WINTER 2003 ISSUE No. 95

IM@S JOURNAL



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Journal of the International Map Collectors' Society

WINTER 2003 ISSUE No. 95

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Cover map: 'Alphonsus Lasor a Varea: Isola di Cipro', 1713.
Courtesy Bank of CyprusCultural Foundation.

Copy and other material for our next issue (Spring) should be submitted by **1 January 2004**. All items for editorial use should be sent to The Editor, Susan Gole, **5 Dunn Cottages, Butterton Lane, Oakhanger, Crewe CW1 5UU**. Tel: (0)1270 878 465. Fax: (0)1270 878 467. E-mail: **susan.gole@onetel.net**
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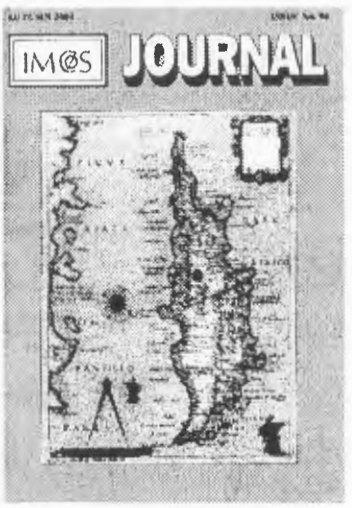
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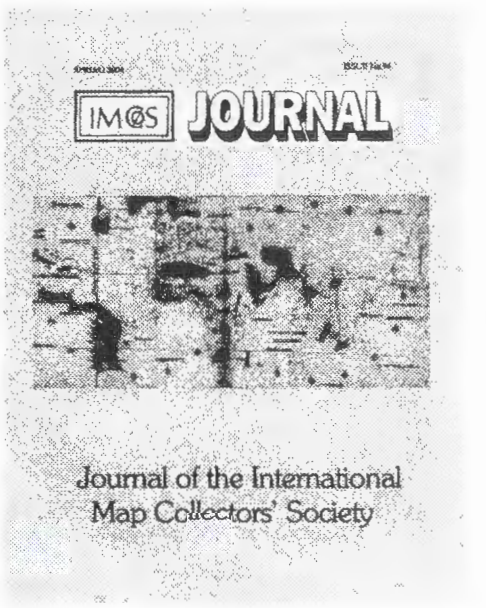
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From the Editor's Desk





This issue of the Journal, no. 95, is the last in the present size. On the right is a comparative image of the old and the new. The new one is still in a rough state, and the real thing will be of a much higher quality, but they give an idea of what to expect. It will of course be in full colour. It is a big step to take, and we trust that members will all enjoy it.

I already have material for the Spring issue, and I thank the members who have been in touch with me. We still require more. In this issue we have three of the papers from the Cyprus Symposium, and there are promises of three more to come. There are also accounts of both the longer pre-symposium tour and the symposium itself. I am always very grateful to the members who agree to undertake this task. If there is any member who feels neglected because I have not asked it of them, please do volunteer for the next event! I have been told that it becomes more enjoyable and memorable if you have to pay extra attention to what is going on, so that you can give an account of it to members who were not able to be present.

I go shortly to Italy to make final arrangements for our meeting there next year. One of my jobs will be to visit the five libraries who are holding special exhibitions for us, and select what maps should go on display. If any of you are aware of interesting maps in the libraries listed here, please do get in touch with me, and I can (even at a later date) arrange for them to be put out. The libraries (one in Modena and four in Florence) are:

The Estense Library, Modena
The Medicea Laurenziana Library
The Riccardiana Library
The State Archives
The Military Geographical Institute

On the next page you will find plans for the future of the IMCoS Map Fair. Jenny Harvey has been instrumental in the negotiations and I think all members will agree that the future looks bright for collectors, without the strain on the few committee members who have handled all the work for many years. Our special thanks to Roger Brown who has been on the Map Fair subcommittee since 1994.

It is with sadness that I record the death of Kjarten Gunnarsson, who was our International Representative for Iceland from 1985 to 1999. Those of you who were in Reykjavik three years ago will have met him then, and heard about his passion for the Icelandic horses he was breeeding. It was largely maps from his former collection that we saw in the National Library. I also have to record the death of our representative for Korea, Dr Chan Lee, who was with us in Japan. Some representatives have dropped off the list, if they ceased being members, so if your country does not have one, and you would like to take on that role, please do get in touch with me.

As the year draws to a close, the IMCoS committee sends its greetings across the world to all members for a healthy, prosperous and safe New Year.

SUSAN GOLE

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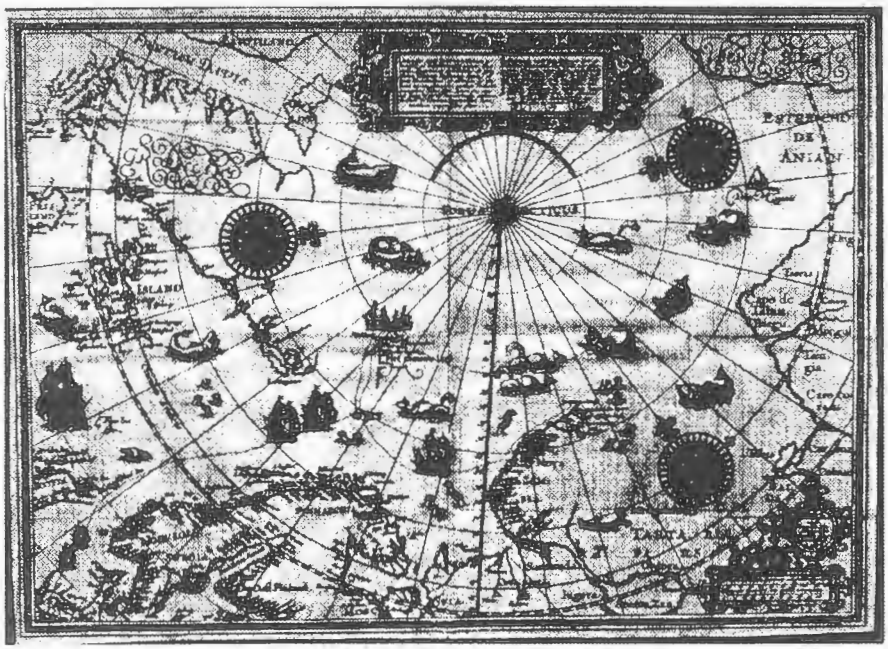
The IMCoS International Map Fair

When IMCoS was founded, with ambitions to promote the world of maps and lay on events which would appeal to all map lovers, it was important to provide a forum within which people could see and buy maps. At the time maps were typically sold at book fairs and in dealer's shops. At some risk, the Society initiated a weekend in June 1981 during which dealers were invited to take a table at a map fair held in the Grosvenor Hotel, Victoria. The Society organised a Symposium, map auction and dinner during the same weekend. Members of the map dealing and collecting community, and those newcomers with a potential interest, mixed together for the first time for two days of focused cartographic activities. Around 25 dealers from around the world and close to 100 delegates had the opportunity to buy and sell maps, listen to lectures, attend a map auction and seek the identification and valuation of unknown items of their own. Thus, the IMCoS International Map Fair was born in 1981. Success was by no means guaranteed, but if successful the fair could provide a modest revenue for a society wishing to spread the word on the attraction of maps. In following years an exhibition was added, giving members the opportunity to see more maps in a specific context. London remained for almost a decade the only place where one could find a dedicated map fair. Indeed, the start of the monthly Bonnington Map Fair a few years later increased the frequency with which one might indulge one's cartographic pursuits in London!

The success of these early years and a change in trading patterns inevitably led to the map fair formula being seen as relevant in other growing map communities. A map fair was held at the IMCoS International Symposium in Washington in 1991 and in California in 1995. The Miami Map Fair started in 1993. Meanwhile the IMCoS International Map Fair changed its venue several times as the fair grew – including a move eastward to the Connaught Rooms and westward again to the Commonwealth Institute – changing beyond recognition into a major fair warranting a prestige venue at Olympia. Dealer numbers grew to 48 and buyers come to London from all over the world. Throughout, the fair has been run by volunteers and entry has been free. Today, there are many fairs on several continents where you can buy maps and the Society willingly promotes them to its international membership.

Now that map fairs have come of age, the time is right for London to have a single June fair for the map community, and so the IMCoS Fair and the London Map Fair (formerly the Bonnington Map Fair) are joining forces. The new Fair will retain the current IMCoS venue at Olympia and be run by the London Map Fair. It will extend over two days, Saturday and Sunday, so there will be plenty of time to look at maps, reflect on potential purchases and go back to get them! IMCoS is, naturally, supporting this fair and your Chairman is a member of the organising committee for 2004 in order to help in the transfer of our knowledge to the new map fair committee and retain the quality which you have come to ex-

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pect. Entry for members will remain free of charge as previously. As this transition takes place, I would like to thank all of those people who have volunteered their time over the years to help make the IMCoS fair the success that it has been and ask you all to support the London Map Fair in the future. The form will be similar to previously and IMCoS will have a stand to promote the Society and meet members and other visitors. You will see familiar faces and be equally welcome at the other events the Society will be organising during the weekend. **The dates for your diary are 5th and 6th June 2004**, so we hope to see you then.

JENNY HARVEY

To complete the picture, the text of the formal press release is given below:

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The International Map Collectors' Society (IMCoS) and the London Map Fair (formerly the Bonnington Map Fair) are pleased to announce that they have entered into arrangements whereby the London Map Fair will run the Map Fair at Olympia in June 2004. Until now both organisations have run separate Fairs in June each year.

The aim of both parties is to provide a single forum for the map community so that those who visit London in June, whether they be dealers, collectors, academics or other map aficionados, will be able to attend an enlarged fair in one location for business or pleasure. To this end around 50 dealers from all over the world will take stands at the fair on 5th and 6th June 2004.

The June fair will be the highlight in the London Map Fair's programme of Fairs which runs throughout the year. Six other one day fairs will now be held at the Rembrandt Hotel in Knightsbridge on Sundays. The dates for 2004 are March 14, April 11, May 9, October 10, November 14 and December 12.

The International Map Collectors' Society (IMCoS) will continue to hold seminars during the June weekend dedicated to particular topics of interest to map collectors and visits to prestigious map collections, so that their members can learn more about maps as well as seeing the widest variety of material at the Fair. The Society continues to run a programme of other International and Regional events throughout the year and publishes a quarterly Journal.

Further information about both organisations can be seen at www.imcos-mapcollecting.org and www.londonmapfairs.com.

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Mare Nostrum, Our Sea, Their Sea, Your Sea, Our Sea, as we saw it!

It has come to my attention that many of you have been buying many maps for many years and that some of you have been buying some maps for some years. Mostly, people who buy maps do so because they are afraid of getting lost. On occasion, I myself have got lost in IMCoS company. I thought it therefore appropriate to start with a map by Ortelius (Fig. 1) to make sure that everybody knows where he or she is: in Cyprus!

That done, why should you ask Dutchmen, whose golden cartographic age was the 17th century, to explain their cartography of the Mediterranean Sea?

The Dutch were late into this field; the people around the Mediterranean were out there sailing it ahead of the Dutch of course. You might also say that we did not have much reason to be out there. We had no trade in the area initially, no political clout to wield, and no tourists going out as there are nowadays.

So, if you ask about Dutch cartography of the Mediterranean, you are basically asking for the outsider's view. If you look at a simplified drawing representing the T-O map of old with the Nile and Tanais (Don) rivers and the Mediterranean Sea, Jerusalem should be at the centre of the cartographic world,



Fig. 1. Map of Cyprus by Ortelius (1573/74).

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thus Cyprus is almost at the centre. You can find the Dutch at the perimeter, looking at the Sea in the Middle of the Land, *Your* Sea, from the outside.

It is no great wonder that the Mediterranean people coined the phrase of Mare Nostrum, Our Sea, implying you get *out* of here and *stay out* of here! Although it has never been called that, the equivalent from the Dutch point of view could have been *Your* Sea! With the implication *you* play *in* there and you stay *in* there!

We called it the Middellandse Zee, as others called it the Mediterranean. Obviously, the name stuck and we had no reason to call it *Our* Sea.

But in about 400 BC, Erastosthenes the Greek, then later Ptolemy, the Greek/Egyptian in roughly 150 AD, Piri Reis , the Ottoman Turk in the early 16th century, and many others, the Venetians, the Italians, the Bordones, the Ramusios, the Gastaldis, Forlanis, the Mallorcan school representatives, the Spanish, *they* had good reason to call it *Our* Sea.

While Ptolemy was already considering the problem of how to depict a three-dimensional globe as a two-dimensional image, not even the Romans were into Cartography with a capital C. They came up with a sort of strip chart, covering the Roman Empire from West to East, with no worries about projections, equidistancy and conformity of areas, distances and angles. The so-called Peutinger Tables were the result, re-discovered by Conrad Peutinger (1465-1547) from Augsburg/Germany in the 15th century, the period when the knowledge 'of old' was retrieved and judged on its merits, if any. These Peutinger Tables were re-issued various times, amongst others by Ortelius and Jansonius.

Ortelius and de Jode were publishing maps, including maps of the Mediterranean area, but they were not yet really the result of Dutch cartographic efforts. Ortelius was at least honest enough to publish a list of authors of the maps he used. And it is even debatable whether they should be considered Dutch cartographers in the present sense. Actually they were Flemish/Belgian but at the time they were from the Spanish Netherlands and at the root from which Dutch cartography would spring; by us commonly and conveniently considered Dutch.

In a city plan of the City of Rome, the Antique City of Rome as produced by Braun and Hogenberg from their Town Book, again semi-Dutch, there is a beautiful rendition of the city buildings in profile. Of special interest is the power plant for green energy in the Tiber River; not a windmill but a watermill, tapping energy from the river to drive various equipment on the bridge/isle combination. Getting more Dutch already, is it not?

Let me now discuss a peculiarity in Dutch charts as compared to, e.g., Italian charts. Dutch charts were initially drawn according to a Dutch compass, meaning that over the complete area of the map a constant magnetic variation of the compass was assumed. This is only correct, however, over smaller distances. Early Dutch charts often show unexplainable deviations whereby the coastlines deviate more from real the further one progresses from the North Sea, our 'Mare Nostrum' if we have one. Dutch compasses were adjusted for

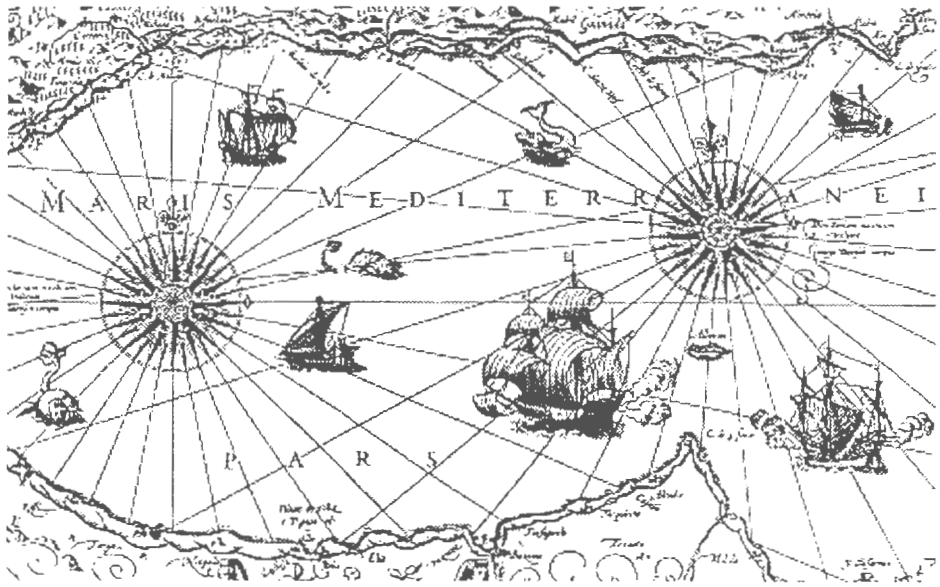


Fig. 2. The differing compass roses in a chart by Willem Barentz. (1595), with the Italian compass on the left and the Dutch compass on the right. Courtesy University of Utrecht, Prof. G. Schilder.

half a point (about 6 degrees), so they could be used to steer courses without having to correct for magnetic variation. Italian compasses were not corrected on the instrument itself and if they had been, a different number of degrees would have been applicable.

Figure 2 shows both compass roses with fitting descriptions as 'Directorium Nauticum Italicum' and 'Directorium Nauticum Vulgare' or Common Dutch Compass in translation. Please note the different orientation of the compass roses concerned.

While the Dutch were sailing to Archangel in the north, (the 'Noordse Navigatie') or into the Baltic (the 'Oosterse Navigatie'), their trips along the coasts of Europe came under 'Westersche Navigatie'. The Dutch were quite happy until the end of the sixteenth century to pick up wines, textiles and spices brought from the Far East to Spanish and Portuguese ports for onward transportation to north-western Europe, to go fishing for herring and sail the Baltic for timber and grain. If at all they ventured beyond the Pillars of Hercules, as the Phoenicians had done from the Mediterranean outbound, they would sail past in a south-westerly direction to get salt for their herring industry from the islands of Cape Verde. For good reason the capital there is called Sal for salt in Portuguese.

At the time, the available rutters (or 'read-maps', *leeskaarten*) were quite adequate. The first Italian rutter or portolano dates back to 1296 and is now in the Preussischer Staatsbibliothek in Berlin. The earliest North European Rutter is the Seebuch from the 14th century in the Commerzbibliothek at Hamburg. For the West European region the first rutter is a 1483 manuscript by Pierre Garcie, *Le Routier de la Mer*, first printed in 1502. The earliest Dutch chart is 'de Kaart va[n]de Zee' from 1532 (Jan Zevertsz. Cruepel). All these are in effect the result of navigational fact-finding and experience, written down by individuals, for individuals, locally and maybe issued for further limited use in the region. Not until 1568, the start of our War of Independence from Spain, did we need more than our 'leeskaarten'.

Early Dutch rutters contain only text, no charts. Later, about 1565,

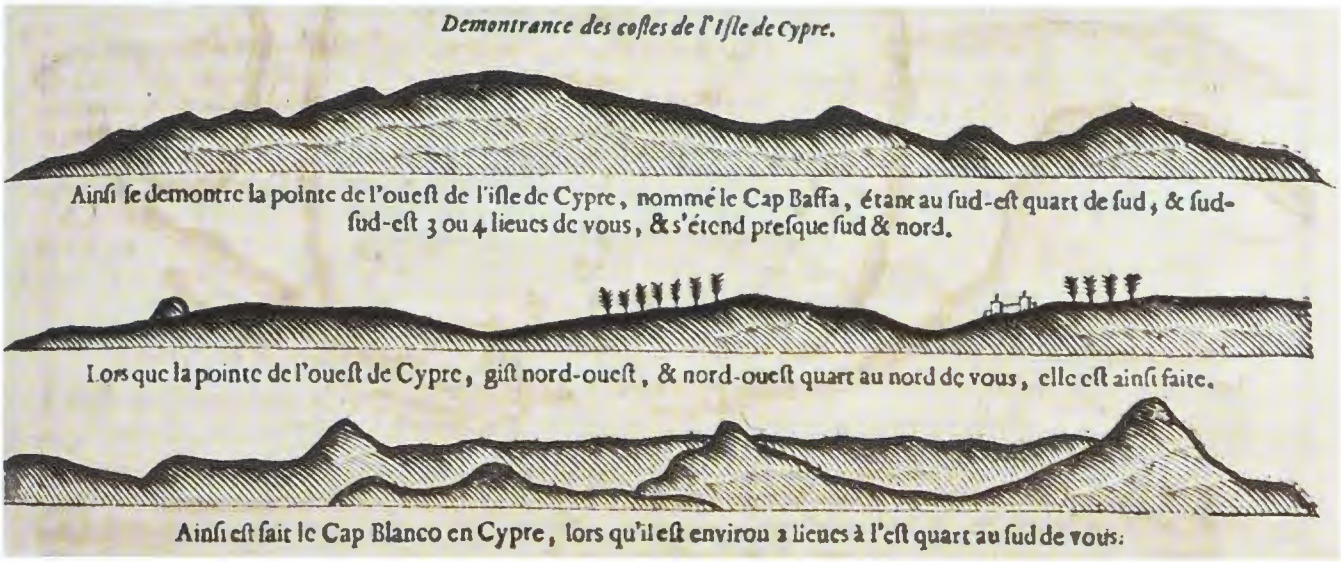


Fig. 3. Coastal profiles of the south coast of Cyprus, by Lootsman, 1681.

coastal profiles are introduced, tucked away between the text (Fig. 3); later still, 1584, charts are added and an instruction on navigation in general.

The rutters are thus a combination of a little cartography and a lot of textual instructions on how to navigate and determine position, the latter on the basis of visual contact with the shore, depth soundings, and soil samples brought up from the seabed and augmented with limited use of the magnetic compass.

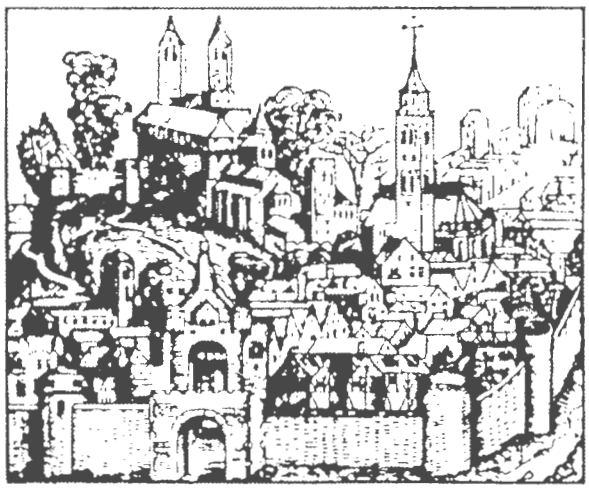
The best Dutch examples are the Waggoner charts by Lucas. Jansz. Waghenaer from Enkhuizen, author of the *Spiegel der Zeevaerdt* in 1584 and the *Thresoor der Zeevaerdt* in oblong format in 1592. The charts however, did not cover anything beyond Gibraltar, still *Your* Sea and maybe even an uninterested *Their* Sea.

Around 1590, Italian cities came close to starvation because the grain harvest was insufficient to feed the population; Dutch ships were chartered by Italian cities to import grain from the Baltic and the Dutch were all too ready to oblige. On the way back, instead of going empty, they carried fruit at 'filler' rates and later on marble from Carrara. Ballast, carried for technical reasons, which you could yet sell at a profit at home! Of course, charts of the Mediter-



Fig. 4. Title page from the Caertboeck van de Middellandsche Zee by Willem Barentsz., 1595.
Courtesy University of Utrecht, Prof. G. Schilder.

