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IM@S JOURNAL



Journal of the International Map Collectors' Society

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Vice Chairman: Valerie Newby
Price's Cottage, 57 Quainton Road
North Marston, Bucks MK18 3PR.
Tel: 01296 670001.
e-mail: mapcollector@btopenworld.com
General Secretary:
Membership Sec.: Patrick Whitten
Parsonage House, Woodbury,
Nr Exeter, Devon EX5 1EG.
e-mail: imcos@mapcq.com
Treasurer: Tim Whitten
Lower Bonehill Farm, Widecombe-in-the-Moor, Newton Abbott, Devon TQ13 7TD
Dealer Liaison: Yasha Beresiner
43 Templars Crescent, London N3 3QR.
Tel: 020-8349 2207. Fax: 020-8346 9539
Librarian: David Gestetner
Flat 20, 11 Bryanston Square,
London W1H 2DQ
Photographer: David Webb
Journal Editor: Susan Gole
Members:Roger Brown
Richard Domb
Christopher Terrell
IMCoS Administrative Office
PO Box 352, Newton Abbot,
Devon TQ13 7ZR
Fax: +44 (0) 1364 631 042
e-mail:financialsecretariat@imcos.org



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The Editor: Susan Gole, 5 Dunn Cottages, Butterton Lane, Oakhanger, Crewe CW1 5UU. Tel: (0)1270 878 465. E-mail: susan.gole@onetel.net

Reviews Editor: Dr Geoffrey Tapper, The Mount, Salisbury Road, Shaftesbury, Dorset SP7 8NL.

Advertising Manager: Rolph Langlais, Am Oberen Werth 25, D-40489 Dusseldorf, Germany. E-mail: rolph.langlais@t-online.de

IMCoS Web Site: http://www.imcos.org

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Roderick M Barron

The Antique Map Specialist

P.O Box 67

Sevenoaks

Kent TN13 3WW

ENGLAND

www.barron.co.uk

rod@barron.co.uk

Tel/Fax : +44-(0)1732-742558

Italy is coming very close, and final arrangements are now being completed. We look forward to meeting a good number of members there, many of them coming for the first time to an IMCoS symposium. I hope they enjoy it so much that they decide to come year after year. You will find in the programme a contact name in each hotel, whom you should be in touch with if you have any queries, or would like company for the evening. It is sometimes daunting to feel that everyone else already knows everyone, and you are the newcomer. But actually we all start knowing no one; it's just that some people are able to hide their shyness more easily. So do not be afraid to ask for company if you find you are on your own after the day's sessions are over. The contact person is either a member of IMCoS committee, or a regular participant with IMCoS, whom I have requested to act as 'shepherd' in each hotel. And the 'company' will be finding a restaurant together where you all share the cost of the meal, and enjoy being with other people who share your interest in maps.

With sadness I record the death of Derek Allen in June after a short illness. Derek was Advertising Manager for the IMCoS Journal from 1997 till 2002 and with his wide contacts in the map world he brought many new advertisers to the Journal. His wife Lindy continues to work with Jonathan Potter in his gallery in London. We extend our condolences to her.

Each issue of the new-format Journal this year has been larger than the one before. I am most grateful to all the contributors who have sent in articles, reports of exhibitions and conferences, snippets of news, and anything else to do with maps. Please do continue to do so. And of course all our meetings are recorded by David Webb with his camera. Many members take photographs, but it is David who without fail sends me prints to illustrate the reports. So I was very happy to learn that he is the winner this year of the IMCoS–Helen Wallis Award. Through the Journal he is known world-wide for his photography, but perhaps he is not so widely known for his very extensive knowledge of road maps, and also his enormous collection of map ephemera.

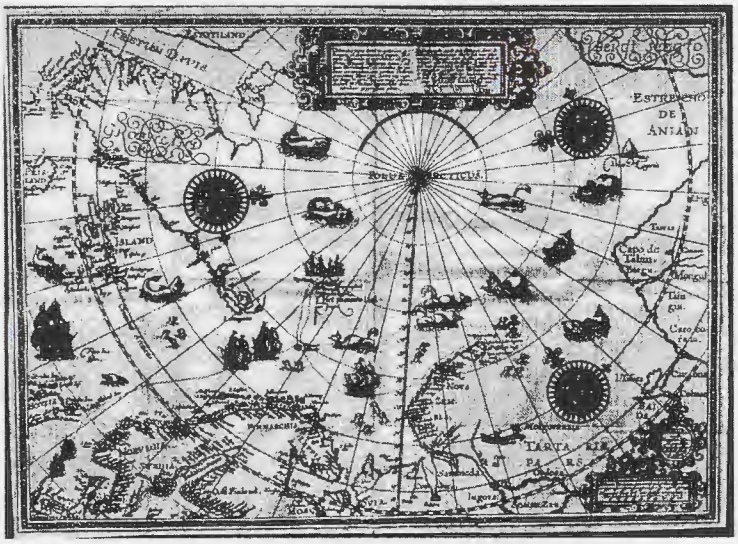
In this issue are two articles dealing with comparatively 'modern' maps. This is very welcome, partly because the prices of early maps put them beyond the reach of younger members (the very few we have!), but more importantly because both the authors have used their knowledge to give a wider understanding to the specific maps they talk about. Peter Whitfield was Director of Stanfords in London, and thus has a vast knowledge about maps and map collecting, but he chose to talk to us about the type of maps that are only gradually beginning to find their way into map catalogues, and to invite us to study them more closely, and to read more into them than who made them, and when. Dennis Reinhartz chose even more modern maps, in fact the type that are often 'throw-aways' by the tourist industry, but a few members are beginning to view them as future collectors' items. This is not just a list of such maps, but a study of the sociology and history that can be read into them – putting maps to much wider use than just telling us how to get somewhere.

