Kok, wrongly captioned

Has an early world map been found in China?

The Times (London) on 14 January 2006 published a short article by Jane Macartney from Beijing about the discovery of a Chinese world map dated 1418, and subsequently an e-mail with more information was sent to the editor.

Apparently the map may support the thesis that the Chinese admiral Zheng He reached America decades before Christopher Columbus.

It was acquired in 2001 from a book dealer in Shanghai by a Chinese lawyer, Liu Gang who has been trying to authenticate it.

The cutting in the paper states that by the end of January a carbon dating test will prove if it really does date from the early 15th century, although experts have already expressed their belief that it is more likely to be only about one century old.

As the paper reports: 'It would seem surprising that among China's huge archives no records remain to show the admiral — the only Chinese explorer of note — reached the Americas. However records of his voyages were burnt by later emperors who disagreed with the expansionist policies of Admiral Zheng He's patron, the Yongle Emperor, who died in 1424. China, usually swift to hail its triumphs, has been reluctant to tale up the theory, even though, if true, it would revolutionise the Chinese contribution to world history.'

Further information on this map can be found on several web sites. Stephen Fay wrote an article on it for *The Economist*, which can be viewed on:
www.
economist.com/books/displaystory.cfm?story_id=5381851

The map can be viewed on
www.1421.tv/pages/maps/1418.htm

Members will remember the article by Bill Richardson in the Autumn 2004 issue, in which he discussed the theories, mainly from a linguistic viewpoint, of Gavin Menzies' book about the supposed Chinese discovery of America in 1421. Naturally this author, according to *The Times* article, is hoping for support for his theory, and thinks it may be the very map which guided the admiral's ships. As he is quoted as saying: 'if the map were to be proved a forgery it would have catastrophic consequences for his own reputation.'

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Book Reviews

General Maps of Persia 1477 – 1925, by Cyrus Alai. Koninklijke Brill NV, Leiden, 2005. xvi + 317 pages; 156 colour and 66 black-and-white illustrations. Hardback, 385 x 275 mm. ISBN 90 04 14759 4. Price Euro 192 £130; also priced at $258.

It is rarely that the qualities of scholarly enthusiasm, a study in depth, and a fine publication come together in combination. The author Cyrus Alai and the publishers Brill deserve congratulations on their efforts that have been so well realised in this case.

The main focus of the work, as the title implies, is a listing and analysis of the printed general maps of Persia up to 1925. To this end Cyrus Alai has identified over 400 such maps that are described in separate entries of which the great majority of those representing different editions are illustrated; often in full colour and at a size and clarity that usually makes it possible to read the place-name lettering. The details of each map are set out with commendable brevity and yet completeness, including references as to where the map in question has been seen, and the relevant shelf or pressmark. As well as the map illustrations there are numerous additional pictures for instance the grave portraits of the Persian shahs on pages 52 and 53.

Rather than follow a strictly chronological sequence Dr Alai has divided up his cartographic sources into groups or sections for collective study: 14 groups of Ptolemaic maps; then sections dealing with Italian, Netherlandish, French, Germanic, British, Russian, American, Persian, Turkish and Iberian maps. This, perhaps a little surprisingly, proves to be a coherent and very satisfactory arrangement because of common national characteristics.

There is an introductory essay discussing the question of nomenclature (Persia or Iran); the pre-15th century mapping of the region; and (in brief) the introduction of modern mapping with the accession of Reza Shah of the Pahlavi dynasty in 1925. I myself found the section in the essay on Persian cartography during the classical Islamic period a most interesting (although inevitably abbreviated) review; likewise the overall further historical background to the cartography of Persia (1502–1925) on pages 47–56.

The work is well indexed (personal/institutional names and geographical names) and has a chronological list of map entries, an extensive bibliography (although omitting one of the few Islamic books I have in my own library: *Islamic Science* by S H Nasr — a very useful work) and a list of plates. The organisation and layout of the work is both logical and reader-friendly — not always easy to achieve.

Dr Alai mentions that this book is only a beginning. A future volume (or volumes) will cover historical maps of Persia, town and district maps, maps of the Caspian Sea and Persian Gulf and other special maps covering thematic areas such as communications, military cartography, earth sciences, etc. As Tony Campbell, former Map Librarian, British Library, concludes in his Foreword '…whether you are an interested amateur, a cartographic historian or a librarian, you can be assured that you have not seen anything like this book before'.