Gonzalo Fernández Pontes



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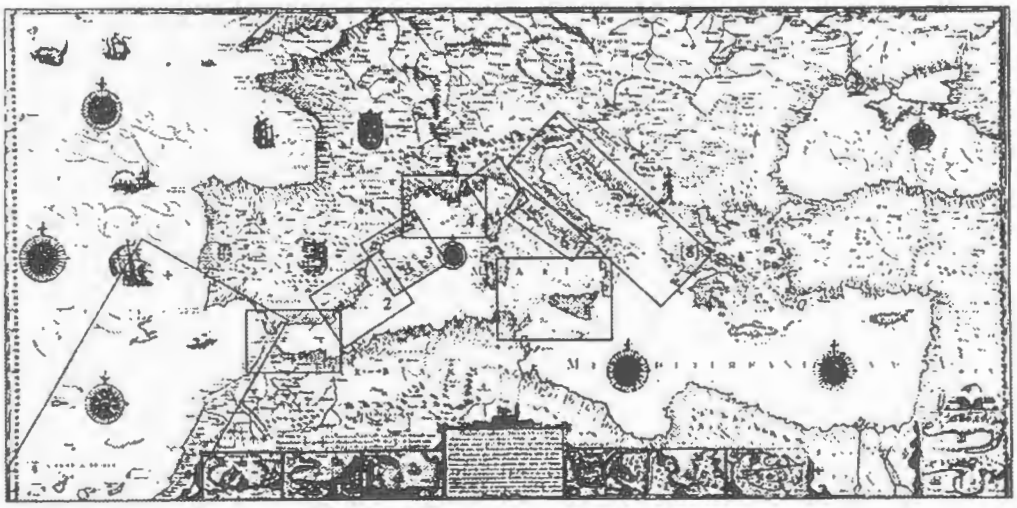


Fig. 5. Index sheet showing coverage by Willem Barentsz. (1595), drawn on a map by Petrus Plancius. Courtesy University of Utrecht, Prof. G. Schilder.

ranean were needed, at least as far as Venice, Naples and Livorno, the latter a freeport since 1591.

The 'Straetvaert' was born: the 'Straet van Gibraltar' crossed into Mare Nostrum, *Their Sea, Your Sea!*

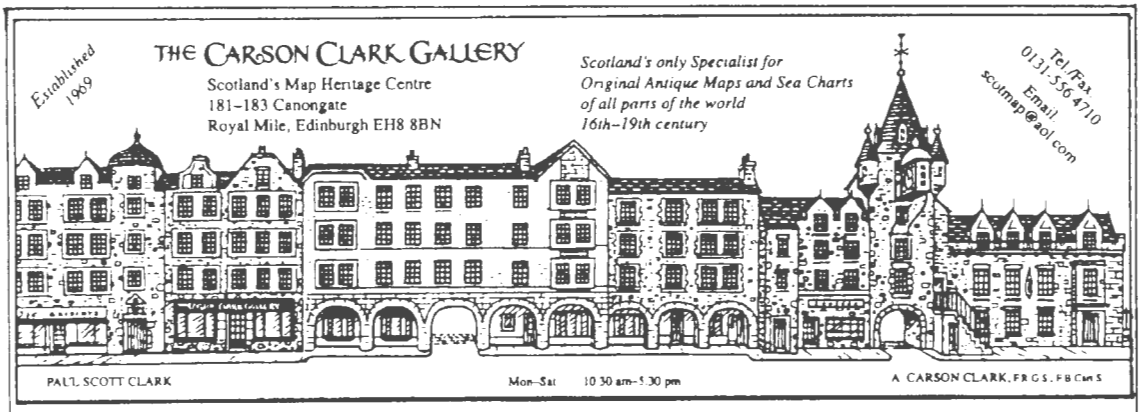
A first and special atlas was prepared by Willem Barentsz., the Dutchman who also pioneered the search for the North-East Passage to reach the East Indies without interference from the Spanish and the Portuguese. On his last trip in 1597 he had to winter in the horrible climate of Nova Zembla, surviving the winter, but not the trip home.

His *Caertboeck* (Fig. 4), was published in 1595 for the Mediterranean Straetvaart; it is rare and consequently very expensive; also single charts from the atlas are costly. It is laid out along the lines of Waghenaer: vertical coastal profiles between the text, charts with insets of the ports in the area, all supported with written information in the form of text and tables. According to the privilege Barentsz. was given, he was only allowed to start where Waghenaer left off. His atlas covers the area from the Straits of Gibraltar to both shores of the Adriatic Sea, including Venice and its approaches.

The overview sheet (Fig. 5) shows the uninterrupted coverage in between . Please note that the African coast is not covered. The work contains 10 charts, mostly engraved by Kaerius and Hondius. For the less-needed Eastern



Fig. 6. Title page from Part III of the Sea Atlas by Lootsman, the 'Straetsboeck'.



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Fig. 7. Map of the Holy Land by Plancius, c.1600.

Mediterranean— which he did not know from experience—he used an Italian Portolano (a 1584 re-issue of a 1544 publication by Paolo Gerardo, of Venice), translated by Marten Everaert of Bruges. The eastern section thus does not include full-fledged charts, but only text with small illustrations.

There was also some shipping to the Levant ('where the sun rises') and progressively more atlases pushed east (Blaeu, Jansonius, Goos, Danckerts, Lootsman, van Keulen), even to include the Black Sea, whilst geographic maps were also being produced. Rutters had developed into sea-atlases.

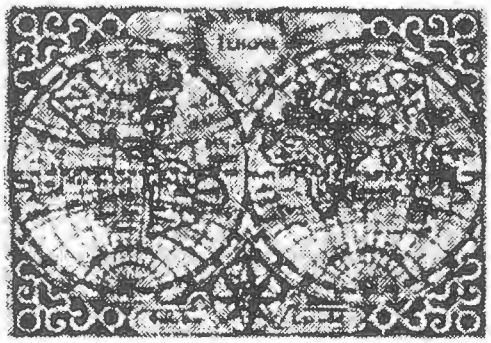
Dutch sea atlases, although from different cartographers, are fairly compatible in their organization of the contents. Generally, they contain an Introduction into the Art of Navigation and the required tables in the General Part. Part One then contains the Eastern Navigation and the Northern Navigation and Part Two the Western Navigation. Part Three covers the Mediterranean Sea. It is mostly called the 'Straetsboeck' indicating navigation beyond the Straits of Gibraltar into the Mediterranean.

Only Blaeu, as a matter of fact, used a Part Four for the Mediterranean in his *Zeespiegel*, but it was in effect nothing more than his Part Three from *Het Licht der Zee-vaert*.

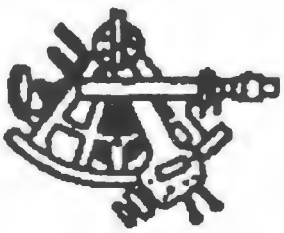
As far as translations are concerned, the Mediterranean parts were more frequently translated into French and Italian than other parts, which makes sense.

The maritime atlases were often published containing the first two parts only, with an optional 'Straetsboeck' available. Part Three was then sold as a separate publication with its own title page or bound together with Parts One and Two on request. This reflects the fact that

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Fig. 8. The Straits of Gibraltar by Willem Barentsz., (1595). Courtesy University of Utrecht, Prof. G. Schilder.

'Straetsvaert' was a separate trade, probably less common than the other 'Navigations'. Consequently the marketing potential for the 'Straetsboeck' was less in comparison.

As you know, most cartography was and is 'need-driven', or in other words: no need, no map.

Let us look some more at the needs. The Dutch needed maps and charts of the area for various reasons:

- pilgrimage, educational trips to Rome, Jerusalem
- land maps to supply standard geographical information
- Bible maps (Fig. 7)
- sea charts for navigation to Italy and the Levant (Fig. 8)
- travel histories for the armchair traveller (as published by Olfert Dapper, de Bruyn, etc.)

OVERVIEW

Period	Atlases	Editions (#)	Med. Sea
Until 1600	1	1	1
1600-1650	15	84	19
1651-1700	54	344	64
1701-1750	22	105	22
1750-1800	9	28	4

Fig. 9. Overview of Dutch Sea Atlases which included a 'Straetsboeck' of the Mediterranean Sea between 1600 and 1700 (based on Koeman Atlantes Neerlandici *Part IV).*

- historical maps (Parergon-Ortelius, Ptolemy-Mercator, etc.)
- news maps (how far away are the Turks, did we beat the Spanish or French fleet?)
- town plans (Blaeu, Jansonius, de Wit, etc.)

An example of biblical maps is that by Ortelius of the Promised Land, with an illustration of the story of Jonah and the Whale. A decent Bible needed to contain a map of the Holy Land (Fig. 7), a map of Jerusalem, a map of the tribes of Israel in the desert, the tribes in Israel and maybe a map of the travels (Peregrinations) of St. Paul through the Mediterranean. *Your Sea* is now becoming known and evolving from *'Their Sea'* from our point of view, towards a sea for all people.

Civilian trade was fraught with danger, a consequence of pirates or fast-changing political conditions. Ships were capable of self-defence and some knowledge of local fortifications was required.



Fig. 10. The Adriatic Sea by Willem Barentsz., 1595. Courtesy University of Utrecht, Prof. G. Schilder.

In Fig. 9 you can see the publications of the Dutch 'Straetsboecks' up to 1800. One point shows up clearly: the greater number—and quite a sizeable number at that—are of different manufacture and originate from the period of 1650 till 1700. Thereafter the Straetsboecks were more or less single source, being the van Keulen Family.

I would like to shortly discuss some peculiarities of these atlases:

- Waghenaer: the 1584 *Spieghgel der Zeevaert*: too beautiful for onboard use; wrong format until made oblong in the *Thresoor der Zeevaerdt* in 1592; engraved by van Doetecum; counterfeit English edition in 1588 (shame on you English; you still owe us!),
- Willem Barentsz. No Africa, only text for the eastern part. Overview map by Plancius (Fig. 5); plates again used in modernized style by Jansonius in 1654 for his 'Descriptio Maris Mediterranei'.
- Blaeu. *Licht der Zeevaart* with privilege from 1608 to 1618, Jansonius published the atlas in 1620 after the privilege had lapsed. This made Blaeu angry; he 'retaliated' with the *Zeespiegel*, published in 1623. Blaeu's Part III was published in 1618/21/23 (with a privilege for 6 years from 1618 till 1624). Jansonius again published a copy after the privilege had run out: Part III 1626.
- Jacob. A. Colom:1632/33; he stated: Blaeu errors here corrected, which angered Blaeu again, resulting in a one-time publication of the *Havenwijser* in 1634. Tuthill from Yarmouth/Rotterdam ordered 500 copies from Colom in English, unbound, delivered in 1660 for 45 stuivers each.
- Lootsman/Doncker/Goos: 1655 cooperation, 1680 again confirmed in a notary's affidavit, plates sold/used in a intricate sequence, as were pre-printed maps.
- Vlasbloem published an edition of small maps of the Mediterranean Sea.
- Valk, Sieuwerts, groote paskaert

Greek Archipelago, one (in two sheets) of seven plotting charts, 1664/1675

- Van Keulen: 1781 Ampliatie supplement to Part III coastal profiles 62 pages of text, no charts.
- De Wit geographical/ sea atlas with two charts of the Mediterranean; the plates were sold to Renard for editions in 1715, 1739 and 1744.

The charts and maps of Barentsz., Blaeu, Colom, Dankerts, Goos, Lootsman, Loots and van Keulen prove that the Dutch were really there, in *Mare Nostrum, Your Sea..*

To say nothing of the charts and maps of Jansonius, de Wit and Renard, which we did not discuss because on the basis of slightly arbitrary conditions they would be considered geographical in nature, having been published either as direct copies (Jansonius) or in geographical atlases.

I would like to wind up my presentation in saying that where the original rutters were plainly intended to serve the seamen in their profession, later on many posh publications were produced



Fig. 11. Title-page from the Neptune François, *1693/94.*

for the offices of management and affluent citizens. As Hendrick Doncker puts it in an advertisement for his new *Nieuw Groot Stuurmans Straetsboeck* (New Large Pilot's Straitsbook) in 1664 (a free course in Dutch is part of this pre-

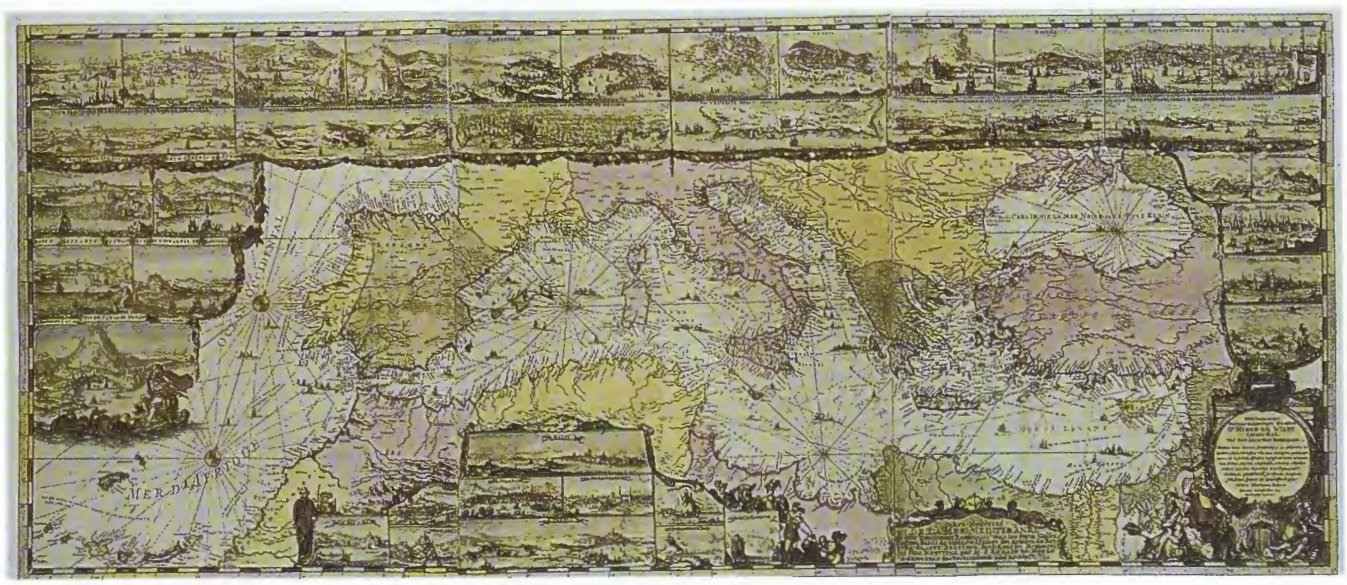


Fig. 12. Chart by Romeyn de Hooghe of the Mediterranean in the Neptune François, *1693/94. Courtesy Sotheby's, London.*

sentation!): 'nice to put in gilded frames as impressive decoration in the homes of gentlemen and merchants.' Obviously, he rates no gentleman a merchant and vice versa!

To prove that on occasion we did a fairly efficient job I would like to show you a title page (Fig. 11) and map (Fig. 12) from the *Neptune François*, published in 1693 and 1694 by Mortier in Amsterdam.

The chart is quite large (60x140 cm) and obviously for decoration purposes only, although said to be 'for the use of the King of England's fleets'. The king, by the way, was the Dutch 'Stadthouder' and Prince of Orange, William the Third, who became King William of England. The map has 38 insets of the ports in the area; the engraver Romeyn de Hooghe, has produced here a map of outstanding beauty. And don't you even dare suspect me of being biased because I am Dutch!

On a more serious note, Cyprus will join the European Union in another six months or so. I trust that such a beautiful Mediterranean, after having been called Mare Nostrum, Your Sea, Their Sea, Middellandse Zee and Mediterranean, can now—from the greater European point of view— be called *Our* Sea again. This time in the modern European *lingua franca* English instead of the Latin of old. At least, that would be the way I 'sea' (see) it!

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Wine Roads, Robbers and Land Claims

Some interesting maps of Cyprus in British Government Records

In 1878 Britain acquired control of Cyprus, mainly in order to prevent any other European power getting hold of it. The island remained nominally under the suzerainty of the now weakened Ottoman empire, but under a secret agreement with the Turks, Britain was to occupy and administer the island as long as the Russians held certain parts of the Caucasus. That was the real threat: Russia moving down to the Mediterranean. Britain agreed to pay to the Ottomans an annual tribute of £5000 to be raised from the island's income, but at the end of the First World War, with Turkey on the losing side, Cyprus was formally annexed by Britain, and became a crown colony in 1925. Initially it was thought that the main advantage to Britain would be the harbour at Famagusta, as a refuelling point on the way to the empire in India, but plans to enlarge it were dropped when Alexandria in Egypt became available. So British development plans centred on the civil requirements of roads, local administration, forestry, water resources, English legal and taxation systems, education, and reducing the ravages of locusts, epidemics and crime.

As we have already heard, there were plenty of very early maps of Cyprus, but none of them were detailed or up-to-date enough for a civil power towards the end of the 19th century. An earlier French map of 1862 by de Mas Latrie was reprinted in 1878[1] with manuscript colouring to show the plans for the survey and the scales to be adopted (Fig. 1).

In a letter dated 13 Feb 1880 Mr Russell, who had been appointed to make a geological survey of Cyprus, asked particularly for copies of 'the map of the Island which is given in M. de Mas Latrie's work', 12 copies on paper and 6 on cloth, as were supplied to Lt Kitchener for the survey. The Foreign Office had recognised the need for a proper survey, and this was eventually undertaken by Kitchener of the Royal Engineeers, and published in 16 plates by Stanfords in 1885.

One of the earliest maps lithographed after the occupation was sent in correspondence to London in 1878 to let the British government know what had been acquired.[2] A note at the bottom states that, although altitudes were given, the shading of the hills was omitted 'pending English survey of the Island'. The many roads criss-crossing the territory were probably no more than tracks. Translations of many Cypriot words were given in an attempt to make the map intelligible to people in England who had not travelled there or were not familiar with the area.

Once the major details of the island were formally recognised it was easy to adapt the whole map or parts of it for a wide range of uses. A large one of the island was drawn first in 1878, and revised in 1928 after the Survey.[3] In addition to the physical features it includes a wealth of statistical data. Eight boxes below the map show the development in different departments of government: Agriculture, Forests and Mines, Survey

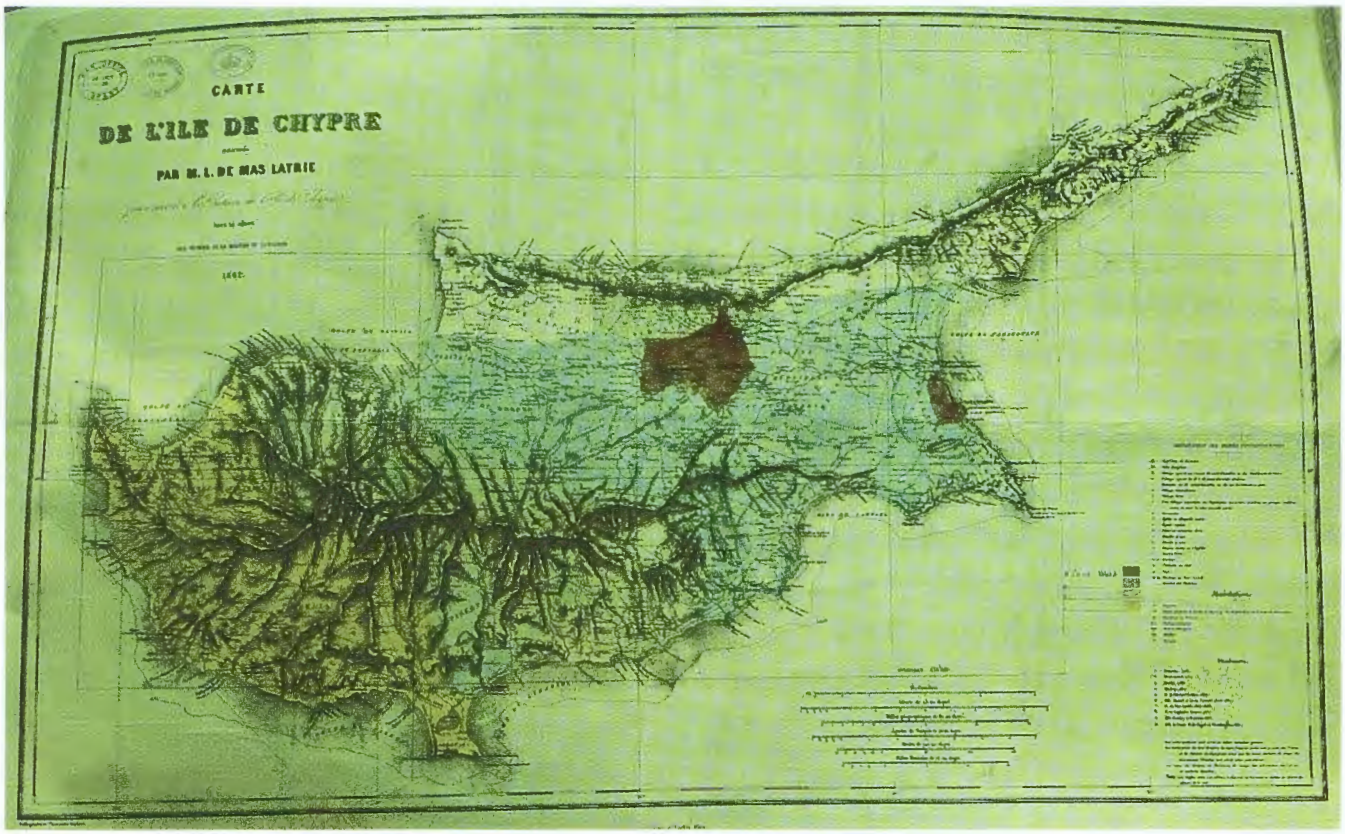


Fig. 1. Map of Cyprus by de Mas Latrie. Reprinted in 1878 with manuscript colouring as a guide for the survey to be carried out by Lt. Kitchener.

Land for Valuation, Post and Telegraph, Police, Roads and Customs, Municipalities, Banks and Co-operative Credit Societies, Legal, Medical and Educational.

It was claimed elsewhere[4] that when the British occupied Cyprus there were only 26 miles of usable roads. By 1918 there were nearly 800 miles, with over 300 fit for motor traffic in all weathers, and more than 1000 miles of secondary roads for wheeled traffic. 2000 bridges and culverts had been constructed.

In 1897 a map was prepared to accompany a report by a Mr Medlicot, who had been sent from India to assess the requirements for better irrigation and use of water resources.[5] He spent five weeks travelling with the Principal Forest Officer and sent his report back to London. Again the same base map was used, but now it was coloured for a different purpose. Medlicot wrote in the report that, 'The scheme of irrigation above proposed is quite a new departure from any system at present existing in the Island'. The main aim was to bring water from the Western basin across to the Eastern half of the island, thus increasing the available land yield.

Forest products were recognised as an immediate source of income for the island, but they required proper exploitation, and preservation from the ravages of the villagers' goats. In 1710 it had been reported that thick forests covered much of the island but there had been no replanting under Ottoman rule. By 1878 it was found that for every 100 trees standing there were 72 rotting on the ground, and only 25 seedlings under each tree. The first task was to mark out the areas that were to be state property,

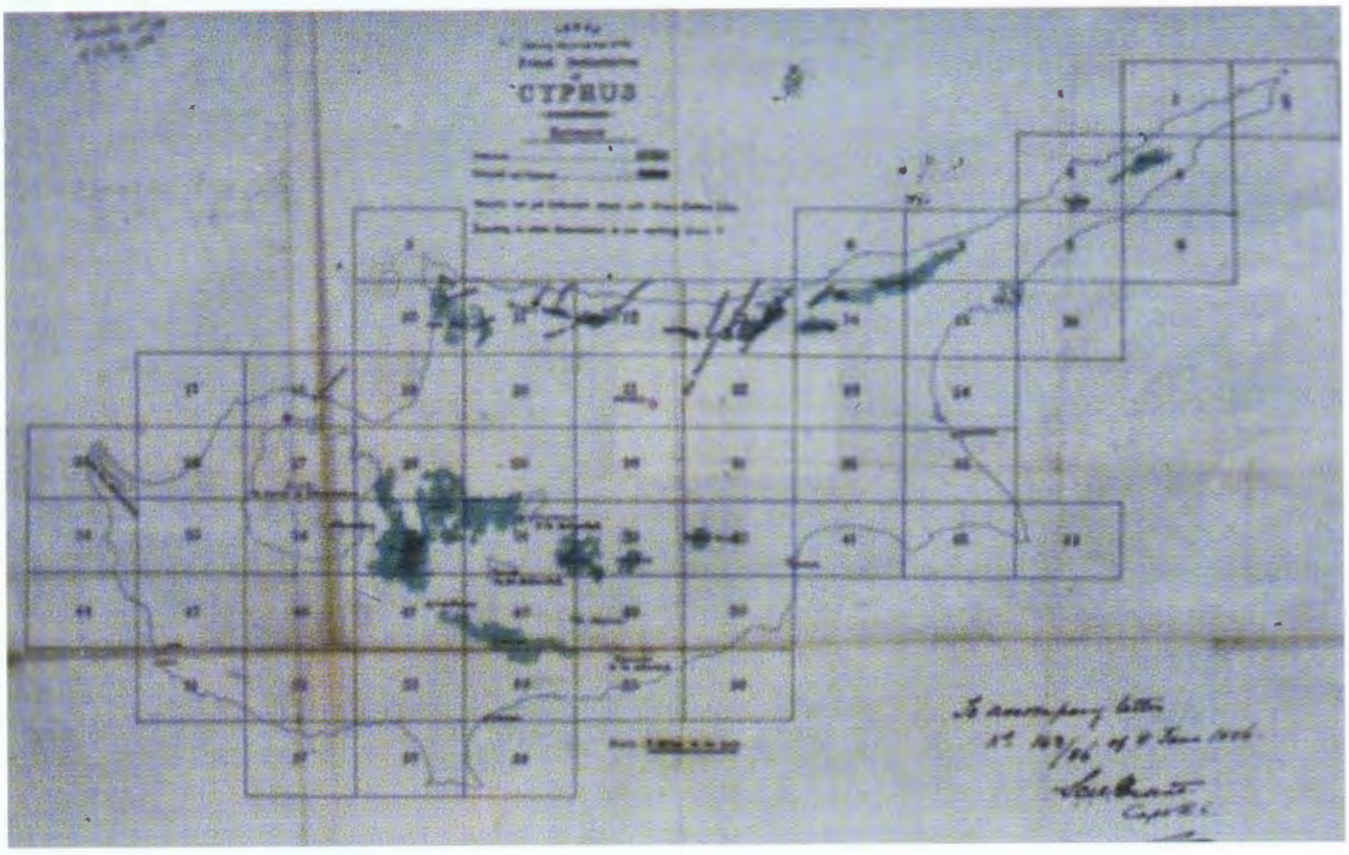


Fig. 2. Index showing the progress of the Forest Delimitation of Cyprus, 1886 .

to come under government control. Naturally this lead to much dispute, particularly from the monasteries who claimed age-old use of the land as a major means of support.

There was considerable correspondence about the area adjacent to Kykkos monastery in the Troodos, as the monastery appealed against it being included in the State Forest.[6] The mountainous area to the west of Troodos was described as 'the most expensive piece of forest in Cyprus', but the monastery was given leave to appeal to the Privy Council to retain about 100 square miles as its own property. It was able to name all the boundaries of its claim, and produced a *firman*, an Ottoman government order, dating back over a hundred years acknowledging its title. It even produced a map of the private land, and one of the priests stated: 'I made the plan myself . . . I was at the monastery when I made it. It is not according to any scale. I *understand* the Survey maps'. He then proceeded to demonstrate this ability on the official plan, and was judged 'fairly correct in pointing out the various localities when asked to do so.' But this home-made map, which may be still in the monastery, was not found to be useful to the Survey, 'It is an extremely rough plan and appears to have been only prepared so as to show in the roughest manner the shape of the tract of land claimed as [private land. It] does not appear to be of any great value. We are unable to identify on it all the boundaries of the different pieces of land mentioned in the documents.'

One of the most intriguing maps I came across during my search for maps of Cyprus was called simply 'Limassol Wine Roads 1886'. The first law enacted by the new Legislative Council in 1884

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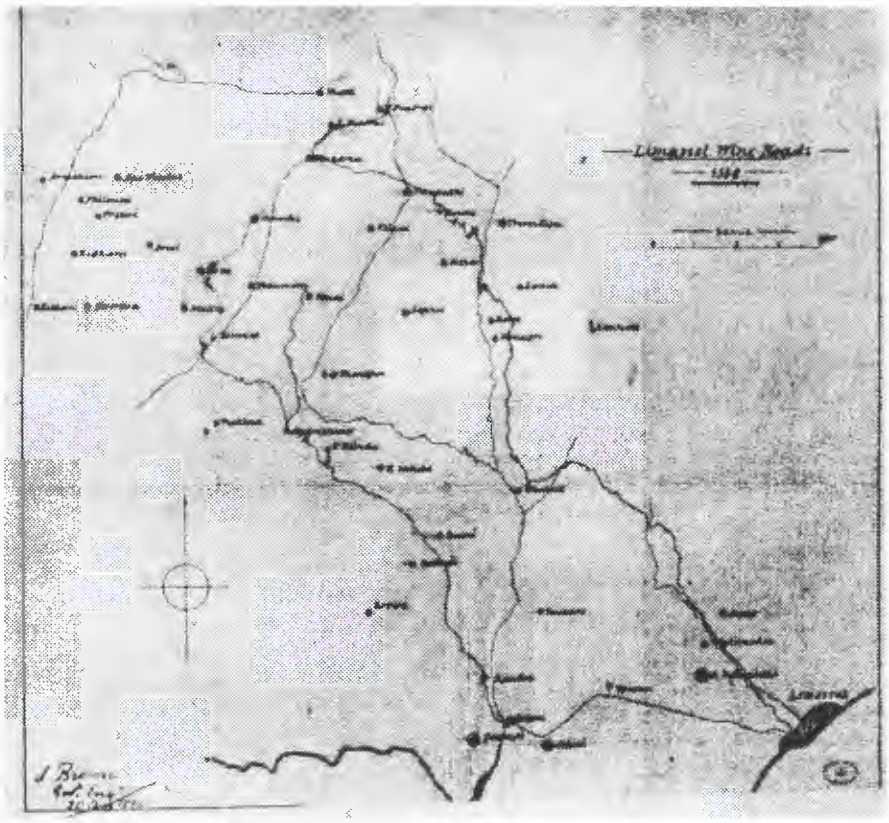


Fig. 3. Map of the Limassol Wine Roads, enclosed with a despatch from Sir H. Bulwer to London dated 20 August 1886.

had removed the tithe on wine grapes in the belief that this relief to the wine industry would be more than made up by the increased excise duty on wine and the export duty on raisins. There was great interest in new wine producers, and even France was keen to import wine from Cyprus. But first it was necessary to modernise the industry, and to make the produce accessible. Two years later the High Commissioner reported to London that a recent law 'provides for the construction of some 40 miles of road, chiefly through a mountainous country, to connect some of the principal wine-making villages with the port of Limassol. Having just returned from a visit to this part of the island . . . I can testify to the great interest taken by the inhabitants in this movement, the willingness they express to carry out the obligations imposed on them by this law, as regards providing the necessary lands and contributing to the cost of the work.' This map accompanied that report. Further reports showed the progress of the roads, and the eagerness of local people to be connected to the port at Limassol, even when the new roads cut through prized vineyards, as at Vouni and Omodhos.

On the modern map of Cyprus, these Wine Roads are still the main arteries of communication in the region today, and you can still trace out the earlier routes from the 'Wine Map' on the latest tourist map.

Do not imagine, however, that the traffic then was the same as it is today, with heavy trucks careering through the mountains. This was before the advent of the motor car. People continued to move their goods on mule-back, and even after roads were completed, it was the camel which became the chosen method of carriage rather than carts. As long as the mountain paths wound under overhanging bushes and trees, burdens had to be kept small. But the wider clearance of a metalled road permitted the higher loads of a camel.

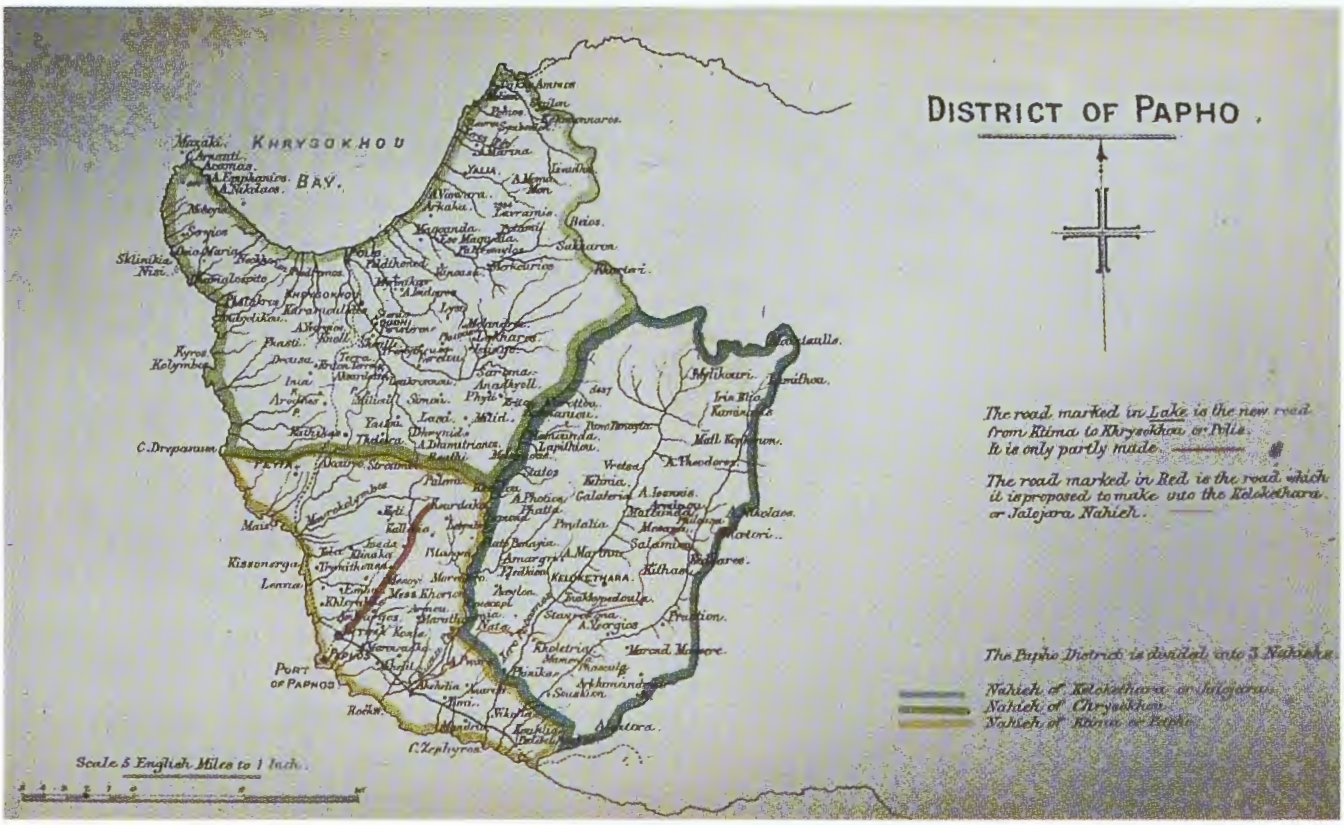


Fig. 4. District of Papho, 1887.



Fig. 5. Map showing the lands claimed by the Sultan of Turkey, 1880. They were dotted all over the island, and would have meant a serious loss to local people if they had been retained.

The quality of the wine, however, took time to improve. A letter of 1929 from the British Cyprus Wine Company about possible export licences for wines stated, 'We have ourselves already refused Angeloudi's wines finding them absolutely bad and not fit for shipment to this country'. Another application was rejected as the company was more interested in quantity than quality. We all now know what good wines are produced here, and have enjoyed drinking them this week. Perhaps the Wine Roads had something to do with this.

Limassol also featured on two more maps of the period, but for less happy circumstances. There were heavy rains there on 1st Nov 1880, and before the floods had time to clear, rain fell again for three hours continuously on 24 Dec, with some hail. The High Commissioner wrote a graphic description of the disaster.[7] The water had accumulated on the north side of the town, 'and this ultimately burst into the town, and where obstructed, rapidly rose to a great height, carrying all before it. All the streets perpendicular to the sea became torrents, and most of them being tortuous and narrowed by the houses built on each side, the easy egress of the water was rendered impossible. The houses being mostly built of mud suffered accordingly; the walls melted away under the excessive wet and under pressure, and the roofs fell in, exposing the inhabitants to great danger . . . actual loss of life was 5 . . . Mr Christian, the manager of the Ottoman Bank at Limassol and Messrs Rees and J. Williamson, merchants in the town, behaved with great courage and activity. Wading through the torrents often above the waist, they broke open the houses and rescued men, women and children, most of whom were overwhelmed with terror and utterly incapable of helping themseves.' Limassol today is hardly recognisable in the two maps which accompanied the report back to London, but they are a valuable part of the town's history. And the account is probably more graphic than would be expected in Whitehall today.

Having dealt with the Wine Roads of my title, I turn now to Robbers. Those who were on the pre-symposium tours spent time in Pafos, but I doubt if you knew what a lawless area it once was. A map of the district was published in the Parliamentary Papers to accompany a report from the High Commissioner about the high level of crime in the area (Fig. 4). From every village came the complaint of theft of cattle and sheep. Worst was the border with the district of Limassol, which we came through on our tour. It was suggested that opening up the interior of the province by building roads and encouraging the cultivation of vines and other agricultural products would bring more prosperity to the area, which in turn would cut down the amount of crime. Who could foresee that it would be tourism that eventually brought prosperity to these areas, and possibly the tourists today who are often the criminals.

Now to Land Claims. Agents for the Sultan claimed that private properties of the Sultan should not have been included when the Island passed to Britain under the Treaty of 1878. A map was sent back to London to illustrate the many claims of small parcels dotted across the island that were being put for-



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ward (Fig. 5). Under the previous regime any land left uncultivated for a continuous period of three years automatically reverted to the Turkish government, and perhaps to the Sultan himself. The correspondence continued over a long period,[8] with British officials suspecting that 'the trouble principally arises from the fear entertained by those surrounding the Sultan that the way in which they have cheated him in relation to these lands will be found out.' Villagers were encroaching on the Sultan's claimed property, and it was feared they would eventually claim just title to it. In a letter dated 17 April 1880 the High Commissioner reported to London: 'HM Government would have been disposed to deal with these claims in a favourable spirit, so long as the lands claimed were of moderate size.'

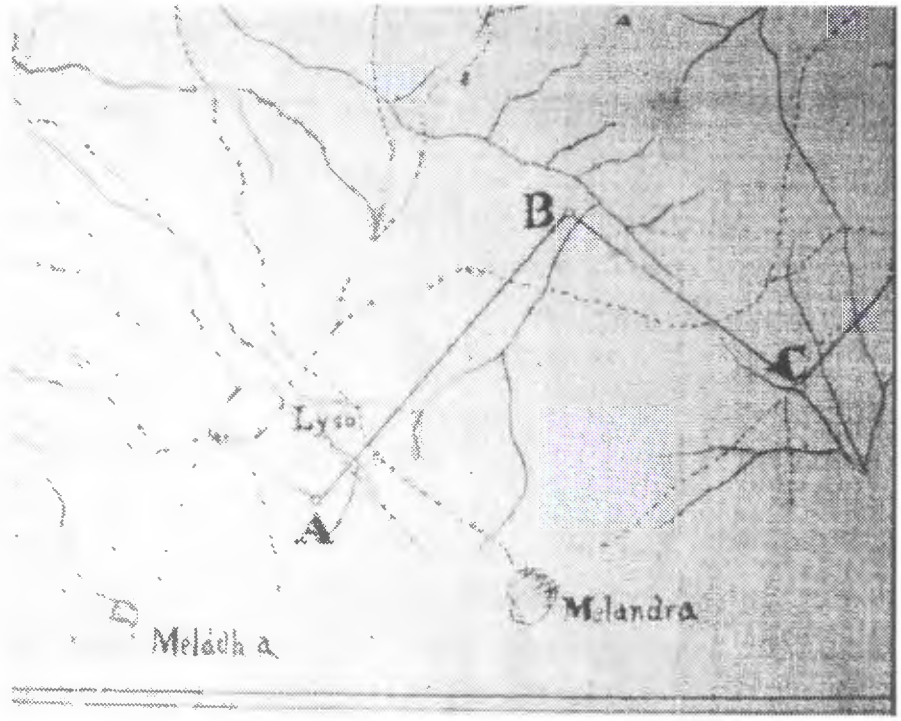


Fig. 6. Detail from the map showing the area claimed for mining near Polis.

Land around Nicosia claimed by the Sultan at that time would be very valuable today, if he had managed to retain it. He also claimed the entire Akamas peninsula, home to some of Cyprus's most beautiful wild flowers, and site of Aphrodite's Baths. The British government were not taken in, and an official reply of 1880 stated that 'your claims as to the Sultan's lands being at variance with the grounds on which alone they can be supported . . . it is useless to discuss the points raised by you now.'

Another claim came in the same year from a supposed descendant of the Lusignan family, who felt entitled to resume rule of the Island now the Turks were removed. The Lusignans had last been in power nearly four hundred years earlier, before the Venetians and the Ottomans. There was much excitement and the claimant was expected to arrive on the next boat, but it turned out that 'the so-called Prince appears to be an Armenian who has frequently been employed by the Porte [the Ottoman government] in discreditable transactions, and I am informed that the writer of all the letters and the prime mover is one Notiades Effendi, better known as Christaki Bey, a medical officer of the Sultan's household . . . who was one of the first people who started the Sultan's land claims in Cyprus.' A similar claim, called by the *Daily Mail* a 'remarkable and romantic claim', surfaced again much later, in 1928, pushed by a man named Bennet formerly of the British Army.[9]

Another map showing parcels of land was of a very different nature.[10] In a

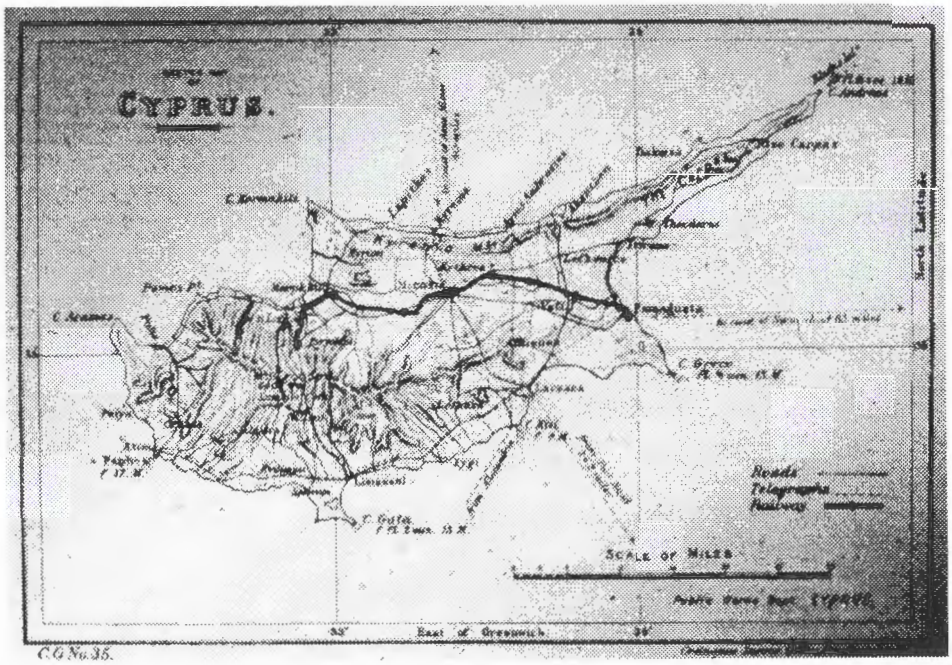


Fig. 7. Map of Cyprus to show the progress of railway construction, 1915.

small area east of Morphou, they had belonged to the three gentlemen named below the title who had stood surety for one Michael Demetriou, and were purchased at auction by the British government. Unable to sell them on or give them out on rent, the government tried to persuade adjacent villagers to purchase each parcel, and so relieve it of an unwanted burden. The plots were small, the largest being about two acres. One of the smallest covered a single almond tree, as Plot number 3, which did sell although the adjacent yard did not.