RODNEY SHIRLEY

The Map Book, edited by Peter Barber. Published by Wiedenfeld & Nicholson, The Orion Publishing Group, Wellington House, 125 Strand, London WC2R OBB (www.orionbooks.co.uk), 2005. Hardback, 26 x 30 cms [10 x 11.6 ins] pp.360, illustrated throughout in colour. ISBN 0-297-84372-9, price £25.

This is a visually impressive work with hidden scholarly depths. After an initial browse through its pages the reader could be forgiven for thinking it was a coffee table book because that is how it presents — more than 150 'maps' (this will be explained later) each with their accompanying text, printed on art paper and bound in a good quality hardback binding with a skilfully designed jacket. But on reading the descriptions of the maps it soon becomes apparent that this is much, much more than a run of the mill coffee table work. Each entry has been carefully written by a scholar, many of whom are leading experts in the history of cartography. Those who know the subject will recognise names such as Rodney Shirley, Laurence Worms, Steve Ritchie, Robert Karrow, Chris Board (names I have picked out as they are all members of IMCoS) to mention just a few of the 65 or so listed.

Peter Barber, the editor, and Clive Hayball, the designer, must be congratulated. Clearly, all these entries have been overseen and selected by Barber, Head

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of Map Collections at The British Library, who may also be responsible for the novel conception of the book. Barber is, of course, uniquely qualified for the job. He has worked at The British Library since 1975 and, described on the jacket as a 'diplomatic historian', he has written extensively on medieval world maps and sixteenth century mapmaking. In fact, the style of this book did remind me of an earlier work he co-authored with Chris Board, *Tales from the Map Room: fact or fiction* which was published in 1993 to accompany a BBC series to which Barber acted as a consultant. Many of the maps included in the book are, not surprisingly, held in the British Library collections, but in order to realise his purpose Barber has also drawn on maps held in other institutions and collections around the world.

In his introduction, Barber explains that the book is a 'celebration of the map in its myriad forms over time' and invites us to penetrate beneath the sometimes glossy, sometimes plain surface of a map. He stresses that in editing the book he has borne in mind the definition of a map given by Brian Harley and David Woodward in their monumental series, *History of Cartography*, 'maps are graphic representations that facilitate a spatial understanding of things, concepts, conditions, processes, or events in the human world'. As a result, we are presented not just with the traditional map but with examples of maps on scraps of paper, on plaster in magnificent painted galleries, by way of copper coins, marble, woollen tapestries, clay tablets, rock and silk. To pursue this line of thinking further, in writing their entries the contributors were asked to get away from the mere who-what-and-when of the maps and to think instead of how the maps came into being, who their creators were, what purposes they were intended to serve and what their relationship was to the society in which they were created and whose values they inevitably represented. Subtly, without labouring its point, the book opens our eyes to what maps have to offer as a source material and to the different forms and style of cartographic culture.

But skilful editing is only half of the story; the original and striking form of Hayball's design cannot fail to impress and is integral to the book's success. In addition to the visual feast, Hayball may also be responsible for putting the names of the contributors in a list at the back of the book rather than alongside the appropriate entry necessitating some exploration to discover who wrote what. At first I thought this was rather odd and played down the important role played by these scholars but I soon came to realise it had been done to maintain the flow and continuity of the text. How the contributors themselves feel about this, however, must be left to conjecture. Another innovative design feature is that the dates of the maps, which range from 600 BC to 2005, appear down the side of the page but, here again, once I had got used to this feature it grew on me, drawing one's attention firmly to time as well as place.

It is almost impossible to pick out favourite entries but I was rather fascinated by 'The Village that Died for England'. The map shows the village and land at Tyneham in Dorset which was requisitioned by the War Department in 1943 as a battle training site in preparation for D-Day. The villagers were evacuated believing that they would return after the war but the land has been kept by the ministry and never returned to civilian ownership. Another attractive entry is entitled 'Bribery not War'. Here we see a picture of Peter Barber holding the atlas described by John Evelyn, the diarist, 'as a vast book of Mapps in a Volume of neere 4 yards large'. This is, of course, the Klencke atlas in The British Library, thought to be the largest atlas in the world once owned by Charles II. I could go on and on because in truth all of the 150 odd 'maps' are accompanied by a delightful story which certainly opens our eyes to the joy and delight which these graphic representations hold.