I have mentioned the Troodos mountains already, and some of us have enjoyed the scenery during our tour. They also appealed to the British Army. Unfortunately for the Army, civilian officers also found it attractive, and wished to set up their own summer camps there. A sketch map of the area (MFQ 1/796) accompanied a report from the High Commissioner complaining that the Army wanted to grab all the available camping land and leave nothing for civilian officers, although several years earlier it had already been recognised that Mount Troodos would become a favourite summer resort for residents in Egypt and Syria. The usual tussle between civil and military authority took place, with the Army complaining that 'it is necessary very thoroughly to cleanse a camping ground at Troodos after it is broken up, because snow falls immediately after a season closes and this preserves the noxious gases and matters on the ground until the following summer, when the snows melt and the troops return.' *They* wanted to decide how many civilians should be permitted to camp there, and claimed that anyway *they* were maintaining the road, and had built a sanatorium there. They suggested that the High Commissioner might be allowed room to house four civilian families only. Upkeep of the road was a regular point of disagreement. The civil government at one stage objected to contributing £2000 while admitting that 'the road has doubtless facilitated the communications with the district concerned' but this sum 'has not as yet exceeded the value to the inhabitants, for they continue to use pack mules as they did on the old road.'

Another map on a comparatively large scale concerned the lease of mining rites in the northern part of Pafos province near the town of Polis. An English company wished to renew a lease for the mining of copper that had been granted earlier by the Ottomans. The sketch map accompanied the correspondence to London, but the written text illustrates well how land was delimited before the days of accurate surveys. Thirty square miles were covered by the grant, and the enclosed area was described as follows: A line from the sea to the belfry of the church at Polis, then to 'A', the site of a cairn 400 yards southeast of Lysos village, then at an angle of 100° for one mile to 'B'. to 'C' at an angle of 90° for three quarters of a mile, then northeasterly at an angle of 90° for three miles and one thousand and four hundred and thirty-five yards to 'D'. From 'D' the line ran northwesterly at an angle of 85° to the sea. How much easier to draw a sketch map!

There were regular maps to report on the control of locusts. Locusts could wipe out a whole year's crop and it was vital that steps should be taken to eradicate the menace. Various methods were tried, and had some success.

Other maps showed the progress of communications, and were a regular feature of the annual consular reports. One of 1915 (Fig. 7) shows the railway line which had been built from the port at Famagusta through Nicosia to Morphou, which has long since been abandoned. Two underground telegraph lines had been laid, one to Latakia on the Syrian coast, and one to Alexandria. The roads that are marked are fewer than on the earliermaps, but they were probably actual roads by this time, not tracks through the fields and forests.

An interesting map was included among those printed for Parliament.[10] It shows the Carpas peninsula stretching to the northeast, but it was not a physical map. On it were marked sites of likely famine in April 1887 after the island had had no rain for six weeks and the harvest the previous year had been poor. It was reported that the villagers from this area were applying for permission to leave the island as there was no food and no work for them. The colour of the circles indicated the worst affected areas: red where one half of the average harvest was expected, blue for a quarter, and yellow where even that quarter would not be obtained. Some relief work had been undertaken to provide employment and some grants to widows and the destitute, but the estimate needed for this had risen from £200 to £50,000 after the High Commissioner had been personally to the area to view the problem for himself.

I looked in vain for an interesting map of Nicosia among those preserved in government records in Britain, and could only find one of the site for a proposed English church. It accompanied a request for a grant of land. Of the £1000 required for construction, £850 had already been collected in Egypt and Cyprus. London agreed to grant the land for the church, especially when they learnt that it was worth little or nothing. It is possibly the site of the present St Paul's Anglican church to the west of the city centre. I am sure that it has gone up in value since 1885 when the grant was made.

There are other maps in London, such as those for the improvements of Famagusta harbour, which came to nothing, maps accompanying the regular

consular reports, and copies of some of the commercially printed maps. I have discussed the ones I find most interesting that date from the period I was concerned with, from the time of British control till the end of the First World War.

NOTES

All references and map numbers, unless otherwise indicated, relate to materials in the Public Record Office, Kew. Further illustrations and references can be found in my *Cyprus on the Table*, The Bank of Cyprus Cultural Foundation, Nicosia, 1996.

1. MFQ 1/724.
2. CO 700 Cyprus 3 (2).
3. CO 1047/364.
4. C.W.J. Orr, *Cyprus under British Rule*, London, 1918, p. 157.
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6. TS/8/220.
7. CO 67/18.
8. CO 67/12, 67/13 and 67/14.
9. CO 732/33/1.
10. MFQ 1/828.

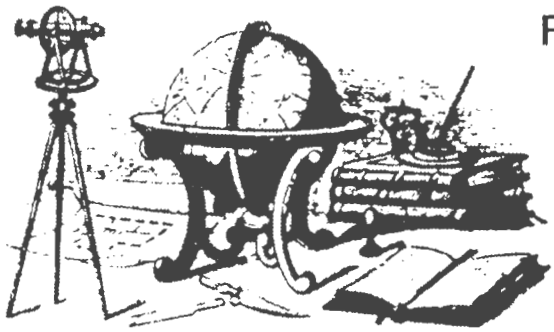
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The world are looking to us .... for Cyprus': the first British Admiralty survey of the island by Thomas Graves in 1849

The Royal Navy's early Mediterranean surveys

Alexander Dalrymple, the first man in charge of official British hydro- graphy, was fully occupied preparing a mass of earlier surveys stored in the Hydrographic Office for publication and had no resources to initiate survey work, but his successor, Thomas Hurd, who took office in 1808, promoted the idea that the Royal Navy should be used to put right the serious lack of good charts for much of the world. On 7 May 1814 (when he thought peace had returned and did not know that Napoleon's escape from Elba, the hundred days and the battle of Waterloo were still ahead) he wrote a report:

> the return of peace to this country makes me consider it as an official duty to represent to the Lords Commissioners of the Admiralty the great deficiency of our nautical knowledge in almost every part of the world, . . . with the hopes that the present favourable moment for remedying these evils will be made use of, by calling into employment those of our naval officers, whose scientific merits point them out as qualified for undertakings of this nature.[1]

Hurd's appreciation of the need for trained specialist surveyors, together with the dominance of British seapower and the release of resources when peace did eventually come, launched the phenomenon of nineteenth century British Admiralty charting.

Hurd included the Mediterranean on a long list of areas most in need of surveying, as although British ships had been active



Fig. 1. The Admiralty building in Whitehall in 1830.



Fig. 2. Francis Beaufort with members of his staff.

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there throughout the war, knowledge of the area was still very limited, particularly of the southern and eastern parts.

When Hurd wrote isolated initiatives were already under way in the Mediterranean. In 1810 the Commander-in-Chief Mediterranean, realising that while ships were still available towards the end of a successful war was an opportune moment to start survey work, sent Francis Beaufort to survey the south coast of Turkey. At the other end of the Mediterranean William Henry Smyth was also at work; he surveyed Cadiz in 1810 and went on to make improvements to Tofiño's surveys of the Straits of Gibraltar and the Mediterranean coast of Spain. At first fitting in survey work when naval duties permitted, and then, from 1817, with a formal appointment in charge of the British Mediterranean survey, surveying large areas of the central Mediterranean.

In 1825 Richard Copeland was appointed as Smyth's successor to continue the survey round the mainland and island shores of the Aegean to the Dardanelles. In 1836 Copeland in turn was succeeded by Thomas Graves, who commanded the Mediterranean survey for the next fourteen years.

Graves had served his apprenticeship in surveying, first with Smyth in the Mediterranean, then with Philip Parker King in the demanding waters of the Straits of Magellan and the coasts of South Amer-



Fig. 3. Detail from orginal drawing for the view of Limassol included on the published chart (Admiralty chart no 2074).

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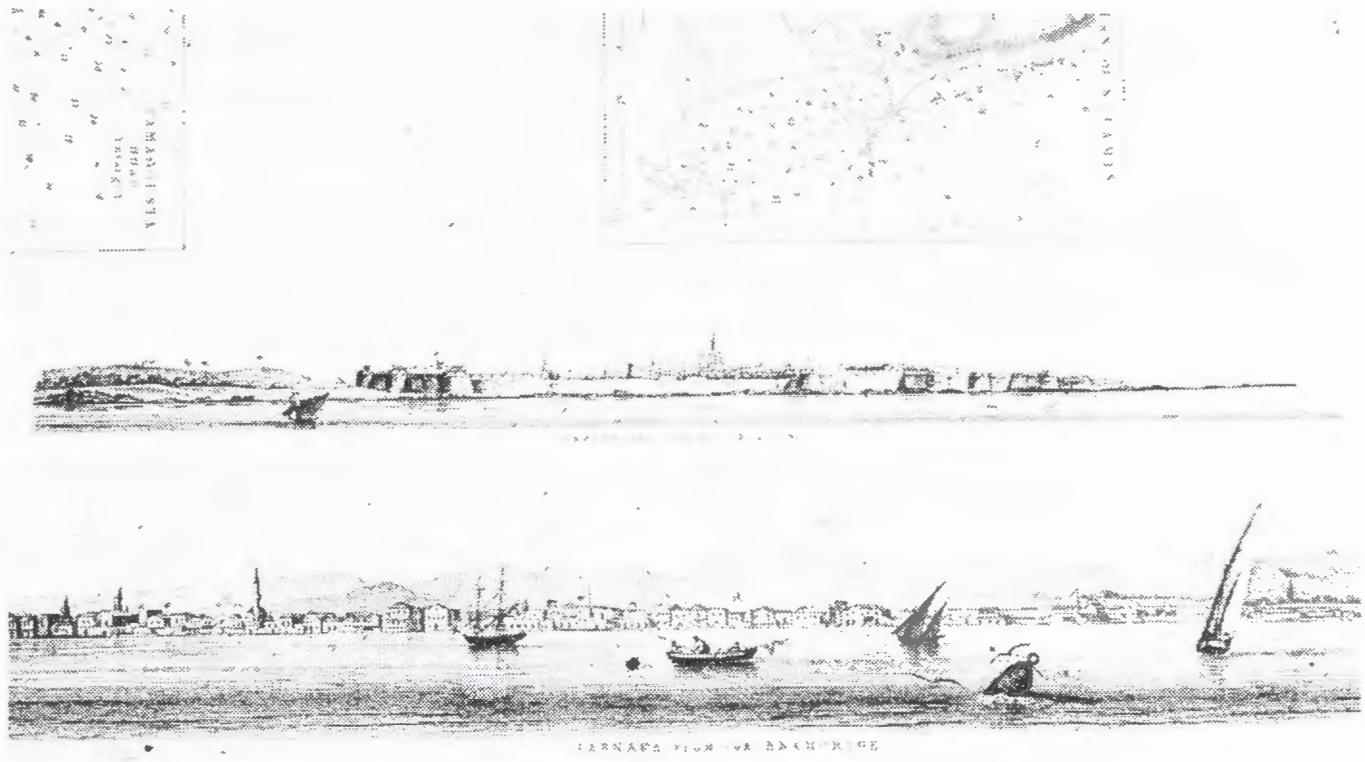


Fig. 4. View of Famagusta and detail from view of Larnaca, as engraved on the published chart, Admiralty chart no.2074, 1851.

ica. In 1836 he had already served four years back in the Mediterranean again under Copeland. The plan was for him to complete the Aegean, starting with the coast of Asia Minor, then move on to Crete, Cyprus and Syria.

Working towards Cyprus—Francis Beaufort, Thomas Graves and the Aegean survey

The driving spirit behind the Admiralty's surveying work in 1836 was Francis Beaufort, the man who had surveyed the south coast of Turkey nearly thirty years before. He had become hydrographer of the Navy in 1829, and was presiding over what Admiral Ritchie called the 'high noon' of British naval hydrography. I cannot do better than quote Admiral Ritchie's description of the powerhouse that the Hydrographic Office became under Beaufort:

> the day after taking office there began to flow from his pen a copious stream of letters to the surveyors at sea urging zeal, counselling care and commending achievement. Few at first, surveyors in the field steadily increased in numbers as he scattered them across the globe, each furnished with a clear and concise set of instructions for the conduct of their surveys.[2]

Beaufort laid down the broad outline which surveys were to follow, and it was to him that Graves reported. Beaufort enjoyed a remarkable relationship with his surveyors, firing them with his own enthusiasm, looking after their interests, personal as well as professional, and continually urging them on. He expected informal personal letters from them in addition to their formal reports and replied in similarly informal style. His letters to Graves are full of small practical matters—the supply of large double elephant paper, pencils, colours and books on travels in classical Greece which he was sending him; acknowledging receipt of new charts from

Graves and sending proofs of earlier ones for correction, and more seriously, expressing approval of all Graves' work and assuring him of his efforts to secure promotion for him. There were occasional reprimands, both professional and personal—a grumble from Graves brought the comment 'I am letting the rest of your letter pass—because of the tone and temper in which it appears to have been written.'[3] Graves was a temperamental character and it needed someone with Beaufort's tact to manage him successfully.

For most of his time in the Aegean Graves commanded the *Beacon*, with a second ship commanded by Saumarez Brock to assist him. There were also two smaller vessels, yawls, which played an important part in the survey work; they often worked away from the ship manned by different members of the crew in turn, so giving the younger officers opportunities to work on their own and speeding up the amount of ground that could be covered. These tenders were too large to hoist on board and made their own way from place to place, but the ship also carried with her smaller undecked boats, which could be rowed, so that survey work could be carried on when the ship was becalmed. There was an eight-month surveying season in the Aegean with a period between December and March for refitting and drawing charts from the season's surveys, and doubtless enjoying a full social life, in Malta—'that focus of procrastination' as Beaufort called it.

In 1847 the old *Beacon*, which Graves described as a 'clumbungy' was replaced by the larger *Volage*—'she shoots ahead, works like a top and astonishes all the old hands,' wrote Graves.[4]

Initiation of the Cyprus survey

Progress was not fast enough for Beaufort. In September 1845 he wrote with irritation:

> ... Still at Chalcis in July and Brock still at the Petali Islands—Oh my dear Graves do for Heaven's sake get on with this twice laid survey—The world are looking to us for Candia [Crete], for Cyprus, for Syria &c and we are still correcting errors on the western side of the Aegean! And even worse—you are going to Smyrna to rub off the rust and paint the buoys there![5]

There was a certain prescience in Beaufort's remarks, as by the end of the year, perhaps not the world, but others outside the Hydrographic Office were raising the subject of a survey of Cyprus.

In December 1845 the British consul in Larnaka, Niven Kerr, wrote his annual report. There was so little British trade with Cyprus that there was really nothing to say on the subject so he made a general report on the island. covering internal and external trade, transport and communications, agriculture, defence, antiquities —in fact almost every aspect of Cyprus life. His opening paragraph raised the desirability of a survey of Cyprus.

> Although the importance of the geographical position of Cyprus was much appreciated by the ancients it is one of the most neglected spots by modern enterprise for notwithstanding that nearly all the islands of the Aegean, (many of infinitely minor importance to Cyprus), have been surveyed, no chart exists to guide the mariner on its coasts or the traveller in its interior. Seeing the excellent charts that have been made of Candia and Rhodes by Her Majesty's surveying vessels I was in hopes that the benefit would have extended to Cyprus, and have made several representations to Admirals Sir Edward Owen, & Sir



Fig. 5. Larnaca. Detail from the manuscript view of the town signed by Graves, 1849.
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> William Parker on the subject, the former of who led me to hope that this object would be attained by the reports he had made thereon to the Lords of the Admiralty.'[6]

Kerr went on to describe the depressed state of the maritime life of the island, though he did not directly link this to the lack of charts. Cyprus had been a key port for all trade with Egypt, but European firms and trade had now moved to Syria. The only regular steamer was an Austrian Lloyd vessel, which called at Larnaka twice a month on its way between Constantinople and Beirut. Kerr's own reports to London depended on merchantmen taking them to Beirut or Alexandria for forwarding by English or French steamers. The only commercial traffic was that carrying local exports to Italian ports, Marseilles and Syria. There was not a single British merchant firm in the island and Kerr could only infer their earlier prosperity from the number of opulent English tombs in the Protestant cemetery.

Kerr's dispatch arrived at the Foreign Office in London in April 1846. The Foreign Secretary passed it to the Admiralty, who asked Beaufort to comment. Beaufort replied 'few of the islands in the Levant are possessed of more interest … than Cyprus and Mr Kerr may be sure that as soon as Candia [Crete] is finished the whole surveying party will be moved there'. He estimated Crete would take two years. This answer was duly passed back to Kerr.

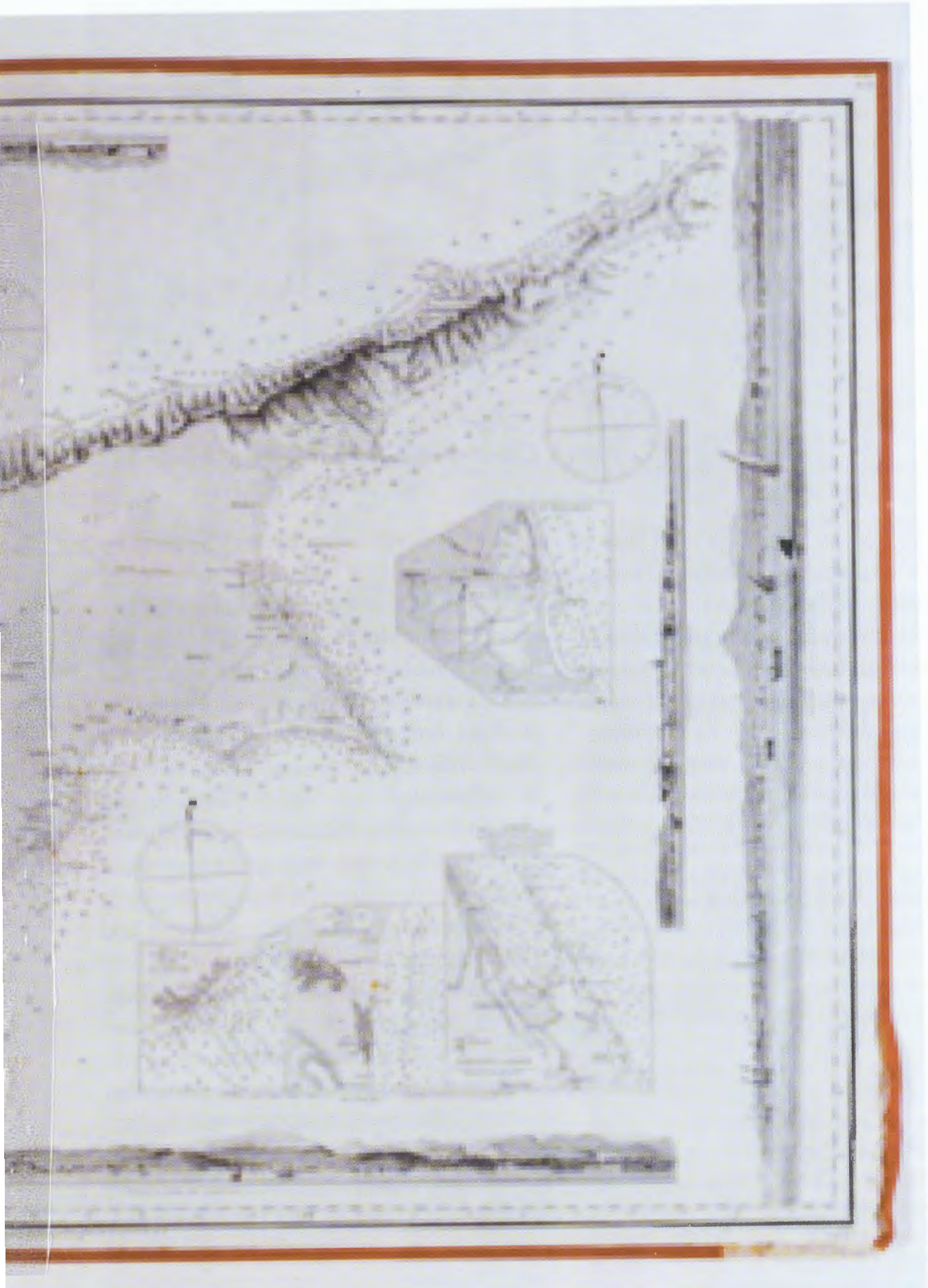
Graves ordered to Cyprus

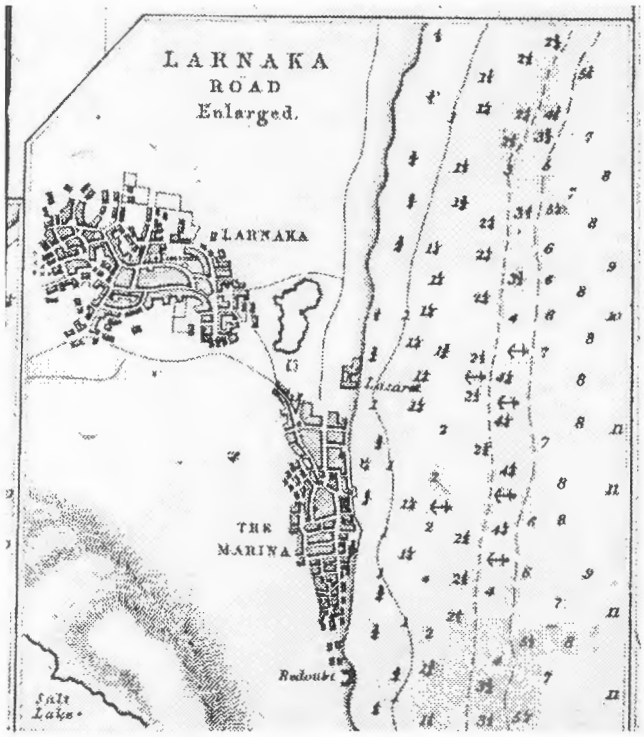
There was then silence on the whole subject of the Cyprus survey for three years, until on 3 March 1849 the Foreign Office suddenly raised the matter again with the Admiralty. After this everything happened very quickly. On 6 March Beaufort told their Lordships that he could see no serious inconvenience in postponing the survey of Crete, and three days later the letter went off ordering Graves to Cyprus, with the explanation that representations had been made to the Government of the advantages to British trade that would follow if the coast of Cyprus was made safe enough to encourage Levant steamers to make a regular station there.

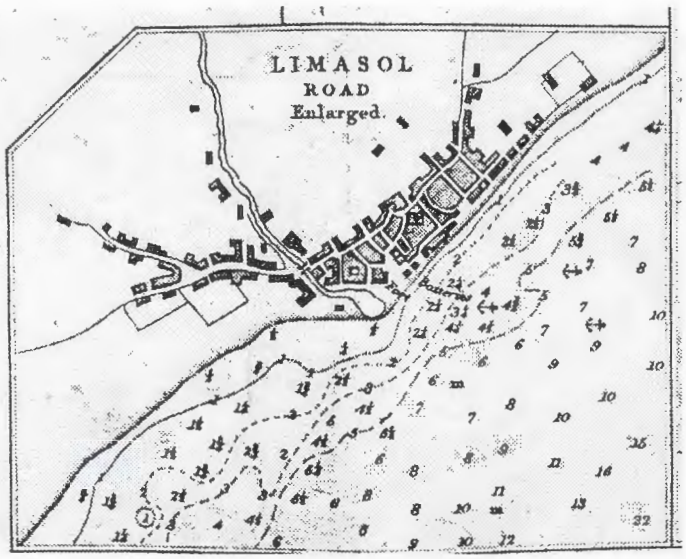
Graves was to make straight for Cyprus and begin by surveying the bay of Larnaka and then work round the island either eastward or westward as convenient. He was to take advantage of clear weather to connect the island to southern Turkey and Syria by triangulation …, and discover by sounding whether the bank on which Cyprus lies was connected to either. Even these formal orders refer to the 'vexatious break' this unforeseen service would make



Fig. 6. Grave's chart of Cyprus. Courtesy The Cultural Foundation of the Bank of Cyprus.







Figs. 7 Larnaka Road (left) and 8 Limassol Road (above) from Admiralty chart no 2074, 1851.

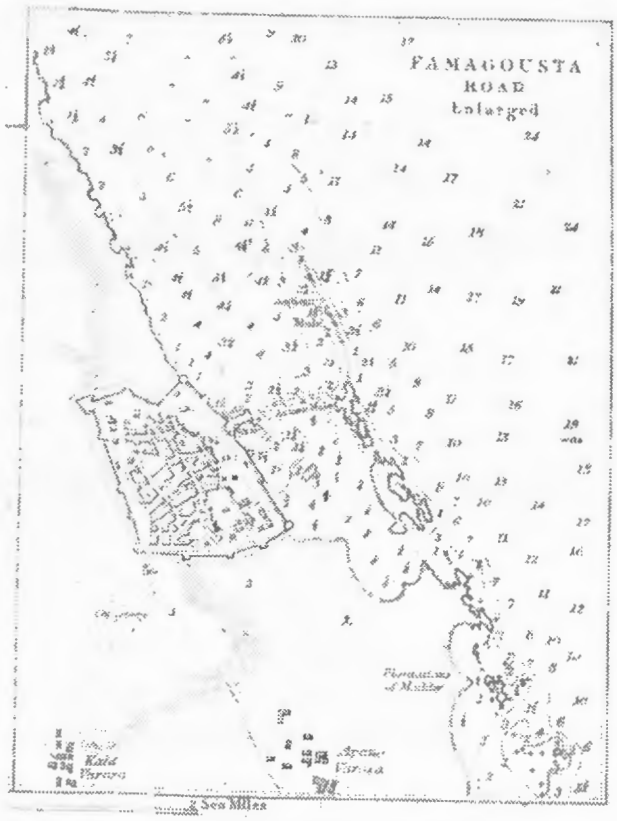
in Graves' Aegean work and urge him to complete it as quickly as possible so that he could get back to the Aegean.[7]

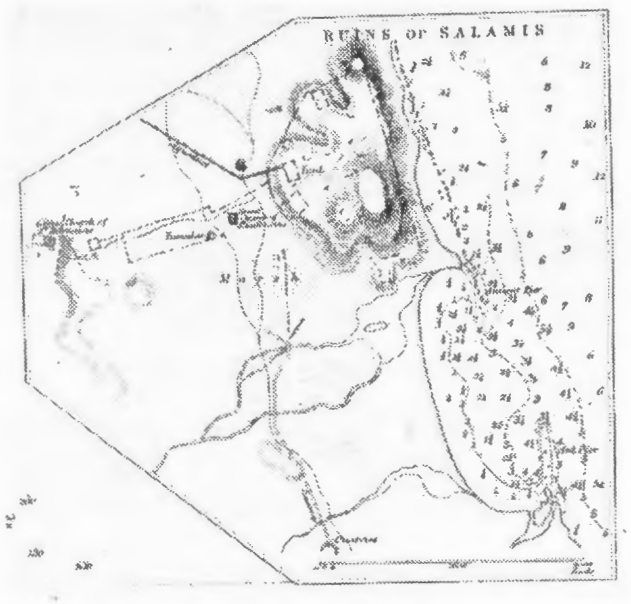
The orders were accompanied by a less formal letter—a typical Beaufort epistle mixing professional detail with more personal feelings:

> 'I was in hopes that this summer would have made a great hole in Candia and in our Archipelagian *desiderata* ... All is however for the best and I am obliged to confess that there is no part of the world of which we are more thoroughly ignorant than of Cyprus. Pray rate your chronometers well, so that we may have a good meridian distance to Larnaka—let me know by return mail if you want any thing and I shall keep a look out for any books that may be satisfactory to you ... I had a great wish once to visit Cyprus, the scene of our Richard the first's adventures, with its Paphian groves and aromatic wines and another of those noble mountains which the Greeks loved to distinguish by the names of Olympus—but I now hope to see it through the eyes, and displayed by the tasteful pen and pencil, of you and your officers.'[8]

Graves replied politely: 'the contemplated voyage of discovery to examine the unknown, but classical shores of Cyprus, ... although removing me from a locality I have so long been associated with, and take so much interest in, shall be entered into con amore ...' He already had books on board —the travels of Richard Pococke[9] and Abbé Mariti,[10] and Strabo for antiquities and ancient sites—but asked Beaufort for anything he could find about the island in the Middle Ages. He wanted some good thermometers and the mountain barometers he had sent home for repair the previous year. He also hoped for an assistant surgeon and—'what a fine field for a naturalist—if you could manage to send me some one in that capacity, how welcome he would be.[11]

In spite of this apparently cheerful letter Graves was not at all pleased at having his Aegean survey interrupted. When he got to Cyprus he was heard complaining openly on the quarter deck of his ship that he had been ordered there through 'gross misrepresentations and





Figs 9 Famagusta Road (left) and 10 The Ruins of Salamis (above) shown in the distinctive style used for ancient remains on Admiralty charts from chart no.2074, 1851.

wilful falsehoods' about the benefits a survey would bring to British trade with the island and that he intended to tell the Admiralty so. He assured Kerr that he was not referring to him, but, as there was no one else such reports could have come from, Kerr was worried that he would lose the confidence of the naval authorities that was essential for his job and wrote to the Foreign Secretary, Lord Palmerston, to defend himself.[12] Kerr pointed out he had reported in 1847 that he could 'not see the most remote prospect of a revival of British trade' with Cyprus under its existing Ottoman government. I have not been able to find who initiated the sudden change of plan in March 1849—it seems someone in Whitehall may have been spicing up Kerr's reports.

The survey

HMS *Volage* arrived in Larnaka on 17 May 1849. Graves lost no time getting to work, going first to the consul, Niven Kerr, who gave him all the general and statistical information he had about the island. Kerr also lent him the services of his secretary, Dimitriou Peirides, who spoke good English, knew the country well and was to be a useful companion when Graves travelled inland.

On 21 May, three days after the *Volage* arrived, the ship's open boats began surveying Larnaka Bay and the following day Graves himself started off on a four week expedition ashore.[13] He had told Beaufort that 'theodolite in hand [I] shall take advantage of many conspicuous mountains to obtain a round of angles, and ... determine whether it will be most advisable to make detached surveys of such localities as are available for commerce, or whether I can carry a triangulation over the whole island'. Graves' survey notes have not survived so there are no details of exactly what he did inland but Kerr reported that he fixed the

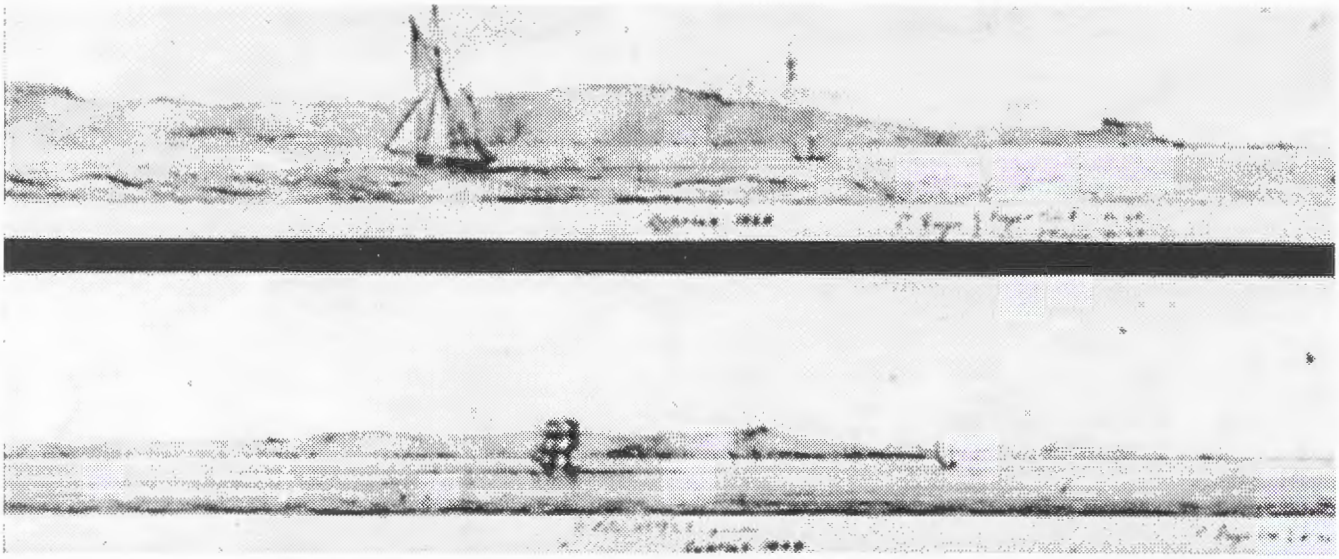


Fig. 11. Details from original manuscript views of the coast between Cape Pyla and Cape Greco.

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principal towns, mountains and localities by triangulation. It seems that he made at least a basic triangulation across the whole island to serve as a foundation for his survey of the coast. He also probably made a link by triangulation across to Turkey as he told Beaufort that would be no problem as shortage of water in Cyprus would necessitate some runs across there.

There was no harbour in Cyprus to take ships of any size and all goods exported from the island were loaded in the anchorage at Larnaka. Graves only saw it in summer when the sea breeze usually blew steadily along the shore, but it was sometimes strong enough in the middle of the day to make the anchorage very uncomfortable and risky for loading goods from boats. Morning and evening were usually calm and overnight there was a reasonably reliable land breeze. He thought it would be very exposed to the winter SE gales, but was told by locals that it was perfectly safe.[14]

The ship stayed at Larnaka for the whole of June with George Stokes, the master of the *Volage*, in charge of the survey there while Graves was ashore. Virtually everyday the *Volage*'s log reports the boats coming and going on surveying duties, usually leaving at daybreak for long, very hot, days surveying. The resulting plan of Larnaka was engraved for an inset on the finished chart. It shows recommended anchorage positions off the town and considerable detail of the town itself. It shows the *lazaretto,* where Graves said the summer heat made the cells like ovens, and the redoubt—recently patched up and whitewashed but not likely he said to trouble any vessel in the anchorage as if the guns were fired they would probably cause more havoc to those firing them than to the enemy. Ships could obtain a plentiful supply of good water near the *lazaretto* if arrangements were made with the consul to have the reservoir there filled by the aqueduct.

At Larnaka the ship had spent nearly six weeks in a calm anchorage, being used as a base for the surveying parties going off in boats. When they sailed from Larnaka on 30 June they left for a different sort of surveying, working for ten days on the coast between

Larnaka and Cape Andreas at the NE tip of the island. There were fewer secure anchorages and the ship stayed at sea, standing off hove-to overnight and then closing the coast again in the morning for the boats to go off surveying.

Famagusta was surveyed by Arthur Mansell, a lieutenant in the *Volage*, who had joined Graves as a midshipman and been with him for sixteen years; his survey of Famagusta appeared on the finished chart as another of the large scale insets. Kerr said the small harbour was 'in a filthy condition no care having been taken to prevent the accumulation of mud and refuse'[15] and Graves thought the town the unhealthiest spot on the island in summer. There was a bare 12ft of water in the harbour, making it useless for anything but the smallest local craft, which used to lay up there for the winter, though in the summer vessels anchored in the bay to load firewood and corn. Mansell also drew a view which was included on the finished chart—the main landmark on approaching from the sea was the cathedral, by this date a mosque, with a minaret which Graves described as not unlike a ship under sail.

The plan of Famagusta marked the remains of the ancient moles round the harbour. The surveyors, under Beaufort's guidance, were very aware of ancient cultures and remains. Graves carried histories of the area with him and his orders were very specific on the subject: 'the situation and extent of all ruined Temples, Theatres, Aqueducts, paved roads . . .and other vestiges of antiquity should be considered a prominent part of your operations . . .' — he was to take plans of buildings, and exact copies of inscriptions because 'it would be a great reflection on the survey if opportunities were lost of adding to knowledge of the ancient world' and above all he was to allow 'no mischief to be done to those remains, and to leave them as much protected as possible for the examination of future travellers'.[16] On the finished charts ancient names were recorded in special script and plans of ruins shown in a distinctive style. In Cyprus the surveyors had little time to survey ruins but they devoted one of the inset plans on the finished chart to the ruins of Salamis.

From Salamis the ship went on northeastwards along the coast, to take soundings off Cape San Andreas, but by 9 July was back in Larnaka again. After a few days at anchor they were on the move again—this time to the westward towards Limassol and Paphos and spent the next five weeks until the middle of August on this stretch of coast, with short breaks back in Larnaka.

Lt. Lord John Browne, working in the *Research* tender, surveyed Limassol, and his plan and a view appeared on the finished chart.

Both *Research* and *Auxiliar*, the ship's two yawls, were working with the ship at this time; they are frequently mentioned in the log, either working in company or coming and going every few days. This is in contrast to the earlier part of the survey when the yawls are hardly mentioned and were probably working further away from the ship. All this time they were all enjoying gentle summer weather, with light winds, mainly gentle westerlies, but with frustrating days of sweltering calm when only the oared galleys would have been able to make progress.

In mid August the *Volage* came back to Larnaka for a week and then on

the 23rd set off again in the other direction, to make a complete anticlockwise circumnavigation of the island, anchoring from time to time and working with the tenders. On the north side of the island the ship hove to off Kyrenia on 2 September, but was too large to get into the harbour, which was surveyed by Lieut Mansell, probably working from one of the tenders. He drew a chart of the harbour with a rather attractive view of the entrance and the castle across the top,[17] both included on the finished chart.

The ship was back at Larnaka again for the last time on 14 Sept and four days later they finally sailed for Rhodes having completed the survey in the remarkably short time of only four months.

The achievement

On 21 September Niven Kerr sent Lord Palmerston a glowing commendation of the achievement:

> The entire coast line and soundings have been completed and the principal towns, mountains and localities fixed by triangulation; ... time did not admit of a minute topographical survey; everything has however been done that is in any way requisite for the purposes of navigation, and I have no doubt that your lordship and the Lords Commissioners of the Admiralty will fully appreciate the zeal and activity with which this survey has been carried out, the whole having been completed within the space of four months during which period the thermometer has ranged from 80 to 90 degrees rendering the duties performed by the officers detached in tenders and galleys, not only excessively arduous, but exposing them at the same time to very serious personal risk from the effects of the sun: Notwithstanding these great exposures it is with great pleasure that I am able to announce that little or no sickness beset the officers or seamen of the *Volage*.

Graves had said that there had been less sickness on board than during any of his Mediterranean summers and Kerr was pleased to be able to refute the common belief in the unhealthiness of Cyprus summers. Kerr singled out Arthur Mansell for special praise, commenting that without his energy and skilled assistance it would have been impossible for Graves to complete the survey in the incredibly short time that he did.

Graves and his officers spent the winter drawing up their fair charts, which survive in the Hydrographic Office records at Taunton. In 1850 some of their work was published for the first time when it was made available by the Admiralty in a reduced form to illustrate R. C. Conybeare and J. S. Howson's *Life and epistles of St Paul*.

The finished chart, Admiralty chart no 2074, was published in 1851: one large chart showed the whole island, with five large-scale harbour plans and six coastal views. It was printed on double elephant paper, the standard size for an Admiralty chart, approximately 102 x 70 cm, on a scale of approximately 1:240,000, or 0.3" to the mile.

In 1878, when Britain took over the administration of Cyprus, corrections and additions were made to the chart. These included a more detailed survey of Famagusta by Staff Commander John Millard, reflecting British interest in the port as potentially the most sheltered harbour offering command of the route to the Suez Canal. Graves' work continued to feature in the Admiralty catalogue for

nearly half a century; until the publication of Kitchener's survey in 1885 it was not only the best chart of the island but also the best map, so was used as the groundwork for other cartographic work, for example the first Greek language map of the island published in 1890.[18]

Epilogue

The end of Graves' story is sad. In 1850 the *Volage* was pensioned off and rather than accept a smaller ship Graves retired, disappointed and bitter, to an appointment as harbourmaster at Malta. He wrote his last letter to Beaufort, what he called 'a growl from an old growler', on 6 June 1853 describing himself as 'one of your oldest (although perhaps not most tractable) children'. Later that same year he was stabbed to death by a Maltese boatman with a grudge against him.

He had spent eighteen years in the Mediterranean, and was responsible for over a hundred charts. He was a fellow of the Royal Society and a founding fellow of the Royal Geographical Society. As Smyth and Phillip Parker King had passed their skills on to him Graves passed them on to the next generation. Among the young officers he trained were Thomas Spratt the surveyor of Crete and Arthur Mansell, who surveyed Syria and the north coast of Egypt.

For Cyprus his monument is the first survey of the island using the greatly improved marine survey techniques developed at the end of the eighteenth century, so giving the island its correct outline and putting it in its right position. In 1878, when the navy reviewed the hydrography of the island, the Hydrographer, Admiral Evans, reported that 'with the aid of [Graves'] charts the navigation of the shores of the island of Cyprus was conducted with perfect security ... they leave nothing to be desired for the purpose of general navigation and require little, if any, amendment.'[19]

NOTES

1. Hurd to the Secretary of the Admiralty, 7 May 1814. Quoted A. Day *The Admiralty Hydrographic Service 1795-1919* (1962), 27-28.
2. G.S. Ritchie *The Admiralty Chart*, new edition (1995), 209
3. UK Hydrographic Office, Taunton (hereafter UKHO) Letterbook 9, December 1839
4. UKHO, Surveyor's letters 27c, Graves to Beaufort, Aug 1848.
5. UKHO Letterbook 13, Beaufort to Graves, 30 Sept 1845.
6. Public Record Office, Kew (hereafter PRO) FO78/621. Kerr to Lord Aberdeen, 31 Dec 1845.
7. UKHO, Letterbook 16, Beaufort to Graves, 9 March 1849.
8. UKHO, Letterbook 16, Beaufort to Graves, 9 March 1849.
9. R. Pococke, *A description of the East*, (1743-5)
10. G. F. Mariti, *Viaggi per l'isola di Cipro, e per la Soria e Palestina*, (1769), or a later translated edition.
11. UKHO, Surveyors' Letters 27c, Graves to Beaufort, Malta 20 March 1849.
12. PRO, FO78/802. Kerr to Palmerston, 21 Sept 1849. One of two letters Kerr sent to Palmerston on 21 Sept containing information used in this article about Graves' time in Cyprus.
13. PRO ADM51/3702 (Captain's log, *HMS Volage*) is used for information on the ship's movements in this article.
14. Graves descriptions of Cyprus in this article come from his sailing directions. UKHO OD 253, 32-57.
15. PRO FO78/621. Kerr to Lord Aberdeen, 31 Dec 1845.
16. UKHO, Extracts 1831-7, 297-311.
17. UKHO L7165 on shelf Rf.
18. Athanasios Sakellarios 'ΚΥΠΡΟΥ', Athens 1890.
19. Quoted A. Hadjipaschalis & M. Iacovou, compilers, *The Bank of Cyprus Cultural Foundation Collections Vol I Maps and Atlases*, Nicosia 1989, 174.

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International News & Events

2004 23rd International Symposium
Italy: Modena, Verona and Florence
17-22 October.
Contact: Susan Gole, address, etc. on page 1.

2005 24th International Symposium
USA: Denver, Colorado
17 Sept: 5th Annual Rocky Mtn Map Fair
19 Sept Symposium registration and opening
20–22 Sept Symposium
23–25 Sept Optional tours

2006/7 25th International Symposium
Feb 2007, Guatemala
2007 Probable: Russia
2008 Probable: New Zealand
2009 Probable: Norway

* * * * *

Italy 2004

'Cartographic Treasures in Modena and Florence' will be the theme for next year's International Symposium, and there certainly will be treasures to see. In Modena are the Cantino and Castiglioni Planispheres, which themselves are worth a special visit, quite apart from what we will see in four libraries in Florence. They are laying on special exhibitions for IMCoS. We will make a day visit to Verona from Modena (to avoid changing hotels too much), but unfortunately it will not be during the opera season.

Full details and the registration forms will be sent to members with the Spring Journal. Hotel rooms have already been blocked, as demand is high at this time of the year, so once you have the forms, please return them as soon as possible, especially to book your accommodation.

Oswald Dreyer-Eimbcke writes:

'Denmark on World Maps'

This exhibition comprising more than 100 exhibits of maps and globes was on show in the Royal Library, Det Kongelige Bibliotek, in Copenhagen from April 25 to August 27, 2003. The editor responsible was Henrik Dupont, head of the Maps Department. The new building not far from Christiansborg Castle was opened in 1999.

The title of the exhibition is misleading, as the maps on display were not world maps, but regional maps. The exhibition gave an overview of Denmark's cartographic history, which goes back more than five hundred years. The chronological sequence actually began with a fragment from Greece dating from the year 1240, the origin of which is unknown.

The first Ptolemy edition printed in Germany (Ulm, 1482), which was on view here, contains a *'tabula moderna extra Ptolemaium'*. This was already included in the manuscript version by Nicolaus Germanus and originates from the Dane Claudius Clavus, who spent some time in Italy in 1423/24. The 'caerte' of Ostland by Cornelis Anthonisz represents a marked improvement.

The oldest and best-known 'new' printed map of Denmark is found in the fourth volume of the *Theatrum urbium* by G. Braun and G. Hogenberg (1587), drawn by Marcus Jordanus at the instigation of Heinrich Rantzau. The Royal Library possesses examples of all conditions and displayed a sample of them.

No maps by the famous Danish as-



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tronomer Tycho Brahe have survived, but instead one could see Willem Jan Blaeu's map of Hver in the Oeresund, where Brahe's observatory stood and Blaeu was his pupil.

The cartographer Johannes Meyer from Husum, in the far north of Germany, produced maps that covered the whole of Denmark. The only ones printed, however, were the maps of the duchies of Schleswig and Holstein, which were published in C. Danckwerth's 'New geographical description of the Duchies of Schleswig and Holstein' and in Blaeu' s *Atlas Minor* in 1662. The remaining manuscript maps belong to the treasures of the Royal Library, a selection of which was shown in the exhibition.