Finally, on a purely pragmatic note, I have to say I am intrigued by this book. No expense has been spared in its production; full colour throughout, attractive coloured end papers illustrating Jodocus Hondius' 1617 double-hemisphere map of the world, good quality art paper in an expensive binding — all for the modest price of £25 a copy. I am not complaining but as a publisher myself I find it hard to understand how the project can be financially viable unless the book sells in vast quantities. But that is the publisher's problem and we are left to enjoy the book in all its finery. I have been dipping into it regularly which is the right way to use it so that, like fine wine, each experience can be savoured.

VALERIE NEWBY

Le Bail-Weissert

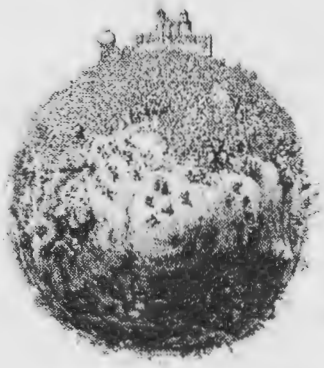
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Five Centuries of Maps and Charts of Croatia (Pet stoljeca geografskih I pomorskih karata Hrvatske), edited by Drago Novak, Miljenko Lapaine and Dubravka Mlinaric. Publ. by Školska knjiga, Zagreb, 2005. 466 pp, very many illustrations in colour and black and white. ISBN 953 0 61571 X. Price not stated.

This is a very handsome publication of the papers that were presented at the 6th IMCoS International Symposium in what was then Yugoslavia, and is now Croatia in 1988. At that time the *IMCoS journal* was too small to carry papers from our meetings, so it is particularly welcome to have them all printed now, and in such a beautiful format. Each page carries text in English in one column and Croatian in the other. The book is landscape in shape (more suited to most early maps), and a useful size, 29 x 23.5 cm. The illustrations have been given plenty of space, mostly a full page, and the whole book invites one to pick it up, browse through, and then settle down to read at more leisure.

As the editors explain in the preface, so much research has been done in this field since the papers were presented that it was right to give the authors a chance to update their material. In a few cases the authors are no longer alive and their papers have been presented in their original state, with marginal editorial changes. Six additional papers are also included which were not presented at the time.

The symposium took place in two sites, beginning in Zagreb on 30 September and moving to Dubrovnik on 2 October. By all accounts it was a very successful and enjoyable meeting, according to the subsequent issue of the *Journal* describing it (No 35, Winter 1988); there were splendid maps on exhibition, as well as a visit to the opera with real horses on stage. The warm hospitality of the hosts was commented upon several times. In Zagreb arrangements had been made by Prof. Jasna Tomiacic and Prof Ankica Pandžic, and in Dubrovnik by Anika Kisic. Behind it all of course was the indefatigable Drago Novak, a regular participant in IMCoS symposia around the world and known to many of our members.

Papers from the symposium published here are:

Mirko Markovic: Scientific study of the old maps of Croatia

Ankica Pandžic: Territorial boundaries and geographical and political division of Croatia

Paško Lovric and Melita Kosek: Cartography at the end of the 20th century

Petrica Novosel-Žic and Željka Richter-Novosel: Croatian cartographers of the 16th and 17th centuries

Mireille Pastoureau: Some interesting maps of Croatia kept in the Biblioèthque nationale in Paris

Helen Wallis: The Franciscan Vincenzo Coronelli and the Adriatic Sea

Dušanka Cankovic: Five centuries of the Adriatic on maps

Josip Lucic: Cartography in the Republic of Dubrovnik

Drago Novak: Vincentius Demetrius Volcius Raguseus (1563–1607) — A portolan chart maker from Dubrovnik

Anika Kisic: The origins of Camocio's and Rosaccio's Isolario in Croatian collections

The six additional papers not presented then but now making a valuable contribution to our knowledge of the mapping of the area are:

Mithad Kozlicic: Historical development of the mapping of Croatian lands

Miljenko Lapaine and Ivka Kljajic: Croatian cartographers

Drago Novak and Dubravka Mlinaric: Adriatic coast and islands in the Kitab-I Bahriye by Piri Reis

Drago Novak: Napoleon's map of Dalmatia

Mira Miletic-Drder: The Atlas of the Adriatic coast by C.F. Beautemps-Beaupré

Mirela Slukan-Altic: New findings about the portolan atlas by Diogo Homem

The book is rounded off with a useful eleven page summary of the whole, notes on the authors, a list of illustrations, and an index of names.