A special feast for the eyes were the large-format manuscript maps by Gottfried Hofmann (1650) and Jens Sorensen (1700)

In view of Henrik Dupont's great dedication to Greenland, it is not surprising that Hans Egede's manuscript map of Greenland from 1737 was also to be seen. This was the same year that Egede arrived in Greenland as the first missionary. The cartouche shows an exchange of bow-and-arrow fire between a North European and a Greenlander.

An exact survey of Denmark based on trigonometric and astronomical measurements began in 1757 at the instigation of the Royal Danish Scientific Society. The year 1808 saw the establishment of the Danish general staff, which also contributed to improvements in mapping quality.

After Denmark sold its tropical colonies in East India and on the African Gold Coast in 1845-50, all that was left was the three small West Indian Virgin Islands of St Thomas, St Jan and St Croix with a total area of 360 square kilometres.

Fearing that Germany might gain a submarine base in West India close to the entrance of the recently opened Panama Canal, the USA was prepared to pay the high purchase price of 25 million dollars. This was three times as much as the Americans had paid the Russians for Alaska fifty years earlier. On March 31, 1917 the Danish flag, which had been flying over St. Thomas for two and a half centuries, was hauled down.

One of the exhibits was a copper engraving from 1754 by O.H. Lode: 'Tilforladelig Kort over Eylander St. Croix udi America'. The map, which was drawn by Jens Michelsen Beck, a former plantation owner on St Croix, was intended to publicise the acquisition of the island by the Danish state.

The walk round the exhibition ended with a display of recent maps including a product from the last years of the Soviet Union.

Globe lovers also found much to enjoy, with globes on display by not only Blaeu, but also Thomas Spleiss and Gotthard Friedrich Stender.

The exhibition not only provided a cross-section of the country's cartographic history, but also had many gems to offer. Unfortunately it proved impossible to raise the necessary funds for a catalogue. The Library's maps can however be viewed in the Internet:

OSWALD DREYER-EIMBCKE

Raymond Frostick writes:

In Norwich we have a Sainsbury Institute for the Study of Japanese Art and Culture, SISJAC for short. The institute is associated with the University of East Anglia, although separately funded, and puts on a series of public lectures. These are

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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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very popular, and a recent one (August 2003) was by Sir Hugh Cortazzi, former British Ambassador to Japan, who has collected maps for many years and written extensively about maps of Japan. He has placed his considerable collection of maps and prints on permanent loan with the Institute. Included are Japanese maps as well as western maps of Japan.

SISJAC will welcome anyone who might like to see the collection, which is at its premises at 64, The Close, Norwich. Prior arrangement should be made with the Assistant Director, Simon Kaner.
Tel: (0)1603 624349
e-mail: sisjac@sainsbury-institute.org

Forthcoming Events

2 Dec 2003 ***British Records Association Conference***

This will take place at the Royal Statistical Society in London on 2 Dec, entitled 'On the Map: maps as historical evidence'. Speakers will include Jeremy Black, Sarah Tyacke, Peter Barber, Elizabeth Baigent, Roger Kain, Yolande Hodson, Steve Erskine, and Paul Harvey.
Contact: Polly Tucker, Assistant Archivist, The Natural History Museum, Cromwell Rd, London SW7 5BD.
Tel: 020 7942 5873.
e-mail: P.Tucker@nhm.ac.uk

18 February 2004

Collectors' Evening at the Shapero Gallery, 24 Bruton Place, London W1J 6QQ. 6.00 pm. Please inform Caroline Batchelor (01372 843425) if you would like to attend.

Saturday, May 15, 2004

Invitation to IMCoS members to visit the historic Manor House home of Rodney W. Shirley in Buckingham, England, and view his outstanding collection of maps and atlases. This will be followed by a conducted tour of Stowe Landscape Gardens for those interested.

Fuller details of times, etc. will be published in the Spring 2004 journal. Please put it in your diary now as numbers will be limited.

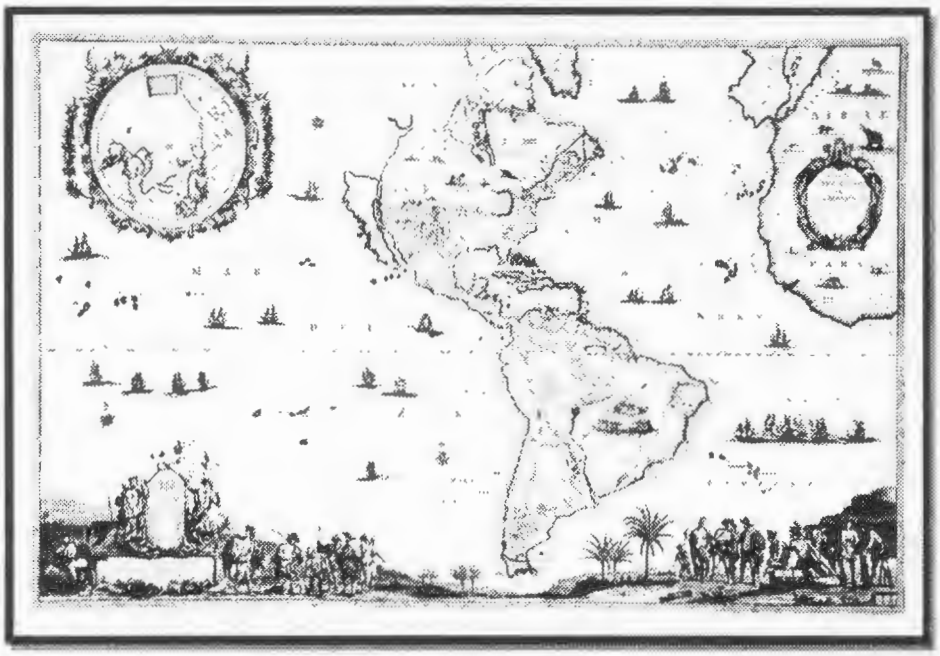
June Weekend 2004

Saturday 5 June afternoon. Two papers, one by Peter Whitfield on 19th century mapmaking, the other to be announced. Peter Whitfield will have copies of his new book on the Stanford mapmaking company.
Saturday 5 June evening. IMCoS Annual Dinner and presentation of the IMCoS-Helen Wallis Award for 2004.
Saturday and Sunday 5-6 June. London Map Fair supported by IMCoS.

Letter to the Editor

Wesley Brown's IMCoS Journal article 'The Place-Name "Vinland" on the world Map in the Rudimentum Novitiorum' (Summer 2003) wisely postulates several different interpretations of the name 'vinlãd' located in the generally northwestern segment of the circular world map found in the 1475 work Rudimentum Novitiorum. One of those interpretations, correctly ascribed to me, is that the close association of the map's 'vinlãd' with other Baltic regions suggests the land of the Wends, a Slavic tribe living in the region we now call Pommerania. Mr Brown notes that I have found such a usage 'at least once' in the late fourteenth century. This statement needs amplification. I had shared with Mr Brown a passage from an Icelandic itinerarium which noted that in order to go on a pilgrimage from Norway to Rome, one must start by go-

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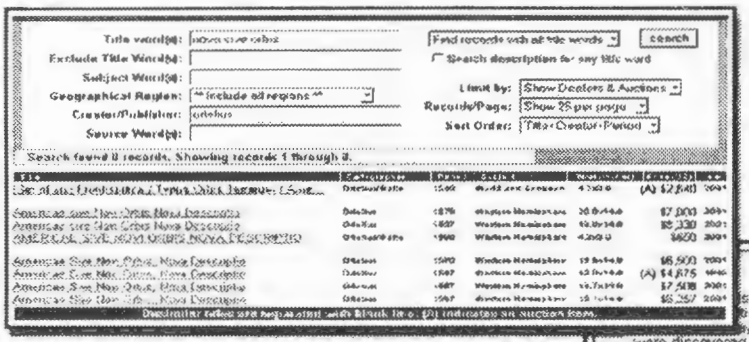
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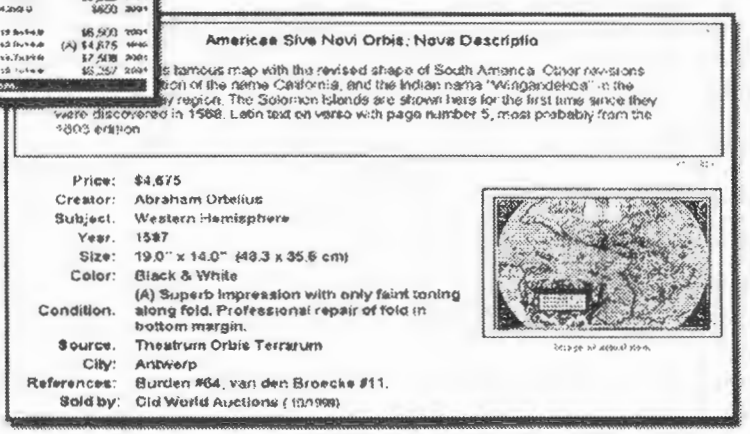
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Americae Sive Novi Orbis, Nova Descriptio

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

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Subject:	Western Hemisphere
Year:	1587
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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 #64, van den Broecke #11.
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ing SOUTH, to Aalborg in Denmark. From that mental point, the Icelandic writer notes that 'Vinland' lies next to Saxland. This is far from the only occurrence in the medieval Norse literature, however. In the saga 'Hungrvaka' [the Appetizer] an Irish-born bishop named Jón is said to have been tortured and killed in 'Vindland'. A 'history of Hamburg' from the beginning of the 14th century (Arnamagnæan Manuscript no. 415) tells us that King Harald fled to 'Vinndland' after his battle with king Svein. It is also well worth reading the saga of king Olaf Tryggvason (d. 999) by the Icelandic historian Snorri Sturluson (1179–1241). Its description of the king's Baltic peregrinations follow the perceptions of other medieval Nordic writers. And in their view, at least, a Baltic Vinland could only have been Wendland.

KIRSTEN A. SEAVER

IMCoS in Oxford

'Development of Printed Maps of Oxfordshire', by John Leighfield, Exeter College, 30 August 2003

The chance to hear an authoritative talk on the county of my birth brought me over from Hamburg to my first IMCoS meeting (despite having been a member for a number of years). The journey was well worth it. John Leighfield, an early member of IMCoS and who last spoke in the 1980s, returned to IMCoS and his old college to provide an audience of some 35 members and guests with a *Meistervortrag*. John not only gave a comprehensive presentation of the maps of Oxfordshire, but his lecture was furthermore an exemplary exercise in pedagogy on how to present the history of maps to a wider public. John's lecture was based on presentations he gives regularly to local history societies, but IMCoS members were impressed at the demonstration of how modern computer software can be put to service in communicating the visualisation techniques of previous era.

John's presentation managed in under an hour to encompass a comprehensive tour of the mapping of Oxfordshire from the beginnings, the methods, the evolution, small maps odd maps, large maps, and OS maps.

'The beginnings' gave us examples of early maps of William Boycott and then the evolution of Christopher Saxton's early county maps of Oxford.

For 'methods' we were provided with a quick tour of the early foundations of map making – with the appeal from John for scouts to look out for a good book on surveying methods: I hope this appeal will yield results which can be published in this magazine and I too would be interested.

For 'Evolution' John showed how the sources used by map makers could be revealed through the duplication of the place name (mis)spellings such as 'Bodicot' and 'Alderbury', tracing through the maps of Speed, Jansson, Blaeu and many others. A place called Quaere was handed down through several maps generations before someone finally 'asked' if the place existed – which it didn't despite being on many generations of maps. (Or maybe this was an early anti-plagiarism device to get the AA to pay up!)

'The small' was embodied in the maps of Van den Keere, and John Bill and

was followed by many examples of the 'the odd', from Morden's playing cards through a variety of exotics from Redmayne, Bickham, Luffmann, Perot, Pinnock and others. 'Large maps' included those of Overton, Kitchen, Jefferys, Davis and Bryant. For 'the Pinnacle' John picked out the OS 25-inch map of 1833 and compared it with the online getmapping version of 2003. Perhaps most fascinating of all was comparison with a KGB map of Oxford which either showed deliberate errors or revision plans for the layout depending on your perception of KGB mind set.

Having heard this tour de force presentation, much of John's collection was on display for review – not only maps, but atlases and books – for IMCoS to enjoy close at hand. It was a real delight to see and handle such a comprehensive collection of maps. Let us hope we don't have to wait another 25 years to hear John again.

MONICA SCHOFIELD

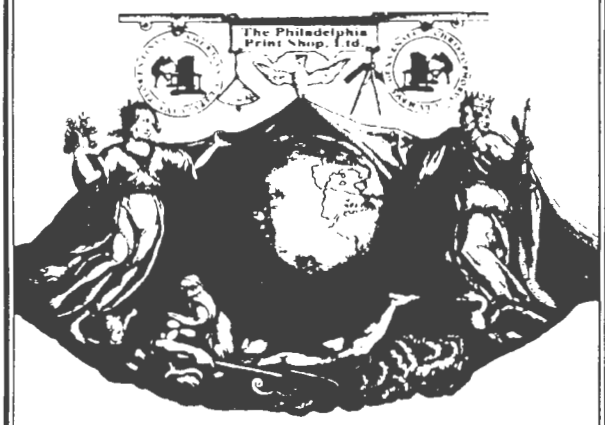
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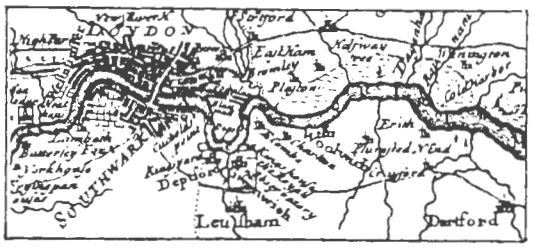
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IMCoS 22nd International Symposium in Cyprus

Tuesday October 14, 2003

On the first day of the symposium we were met by our host and tour guides at our hotels for a tour of the old city of Nicosia. Thanks to the substantial number of registrants, two large buses were needed for the tour. Portions of the original wall built by the Venetians still remain and frame the perimeter of the old section of the city. Our first stop was at the Byzantine Museum of Archbishop Makarios III Foundation where a large statue of the Archbishop stands prominently on the corner of the site. The museum was filled with dozens of historical, ecclesiastic icons, mosaics, paintings and artifacts from the Byzantine Period. The collection had been recovered from various parts of the island. Our guides described the more prominent items. We then proceeded to the House of Hadjigeorgakis Kornessios who was one of the Dragomen of Cyprus. During the Ottoman rule, they appointed a Dragoman, a local person, who was the liaison between the local area and the Ottomans. He also served as the Tax Collector. The U-shaped, two story house was elaborately designed around an interior court yard. Various rooms accommodated the living and business functions required by the position.

We then went for a brief wander around the Cyprus National Museum, before being conducted to The Bank of Cyprus Cultural Foundation where we enjoyed a delicious luncheon buffet of Cypriot cuisine. The luncheon was set on the second floor, Aerikon of Phaneromeni, an open terrace overlooking the old city with distant views of the Turkish portion of the island.

Following a brief break at our hotels we returned to the Cultural Foundation for the Official Opening of the Symposium. We were welcomed by IMCoS President, Roger Baskes, who spoke of the need for detailed carto-bibliographies. IMCoS International Representative Michael



In the Lecture Hall of the Cultural Foundation.

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Efrem then ran through the programme. Finally Mr Yiannis Kypri, Chairman of the Bank of Cyprus Cultural Foundation welcomed us, and mentioned a message of good wishes he had received from Malcolm Young, IMCoS' first chairman. Then an introduction of the new publication, *Maps of Cyprus from the Bank of Cyprus Cultural Foundation*, was presented. Professor Maria Iacovou spoke about her fond memories for the late Andreas Hadjipaschalis, who had set all this in motion. He always said he was not amassing a collection, but building a national heritage. She thought it was Andreas who had said that landscape is 'layers of time with the coordinates of geography'. Lenora Navari described the organization of the materials and also the format of the catalogue for the Foundation's new exhibition opening that evening.

Lefki Michaelidou, Director of the Foundation, presented the first paper, 'An introduction to the European Cartographers of Cyprus' describing the various units of the exhibit and the importance of the maps contained in each section.

After a short refreshment break, the group adjourned to the main lobby area for the official opening of the exhibition 'The European Cartographers of Cyprus, 16th–20th centuries'. TV cameras focused on the Chairman of the Bank of Cyprus Cultural Foundation and the Minister of Education and Culture who lauded the Foundation for its contributions towards the heritage of Cyprus. The exhibit of 98 rare maps was beautifully displayed and the quality of the maps was excellent.

Wednesday October 15, 2003

The next morning our buses and guides were waiting to take us to the Machairas Monastery located in the mountains south of Nicosia. The narrow, winding, switchback roads were quite challenging for our large bus. After an hour of hugging the sides of the mountains we arrived at the monastery. Nestled into the mountain, the stone structure emanated a tranquil tone. The monastery contained an interior courtyard with a church in its centre. A section of the building housed a small museum displaying religious artifacts, descriptions of the monks' duties and a library of antique books and records. The church had beautiful frescos and the traditional Greek altar. The monks answered questions about their daily activities and the health herbs that they cultivated. On our way out we did the standard tourist thing by rummaging through the gift store leaving many Cyprus pounds behind.

The bus worked its way around several more mountains and we arrived at Figardou. The village of Figardou is classed as a national ancient monument because of its architecture dating back as far as the 18th century. Many buildings still have their original wooden features. Narrow pathways wind between small stone houses where only seven families currently live. The roofs are composed of wooden reeds covered with a layer of leaves and clay tile. The interiors of stone floors and plaster walls were very sparsely furnished.

Just outside of the village we enjoyed a delightful traditional lunch with fresh salad, humus, stuffed grape leaves, potatoes, roast lamb, wines and more.

Our next function was back at the Foundation Lecture Hall where Capt. Hans Kok presented his paper entitled 'Mare Nostrum, Our sea, Their Sea, Your Sea, Our Sea as we saw it'. It depicted the cartographic battle between the Dutch and others to define the Mediterranean Sea. Capt. Kok was followed by Herbert Johnson who very







Speakers at the Symposium: (above) Dr Maria Iacovou, Lefki Michaelidou and Leonora Navari. (above right) Bert Johnson and Hans Kok. (right) Michael Efrem, Roger Baskes and Yiannis Kypri (below): Susan Gole, Loukia Hadjigabriel and Susanna Fisher.













(top) Participants on the steps of the outdoor amphitheatre of the Cultural Foundation.
(centre left) The quartz 'map' of Cyprus appearing naturally within a stone, presented by IMCoS to the Cultural Foundation.
(right) Gabriella Georgiades, Mrs Effrem, Erika Bornholt, and Michael Effrem.
(left) David Webb makes his own cartographic tee-shirt each year, showing the current meeting on the front and next year's on the back.

ably delivered his paper, 'The Modest Life and Times of Joseph Roux', pointing out the important contributions of this little known hydrographer.

After the papers had been presented our group headed on foot through the old town to the Leventis Museum of Nicosia. We were fortunate and honoured to have our symposium coordinated with the opening of not one, but two new exhibitions. That evening we joined the members of the Leventis Museum for the opening of their exhibit entitled 'Cyprus – Jewel in the Crown of Venice'. The opening ceremonies were conducted by the Museum Director, Vice-Mayor of Nicosia, the Italian Ambassador, and the Minister of Education and Culture. It was a beautiful night and we were seated in the Museum's outdoor amphitheatre, where the official opening took place. The exhibit displayed record books of government activities during the Venetian period of Cyprus, artifacts and an outstanding 1542 map of Cyprus by Italian cartographer, Leonida Attar.

Thursday, October 16, 2003

At the Cultural Foundation, Susanna Fisher began our morning activities with her presentation of 'The World are looking to us . . . for Cyprus'. Her paper contained the fascinating story of Thomas Graves reluctantly conducting the first British Admiralty survey of Cyprus. Following her, Loukia Loizou Hadjigabriel, Curator of the Leventis Municipal Museum, presented 'The Cartographic Collection of the Leventis Municipal Museum'.

After a short refreshment break, the hall was opened to the public for the 7th in the biennial series of lectures on Cyprus Cartography. This year there were two speakers, Dr Francesca Cavazzana Romanelli and Professor Gilles Grivaud. They discussed the newly discovered manuscript map of Cyprus by Leonida Attar, which had been on display at the exhibition the previous evening.. Though very detailed and remarkably accurate in its depiction of the island, this map had been 'lost' soon after its production and thus had little impact on later maps of Cyprus.

The final presentation by Susan Gole was entitled, 'Wine Roads, Robbers and Land Claims: Some interesting maps of Cyprus in British Government Records'. She related both fascinating and humorous facts about the maps and their history.

Our group was then invited to the home of Nicos Efrem, Treasurer of the Cyprus Association of Map Collectors, where we viewed the small part of his collection that he and his family had managed to fit around the walls of their sitting-room specially for us. He also served us traditional Cypriot snacks and refreshments in the garden.

Susan Gole conducted the final closing of the Symposium at the La Terrace restaurant. She began and ended her thanks to our gracious hosts in Greek. On behalf of all present she expressed deep gratitude to all the staff of the Cultural Foundation who had given us such a magnificent few days. She thought that if Andreas Hadjipaschalis and Malcolm Young could have been with us, they would have been pleased that the close cooperation between Cyprus and IMCoS which they initiated has been ably carried forward this year. Also mentioned was an encouraging invitation to next year's exciting Symposium in Italy.

The food and wine were great and the company outstanding. It was enjoyed immensely. We reluctantly bid each other farewell until next year in Italy.

ROBERT G. DAVID

The Pre-Symposium Tour of Cyprus —10th to 13th October 2003

Those IMCoS members travelling from London to Cyprus for the pre-Symposium tour had to make an early start from home to catch the 8.40 am flight to Larnaca. We met up by ones and twos in the airport lounge and a happy and expectant atmosphere soon developed. After a pleasant flight we were driven to our respective hotels. The tour programme was to start the following morning but in the meantime we were all given an exciting folder of maps and booklets relating to the island and our trip.

On the Friday morning we were off soon after 9 am, all 39 of us, from many parts of the world, in our comfortable bus driven by the worthy George, for our first visit, which was an addition to the advertised programme, the church of Agios Lazaros in Larnaca itself. Our charming guide, Maria, insisted we should see this interesting church, built in the 10th c. on the spot where a sarcophagos bearing the name 'Lazarus' was found in AD 890. The church had undergone several alterations since its original construction, but is still one of the finest examples of Byzantine architecture in Cyprus. The Byzantine empire began at the end of the 4th c. AD and was vast, as it also included parts of Russia, Bulgaria and Asia Minor. It succeeded the old Eastern Roman Empire soon after Greece became Orthodox in its religion. Later its demise was marked by the capture of Constantinople by the Turks in 1453.

Visiting the church of Ag. Lazaros was a useful introduction to Byzantine architecture and seeing what the interior of a Greek Orthodox church is like. The two-headed eagle, found in every Greek Orthodox church, represents the two cities of Rome and Constantinople.

We were then driven to Khoiro- koitia half-way between Larnaca and Limossal and about 4 miles from the coast. This is the oldest settlement on the island and it is a most important Neolithic site. In the Neolithic period man began to give up his nomadic life as a hunter and to change to a more sedentary existence, farming and domestica- ting wild animals, although the use of metal and even the application to ceramic art were still in the future.

Khoirokoitia dates back to the early 7th millennium BC, but excavation of the site only began in 1936. The occupants made use of the natural hillside, to which they added an enclosing wall. The buildings were stone-built and circular, with flat roofs, between 2m and 5m in diameter and constructed in groups of six or seven, with narrow passages between each. The smaller buildings were presumably storehouses, or for animals, whereas families no doubt occupied the larger constructions, perhaps two or three adjoining. The floors were of beaten earth and the only furnishings appeared to be a stone bench, tables and a hearth. Neolithic man buried their dead under the floors of their houses, and many skeletons were found at this site, including several new-born babies. Expectation of life was not very long. The bodies were covered with a heavy object, presumably to prevent the person from returning to life after death, and jewellery was found in some of the graves.

An unusual feature at Khoirokoitia seems to be the absence of weapons of a defensive nature, although the settlement was physically and geographically well protected. These primitive people apparently just died out some time after the 4th millenniumBC, when the site was abandoned.

Travelling a little way inland, we were taken to Lefkara, traditionally the lace-making village of Cyprus. We were able to browse around several shops, outside some of which the local Cypriot women were sitting busily embroidering mats, cloths, blouses and so on. We were then treated to a magnificent lunch at a nearby restaurant.

The road to our next stop passed through the British military base of Episcopi, and thereafter to Limassol, now a busy tourist destination with a long, long promenade. Leaving Akrotiri, the RAF station, on our left we turned inland and were soon at Kolossi castle, a fine example of military architecture, originally constructed in the 13th c. and subsequently rebuilt in its present



In front of the church at Asinou: (from top left) Henry and Gaby Abbott, Cyrus Ala'i, Roger and Julie Baskes, Peter and Caroline Batchelor, Michael and Dana Beck, Erika and Jens Bornholt, Christine and Robert Clancy. (Middle row) Bob and Lorette David, Susan Gole, Hans and Eva Kok, Marianne Landvogt, Ursula and Rolf Langlais, Dee Longenbaugh, Hélène and Rinus Osterman, Margarete Reichelt, Ingalill and Gunnar Skoog, Kazumasa Yamashita. (Bottom row) Bert and Nel Verveen, Andre and Rosemary Vracas, Joan Webb (David Webb is the photographer), Diana Webster, Judy Weston, Tim Whitten, Lee and Eric Wolf.

form in the middle of the 15th c. After the fall of Acre in 1291 it served as the Grand Commandery of the Knights of the Order of St John of Jerusalem. In the 14th century it came for a few years under the domain of the Knights Templar. The castle is a substantial and tall, square, stone tower with a good look-out at the top over the surrounding countryside. In the grounds were the remains of a sugar factory. Sugar was an important commodity in Cyprus, grown mainly for export since the Middle Ages.

The great city kingdom of Kourion was our next destination, and although on-going repairs prevented us from making an extensive tour of the site, we were able to see the Graeco-Roman theatre, originally built in the 2nd c.BC, and now restored and used for musical and theatrical performances. After a quick look here we reboarded the bus, to be driven to the other end of this vast archaeological site, passing the huge 2nd c.AD stadium on the way.

Apollo Ylatis (God of the Woodlands) was the protector of the city of Kourion. His cult was celebrated here from the 7th c. BC to the 4th c. AD. We were able to admire the SW side of the temple, with its unusual Nabatean columns, which had recently been restored. Other excavations in the vicinity have revealed more structures of this important sanctuary, including a complete bath complex, the pilgrim halls, the palaistra and a holy precinct.

On the way to our hotel in Paphos, we passed what is purported to be the birthplace of Aphrodite. This is a large rock a little way out to sea. Aphrodite is said to have emerged from the waves which pound against this rock. Dare I say that I was shown another 'birthplace of Aphrodite' off the coast of Kythera, a Greek island, only the previous month.

The next day was spent in the environs of







(top left) The amphitheatre at Koirion. (above) At Khoirokhoitia, the New Stone Age village on the hillside. (Left) One of the mosaics at Paphos. (below) In front of the hermit's cell at Neophytos. (bottom left) At Panagia Chrysoplitissa in Paphos, (right) Lunch at Kakopetria.









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Paphos. Our first stop was made at the 'mosaics of Paphos' and few of us realised the riches in store for us. The House of Dionysus, evidently the residence of a prosperous former citizen of the city, revealed room after room of impressive mosaic floors. Maria, our guide, was able to interpret each representation and regaled us with Greek myths and stories connected with each one. In fact, Maria was a mine of information wherever we went, and also knew the name of every bush, tree and flower on our travels, as well as being extremely well-informed on history, politics and the Greek Orthodox church, which greatly added to the enjoyment of our tour. The House of Dionysus was only a small fraction of another vast archaeological site, and we were able to move on to a second house, also well-endowed, and then to another, absolutely fascinating mosaic, in the open, depicting scenes from Theseus and the Minatour, and surrounded by a labarynthine border.

From the mosaics, but still in Paphos, or Nea Pahos, as that part of the city was called, we moved to the 'Tombs of the Kings'. This was the necropolis of ancient Paphos, dating back to the 4th c.BC, and the tombs belonged to the families of wealthy and influential citizens, rather than actual kings. Its position is exquisite, overlooking an enticingly blue sea. The tombs were generally large, underground complexes, carved from the earth. Some were supported by Doric pillars and were large enough to walk around. Unfortunately they have been vandalised over the ages, and used for other purposes, such as refuges for robbers and asylum seekers.

Moving into the 'modern' city of Paphos, we passed by a Turkish 'hamam' (baths) before arriving at the church of Panagia Chrysoplitissa, built in the 16th c. over the ruins of the largest early Byzantine basilica on the island. Within the compound of the excavations is St Paul's pillar where, according to tradition, St Paul was flogged. This Greek Orthodox church is now, perhaps uniquely, used jointly by the Anglican and Roman Catholic communities of Paphos.

Lunchtime again, and on this occasion we enjoyed grilled fish at a local seafront restaurant, complete with wine, fruit and coffee.

Six miles north of Paphos, on the slopes of Mt Melissovounos, is the monastery of St Neophytos. Ag. Neophytos was a 12th c. hermit who hewed a cell from the rock on the hillside, together with a small chapel. He wrote treatises on both the Old and the New Testaments, as well as hymns and songs, which mark him out as one of the great spiritual writers of the 12th century. His cell and chapel are decorated with wall paintings which he commissioned between 1170 and 1200, uniquely showing Neophytos himself (while still alive) among the saints! Several of the paintings were renewed or overpainted in the 16th century. The remains of the saint are kept in the nearby church. Close by is a small museum.

On entering the museum the IMCoS group could not contain themselves— here were MAPS! Our reaction resembled a cross between pandemonium and the Tower of Babel. The attendant was absolutely flabbergasted, while Maria, for once, was totally silent! One wall of the museum was covered with maps and we all had a field day. We then returned tired but happy to our hotel in Paphos.

The next morning we headed for the Troodos mountains, leaving the olive and citrus groves of the coastal area, and climbed through the forest, at first mainly covered with Aleppo pine and then, higher up, with the unusual 'umbrella pine' or pinus nigra. We imagined what it would be like in winter, with snow covering these trees. It is said to get extremely cold during the winter months at this high altitude.

Making a short detour, we visited the tomb of Archbishop Makarios, the first President of Cyprus as an independent state. This was inside a mountain grotto. Then we headed to Kykkos Monastery close by, where the young Makarios had been a novice. This is the richest and most famous monastery in Cyprus and still wields considerable political influence on the island. Founded in 1100 and dedicated to the Virgin Mary, it possesses one of only three surviving icons ascribed to St Luke. Covered in silver-gilt and enclosed in a shrine of tortoiseshell and mother-of-pearl, the icon stands in front of the gold-covered iconostasis. Before proceeding to

the church, however, we admired the many elaborate modern mosaics and wall-decorations which, as the present buildings only date from the 19th and 20th centuries, show all the colour and skill of Orthodox painting, but lack the patina of age. The museum was another matter, and was magnificently furnished with ecclesiastical relics and had a wonderful display of icons, most imaginatively displayed, dating back many centuries.

Lunch was taken at the Two Flowers restaurant in the villager of Pedoulas, beside a statue of Archbishop Makarios. In the afternoon we wound our way, by bus of course, through the twisting mountain roads to another village, Kalopanagiotis, and the monastery of Ag. Lambadistis. Walking down a winding road and over a bridge, we reached three churches, all covered by a single roof. The interiors of each were covered with spectacular wall paintings, dating from the 13th c., showing biblical scenes and portraits of saints. But this visit was amusingly marked by the attitude of the priest, decidedly disagreeable, who most reluctantly in his car gave a lift up the hill to two of our members. Two other ladies had much more fun by hitching a ride in an army truck!

Back on the bus again we continued through forests of pine, cedar, cypress and oak to the delightful mountain resort of Platres and the Forest Park Hotel, which has remained under the same family ownership for several generations. The present proprietor was a most genial host and laid on a cocktail party for us before dinner. He is the proud owner also of several rally-racing motorcars, garaged beneath the hotel and shown to us, with much pride, before we reluctantly left this lovely spot.

However, although we were sad to leave, there were many other treats in store for us, as we were to see four more painted churches. The first was the church of Ag. Nikolaos tis Stegis (of the roof), where the custodian kindly came on her day off to open up for us. This church once belonged to a monastery and is completely painted with murals dating from the 11th to the 17th centuries. The church took its name from the steep, pitched roof which was built on top of the original to protect it from the weather.

The next church, that of the Archangel Michael, was tiny, but still had remarkable wall decorations. Some ten years earlier, in 1502, the slightly larger, nearby church of the Panagia tis Poditou (Mother of God the Compassionate) was constructed. Although included in the wall paintings were portraits of the donors, a French nobleman and his wife, they were not quite the quality of those in the rather later Archangel Michael church. Both churches had protective roofs built over the original.

A very pleasant interlude was a walk we took in the ancient and almost deserted village of Kakopetria, where later we had a sumptuous lunch at a converted watermill high above a rippling stream.

Our last visit came all too soon, to the church of Panagia Phorviotissa at Asinou, half-way between Troodos and Nicosia. By this time we had once more descended to the warmer plains. This church was also originally attached to a monastery. The 12th and 14th c. wall paintings here have been restored by the Dumbarton Oaks Institute at Harvard University. The church itself has barrel-vaulting under a barn roof, and an inscription under the painting of St Constantine and St Helen records that the church was built in 1105/6.

If I have skated over these painted churches too briefly and you were not on the tour, you should if possible go and see them for yourself. They are truly superb and really beggar description.

As we were nearly at the end of our tour and would soon be in Nicosia, our IMCoS photographer, David Webb, commandeered us all to assemble in alphabetical order for a group photograph. Although David nearly went over the precipice in his attempts to get us all in the picture, we complied with pleasure. The whole tour was in fact a pleasure throughout. All went smoothly the whole time, pointing to meticulous planning behind the scenes, while for the participants, I think I can safely say, we enjoyed every minute, as for us it was made as easy as ABC.

ROSEMARY VRACAS

Raw Materials: The Mapmaker's Paper

With the first glance at a photograph or a painting, usually one does not immediately consider the paper or the canvas. The same can often be said of the printed word or engraved image, although most map collectors are certainly aware that the quality and authenticity of the paper are an issue. Marco Polo had commented on the diversity of paper use seen during his travels, including for currency and tribute. Even earlier, and still pre-dating the printing press, there was an established, thriving paper trade.

Sir Francis Bacon, in his great Novum Organum, discussed those landmark inventions that changed the world: gunpowder, printing, and the compass (magnet). He wasn't thinking about the pivotal place of paper, an ideal compromise between durability, convenience and economy. Yet he was thinking in terms of European invention, which was not accurate, since China likely developed most of these great technological advances. They were later disseminated to Europe via the Mongolian empire, and papermaking arrived in Spain in the 11th century.

Before I overstate my case, I am not necessarily equating the importance of paper with the thought or image on the page. But when John Whatman printed a portion of the 1757 edition of Baskerville's Virgil on wove paper, Whatman recognized the deserved respect of the single sheet. Baskerville may not have cared about the difference, but Whatman did. The importance of these sheets, perhaps not so simple, was made clearer to me during a privileged week in early July 2003, in the presence of two scholars of paper. The course, titled 'History of European and American Papermaking', was delivered at the University of Virginia's Rare Book School in Charlottesville.

For anyone not familiar with the Rare Book School's courses (, they are not usual adult education fare. These are taught in weeklong sessions, from 8:30 am to 5 pm, Monday through Friday, with six hours of actual class time each day. The groups are small, usually 12 or less, and are interspersed with various hands-on demonstrations and specialty displays.

The course was taught in tag-team fashion for the first time since 1997, by Timothy Barrett and John Bidwell. (Mr. Bidwell had done a solo performance in 2001.) Mr. Barrett was director of the University of Iowa's *Center for the Book* until 2002, and he remains there as an established research scientist studying hand-made papers. Mr. Bidwell is Astor Curator of Printed Books and Bindings at the *Pierpont Morgan Library*, and was previously Curator of Graphic Arts for the *Princeton University Library*. Credentialing aside, they were a classroom and intellectual tour-de-force.

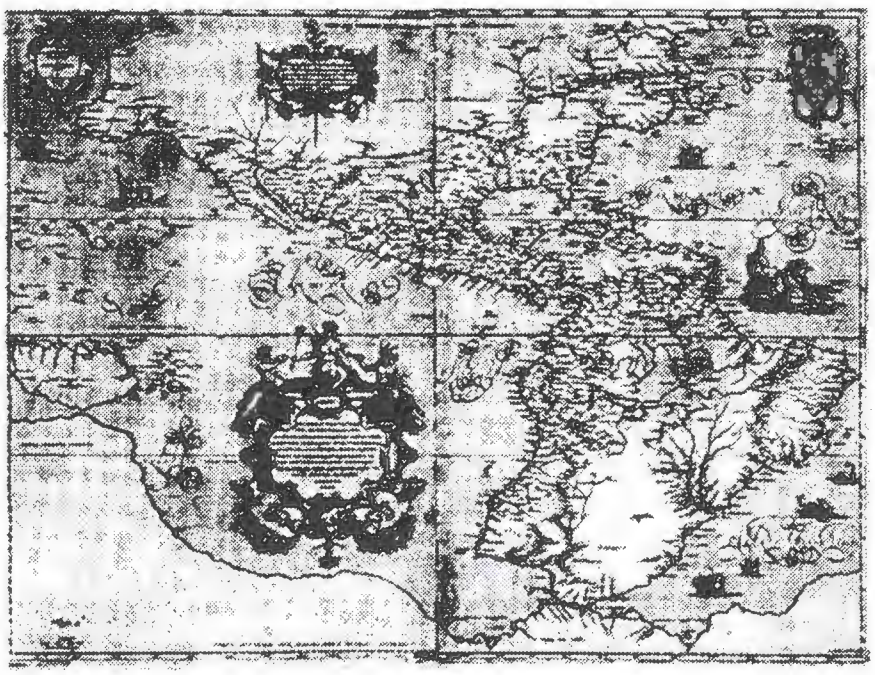
A wide range of topics were covered during the week, including a general introduction to writing surfaces encompassing papyrus and vellum. Additional general topics included: early papermaking in China and the Islamic world, bark cloths, Korean and Japanese papermaking, characteristics of early European papers, the economics and geography of the early paper trade, early far eastern papermaking techniques, the development and topography of the paper mill, raw material selection and prepara-

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tion, recent trends in paper history, books about paper and watermarks, hands-on sessions demonstrating early European sheet forming techniques, labor and production issues in the early mills, modern paper research, the invention of the papermaking machine, and more. There was substantial discussion of Nicholson Baker's *Double Fold*, his thought-provoking harangue against some modern trends in library preservation. This latter segment was decidedly enhanced by the diverse nature of the classroom participants.

The first sessions of the course naturally focused on very early history, with discussions of papyrus and vellum, leading to the definition of paper as a 'roll or sheet of interlocking cellulose fibers, made from plants, which have been macerated in a water solution'. Later in the week there were broad discussions of 'Paper Science', pertaining to acid-base issues, internal and external sizing techniques, and attempts at tree-free (i.e. synthetic) paper.

Not unexpectedly, military history was a factor at a critical intersection linking Chinese to Islamic papermaking. The Battle of Talas in 751 AD gave the victorious Islamic forces access to various types of Chinese technology, including papermaking, and led to the growth and dispersion of the Islamic craft. So although the battle itself may have been considered of minor significance, and the Muslims did not pursue the Chinese into central Asia, the spread of papermaking went to Samarkand and Baghdad, and only later spread to Europe.

The hands-on sessions enabled us to make small sheets, using early Chinese, Islamic and European paper molds. This led to sessions on sizing, which included issues of external and internal sizing, and their inherent strengths and problems. It was thought that problems with some late 16th and 17th century German papers related to the use of internal sizing, perhaps used much earlier than originally considered. There was also discussion of the 14th century technical revolution in hand-made papers, centered in Italy, and the plethora of factors that may have contributed to their enduring physical and aesthetic qualities.

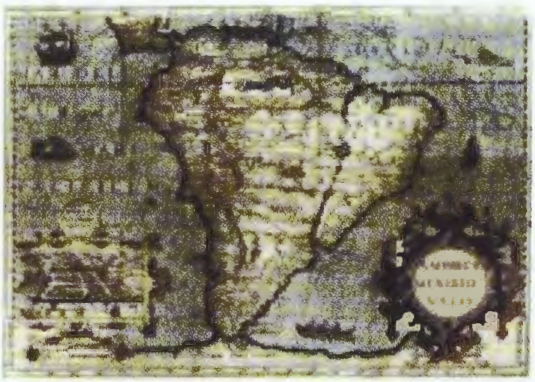
To help us keep organized, and for future reference, there was a detailed 70 page syllabus, which contained 19 pages of extensive bibliographic citations topically divided to follow general course divisions. One entire section of the course was devoted to the geographical spread of papermaking, with detailed applicable maps contained within the syllabus. Cartographic considerations were also significant for the discussions pertaining to local geographic and topographic requirements for the effective placement of the early paper mills, heavily dependent on the quality of their water supply. The syllabus also organized a great deal of data in tabular form, including an 'abbreviated chronology of important invents in papermaking', which began with the first papyrus use, dating back at least three millennia BC.

There was extensive discussion of factors pertinent to identifying the quality and type of early papers, including general features of early and late laid-line patterns (hence mold patterns), and common irregularities of hand-made papers, as opposed to machine-made papers.

The major advance reading for the course was Dard Hunter's *Papermaking: The History and Technique of an Ancient Craft*. But the course was much more



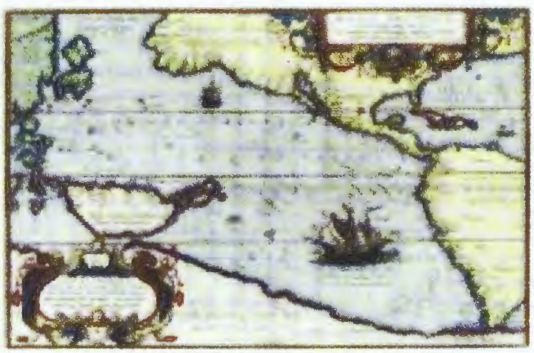
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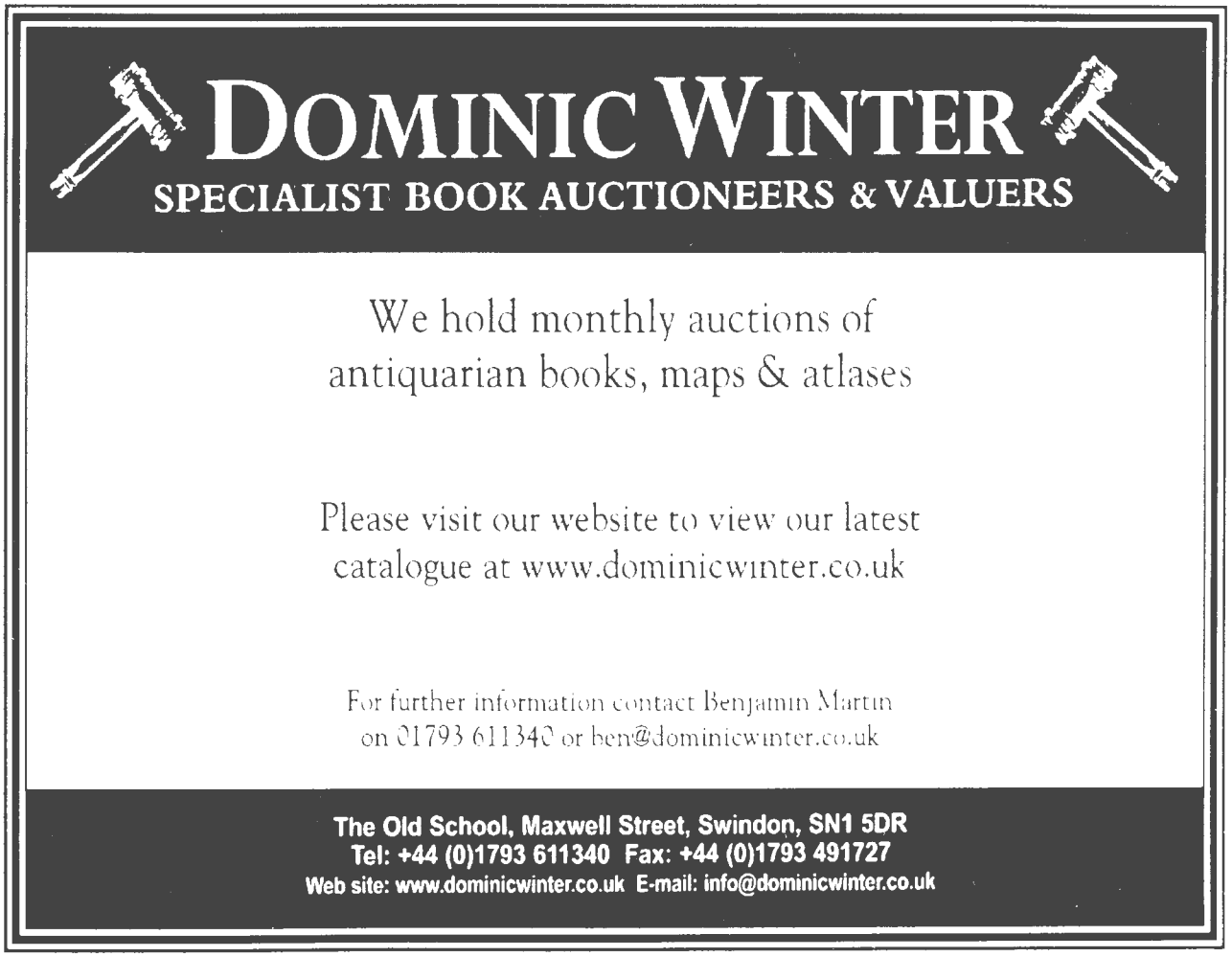
than a regurgitation of Hunter's work, which was both amplified and criticized. All in all, the materials were intellectually well synthesized, tying the history of papermaking to the history of humankind and its civilizations.