It is unlikely that maps of this area will be presented so thoroughly and in such depth for many years to come. It has been a tremendous undertaking, so many years after the papers were first presented and all IMCoS members owe a debt to Drago, who has set a very high standard for other symposium organizers to follow.

SUSAN GOLE

Editor's note: My apologies to Croatian speakers and writers. My DTP (efficient in most respects) refuses to follow my instructions regarding the Croatian alphabet. In the names above, mostly the 'c' at the end of the name should have a acute accent, making it sound as 'ch', and the 'c' in the middle of a name should have an inverted, rounded circumflex accent above it..

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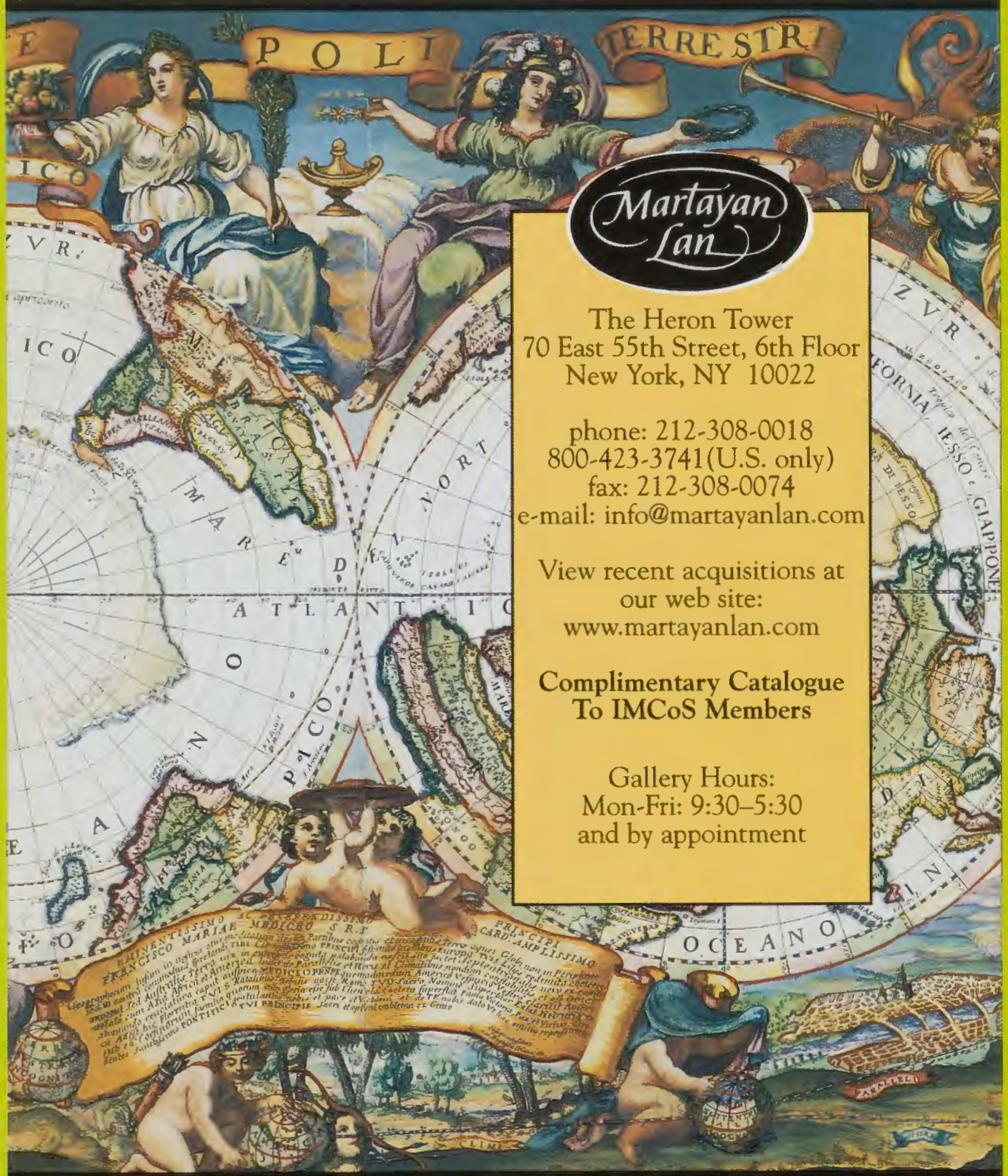


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