I can offer very few criticisms of the course, except perhaps relating to my own shortcomings of attention span, given the concentration and intensity of the material. It would have been nice to list a few major websites related to the course in the syllabus. John Bidwell has graciously done that for me, and those sites are listed below. This accedes to the unavoidable and valuable presence of the Internet in modern intellectual life.

There will, in the near future, be other offerings more directly aimed at cartographic tastes. Beginning in March of 2004, David Woodward will be added to the distinguished faculty list, and will be teaching a course in the history of cartography. It is receiving a good bit of advance notice, and will likely be popular with the historians, dealers, collectors and librarians who attend these sessions. Apply early, when the course is posted to the Rare Book School's current schedule page
www.virginia.edu/oldbooks/rbs/schedule.html

A few suggested websites pertaining to the history of paper, per the recommendations of Mr. John Bidwell:
An Introduction to Watermarks:
leep.lis.uiuc.edu/publish/watermarks/
The Friends of Dard Hunter, Inc.:
www.friendsofdardhunter.org
The Robert C. Williams American Museum of Papermaking:
www.ipst.edu/amp/index.html

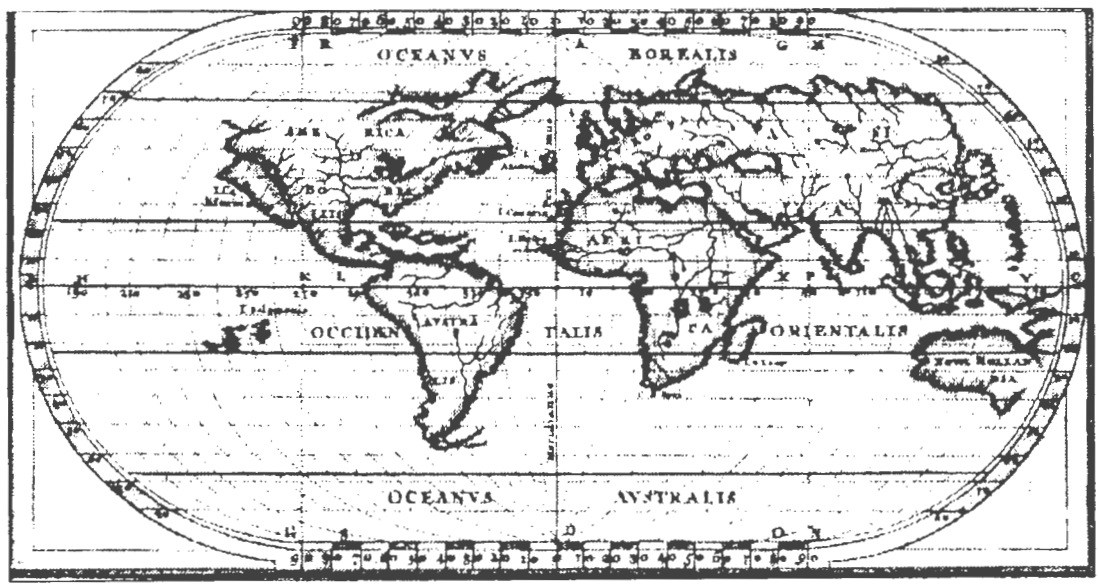
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Monumenta Cartographica Neerlandica VII, by Günter Schilder. Canaletto/ Repro-Holland, Alphen aan den Rijn, The Netherlands, 2003. ISBN 90 6469 765 5. Pp. 560; 850 black-and-white illustrations; text in English. 400 x 285 mm. Separate portfolio of 63 facsimile maps, some in full colour. Price Euro 225 (£ 140 approx.).

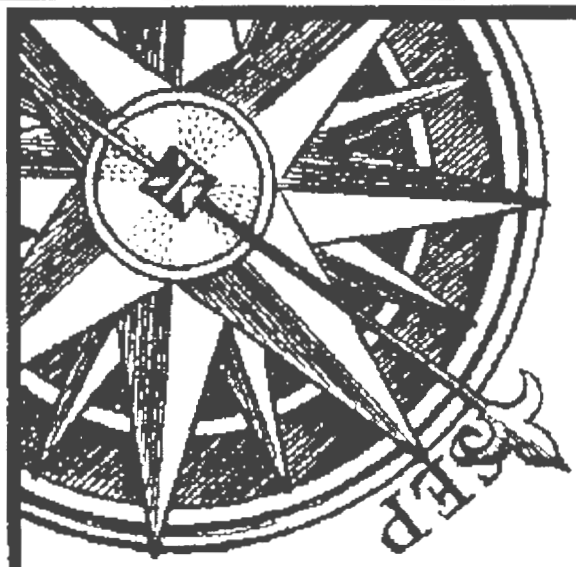
This latest work by Günter Schilder in his *Monumenta Cartographica Neerlandica* series is truly monumental, with more pages and more illustrations than any of the six preceding volumes. The present volume focusses entirely on the work of the Amsterdam publisher Cornelis Claesz (c.1551–1609), also known under the name Nicolai.

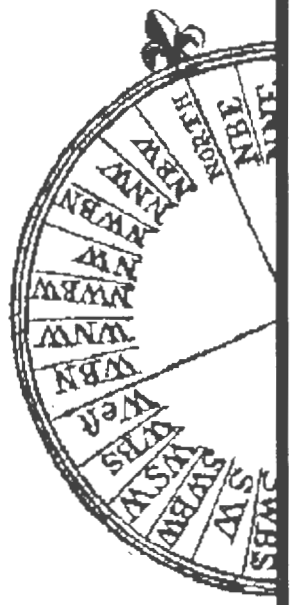
Until reading this work I have to confess that I was largely unaware of the significance of Cornelis Claesz as the most important driving force in the field of Dutch cartography from the last decade of the 16th century until his death in 1609. Quite justifiably he is described by Schilder in the work's sub-title as the 'Stimulator and Driving Force of Dutch Cartography'. His entrepreneurship lay behind the publication of single maps, wall maps, early Dutch voyages of exploration overseas, descriptions of foreign lands, books on navigation, and publications on allied topics. Throughout this volume there is much to be learned about other figures such as Petrus Plancius, Lucas Jansz Waghenaer, Jan Huygen van Linschoten, Paulus Merula, the van Doetecum and the van Langren brothers; all contemporaries of Claesz and participating in his varied publishing activities.

Cornelis Claesz was born in Louvain in about 1551 and migrated to Emden, to Cologne, and then to Enkhuisen before setting up in Amsterdam as a bookseller and publisher in 1578. His name appears in connection with early maritime books (rutters) in the later 1580s and a chart of Europe by Hessel Gerritsz (1587) but his first major venture was through the later editions from 1589 of Lucas Jansz Waghenaer's sea-chart atlas the *Spieghel der Zeevaerdt*, initially published 1585–85. In this project Claez collaborated with Christoffel Plantin, a publisher in Antwerp. Shortly afterwards he expanded his contacts there by co-publishing in Amsterdam Petrus Plancius' great wall map of the world of 1592. This is known today by one example only. In the 1590s Plancius continued to provide Claesz with drafts of single maps of parts of the world and these were typically engraved with great skill by the brothers Baptista and Joannes van Doetecum.

Another Dutch cartographer and writer was Jan Huygen van Linschoten whose influential books on Dutch travels and exploration, especially his *Itinerario*, were published by Claesz in the 1590s with the aid of the engravers Arnold Floris and Hendrik van Langeren. Claesz' repertoire included nearly all the significant Dutch explorations of the 1590s and early 1600s—Barentz' polar expeditions, voyages to the West and, especially, the pioneering Dutch voyages to the Far East. He also published books on the recent circumnavigations (Drake, Cavendish, and van Noort) as well as books on navigation and cosmography.

The separately-published maps by Claesz, both wall maps and single-sheet items, form a relatively unknown body of work. Most are scarce, as few examples are currently extant. In addition, Claesz' name crops up as a background collaborator in several important atlas editions emanating from Antwerp or Amsterdam at the



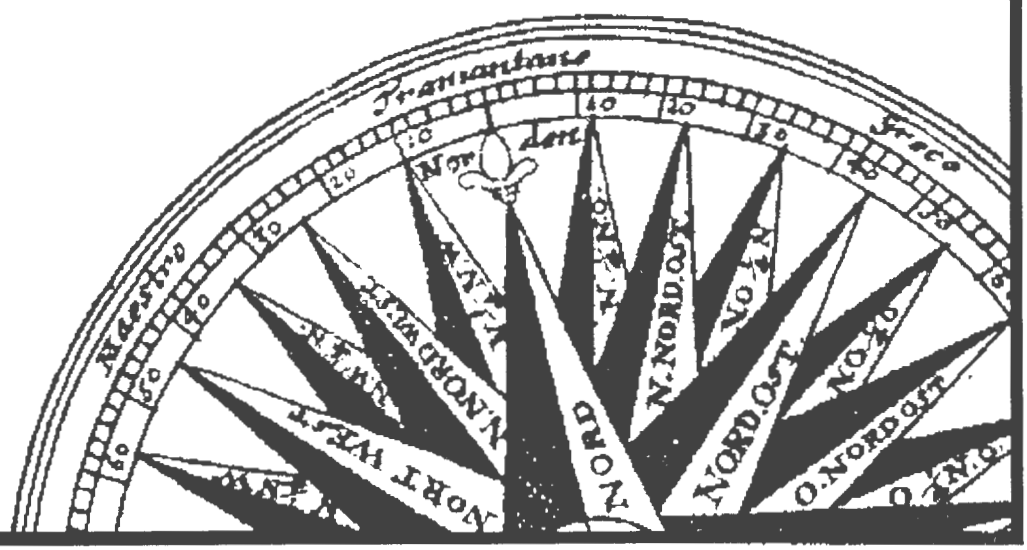


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time—the *Caert-Thesoor* initiated by Barent Langenes, Ortelius' *Theatrum Orbis Terrarum*, the 1605 Mercator-Ptolemy, the new Mercator-Hondius *Atlas* of 1606 and their *Atlas Minor* of a year later. Through his contacts with Hondius, Claesz was also contractually involved with the engraving of the plates for John Speed's *Theatre of the Empire of Great Britaine* and in 1609, the final year of his life, he published the first northern Netherlands edition of Guicciardini's *Descrittione di tutti I Paesi Bassi* with over 90 maps, some of which were issued separately with outer text.

How does Gunter Schilder handle this huge corpus of cartographic and exploration material ? The reader will be helped by the initial chapter summarising Claesz' life and cartographic works. Then follow sixteen chapters describing in full the topics I have mentioned above, and others as well. The descriptions are not cursory or bare but are in considerable detail and amplified (as in other volumes of *Monumenta Cartographica Neerlandica*) by many illustrations of maps, charts, title pages, portraits, and archival documents and instruments. For instance, of the total of 850 black-and-white illustrations nearly 150 are title pages many of which reveal aspects of the decorative arts of the engraver in their design and in the incorporation of allegorical or symbolical features. Successive states of maps are also well illustrated, detailing how their plates passed from hand to hand.

Throughout the text we learn about the contributions made by a number of less prominent or overlooked figures, among them Willem Lodewijcksz, Gabriel Tatton, Benjamin Wright, Luis Teixeira and Cornelis Doedsz. The volume represents an immense amount of original research, carried out with the diligence and insight we have come to associate with all of Dr Schilder's work. Furthermore, the accompanying portfolio of facsimile maps comprises 63 maps printed on 108 sheets—an exemplary volume in itself for reference and study. The publishers Canaletto/ Repro-Holland deserve to be commended for their design, layout and quality of reproduction.

Schilder's work will take its place among libraries and institutional collections throughout the world and will not easily be superceded. The price of Euro 225 cannot be considered at all high compared to the price of many unexceptional single maps which are frequently offered by dealers and purchased by collectors for more than this in shops and at map fairs throughout the world.

RODNEY SHIRLEY

Such Constant Affectionate Care: Lady Charlotte Finch —Royal Governess and the Children of George III, by Jill Shefrin. Cotsen Occasional Press, LOS Angeles, 2003. ISBN: 0-9666084-7-X cloth; 0-9666084-8-8 paper. Hard back $35, soft cover $20 US. Full listing and purchase information available on the Cotsen Children's Library's website: www.princeton.edu/~cotsen/research/publications. Copies may be ordered straight from the website. Or mail enquiries to The Cotsen Children's Library, Attention Eric J Johnson, Princeton University Library, 1Washington Road, Princeton, NJ 08544-2098, USA.

This is an unusual book to be reviewed in the IMCoS Journal. As the librarian of Princeton University has told me, the book takes the set of sixteen dissected maps belonging to the children of George III (all 15 of them) as its starting point.

The heroine is Lady Charlotte Finch, the governess to the royal children, appointed after the birth of the Prince of Wales in 1762, when she was 37, with a son at Eton.. She was a pioneer in educating Royals with sophisticated educational toys.

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The IMCoS connection is through 16 dissected engraved maps on wood, from all round the world, all of them illustrated in this volume. Eight were by Jean Palairet, from his *Atlas Méthodique* (1755) dissected by John Spilsbury. These eight were of Europe, Asia, Africa, South America, North America, France, Spain and Portugal, and the Low Countries. Europe includes the north coast of Africa and Asia Minor.

Scotland and Ireland were by John Spilsbury from the mid sixties. Palestine was by Robert de Vaugondy, 1745, but those of England and Wales, Middle Europe, Europe and Italy (including Sicily, Corsica and Sardinia), all mounted on thin sheets of mahogany, are unidentified.

In addition there is a manuscript dissection of Europe on pasteboard, roughly cut and labelled by an adult hand, possibly Lady Charlotte's. There are also two watercolour and pen drawings, of the Holy Land and Asia on pasteboard. Every dissected map is described and illustrated in Appendix I.

The book describes other educational toys prepared for and used by the children, with affectionate accounts of Lady Charlotte and family, the Royal menage and life in this rarified but deeply human society. All is supported by excellent illustrations, including twelve portraits of individuals or families by contemporary portrait painters, Zoffany prominent.

The book is very well presented, 168 pages long, with a comprehensive index.

GEOFFREY TAPPER

The advertisement on the inside back cover was printed with journal covers for the full year. Since then the address of Messrs Martayan Lan has changed to: The Heron Tower, 70 East 55th Street, 6th Floor, New York NY 10022. Other details remain the same.

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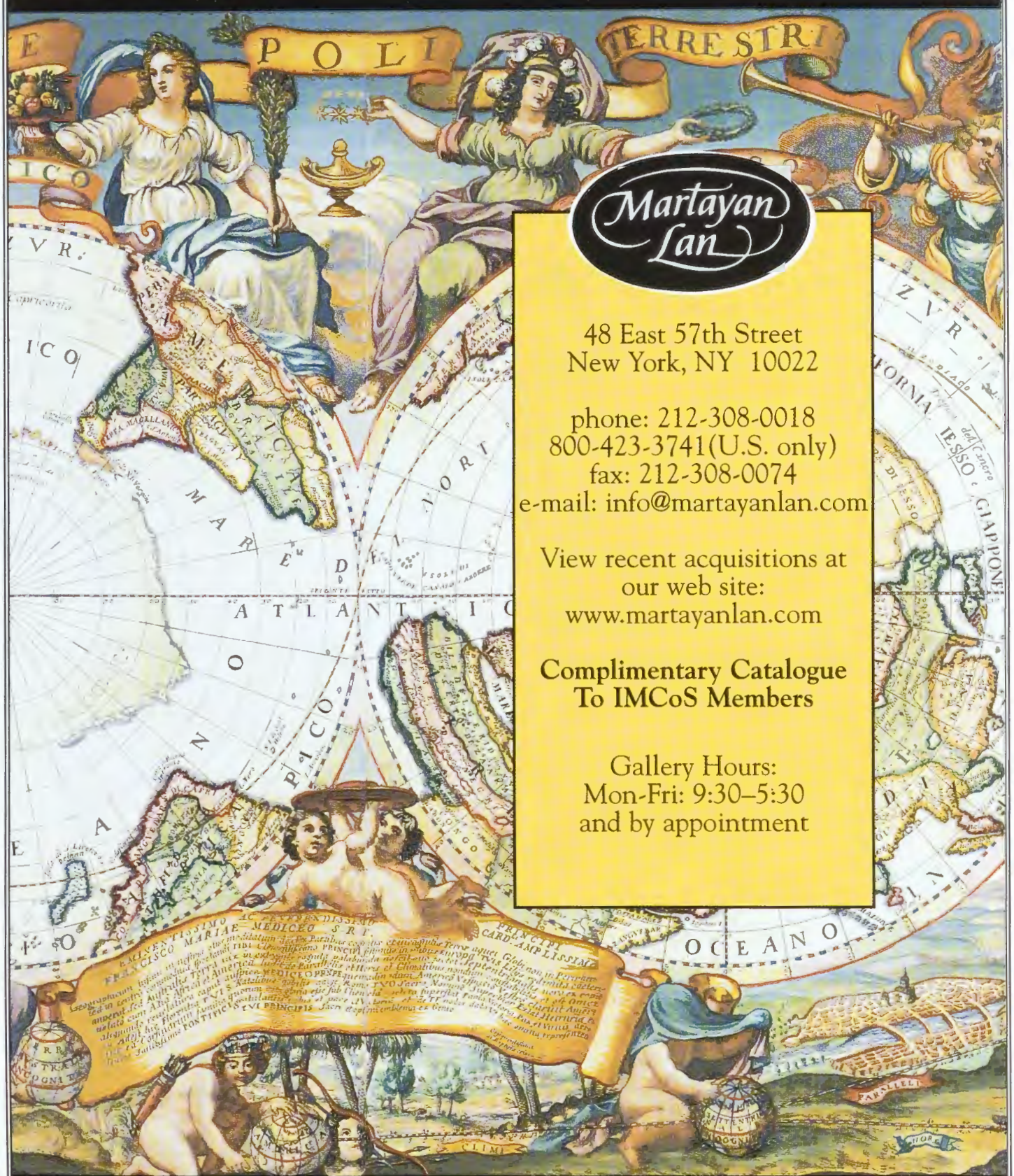
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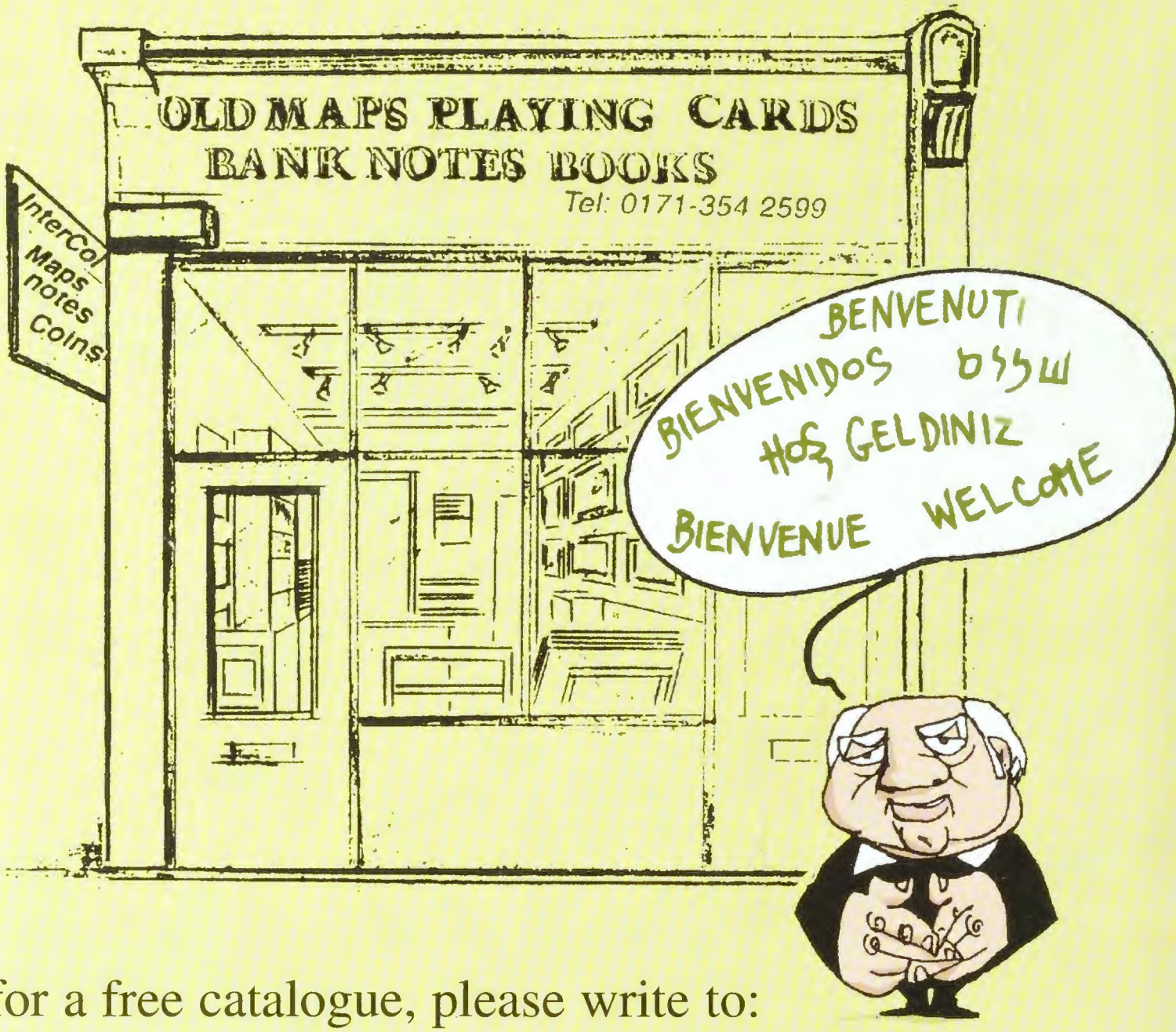
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