Again in this issue I found space for information on the Travel grants that IMCoS offers to young members. It is often argued that young people don't have time or money to spare for map-collecting. But Dennis Reinhartz has shown that an interest in maps does not depend on either. Like all associations nowadays, we need more young members to carry our society into the future, to ensure that conservation of maps continues world-wide, and not only the rare and famous. How about giving a year's (or three!) subscription to a young person in your family? The new leaflets about IMCoS are attractively printed in colour and feature a variety of maps. You can get one by e-mailing the Membership Secretary, or picking one up in a library. If you would like to place them in a library near you, or at a college or other institution, do request a bundle, and spread the news that IMCoS is an interesting group of people to associate with. The requirements for a young person to attend an IMCoS meeting outside their own country are very modest, and I am sure there are many youngsters who would enjoy it, without spending much money.

As this goes to the printer I receive the sad news that David Woodward is seriously ill. He is known to us all, through his books if not personally, and the cartographic world will be a poorer place without him. He has helped many, through his teaching, through his encouragement, and through his scholarship. We send our sympathy and regret that he is not able to complete the magnificent *History of Cartography* he has spent so much of his life on.

SUSAN GOLE

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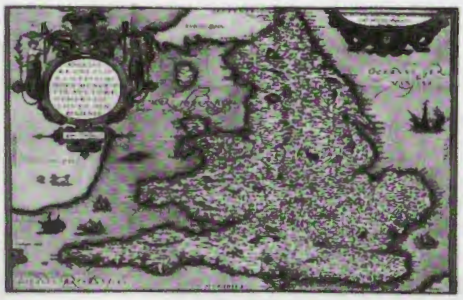
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Nineteenth-Century Mapping: A Neglected Area for Collectors?

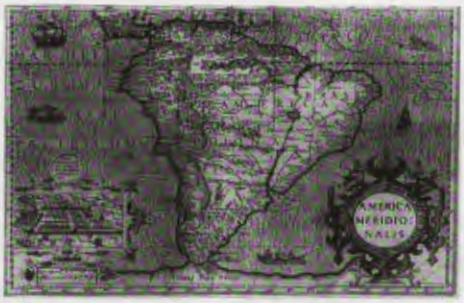
In the spring of 2002 I was commissioned to write a company history of Edward Stanford, the London map publishers who were to celebrate their 150th anniversary in the following year. Stanfords has been in business in the Charing Cross–Covent Garden area since 1853, and is now well-known as a specialist shop selling maps and travel books, but from their foundations until World War One they were equally famous as map publishers. During their first fifty years they built up a huge, indeed unrivalled, range of British and international mapping. In the course of my research I became aware that, perhaps with the exception of the Ordnance Survey, nineteenth-century mapping has received little attention from historians or map-collectors compared with maps of the period 1500 to 1700. The reasons for this are fairly clear: maps from the earlier period are hugely important because they were witnesses to a geographical revolution, as European mapmakers re-fashioned the image of the world which their navigators were uncovering. They are delightfully engraved and coloured, and they often contain myths, legends and geographical mistakes, as well as portraits, coats of arms, pictures of ships, and other artistic devices. These idiosyncrasies and artistic qualities appeal to the eye and the imagination, as well as to our sense of history. These maps are visible links with another era and another world. By contrast the maps of the nineteenth century appear plain, sober, unremarkable and impersonal. We feel that by 1800 the process of world exploration was virtually complete, and also that cartography had by then become a technical language which banished artistic or subjective elements, in favour of the functional and the scientific. The net result is that the maps of the nineteenth century are felt to be mostly rather dull and uninteresting.

Writing the history of Stanfords served to convince me that this is a mistaken view, and that the maps of the nineteenth century have very strong attractions both to the historian and the collector. I would argue that this is so for four main reasons. Firstly the developing language of cartography meant that the world was effectively being re-mapped at a new level of detail and accuracy: this was the age of the national and military surveys, whose work was based on scientific principles. Secondly, these survey authorities were active not only in Europe, but also in European colonies and zones of influence throughout the world: European military and commercial interests demanded that great regions of Africa, Asia and Australasia should be mapped for the first time. Thirdly, the process of world exploration was certainly not complete, even when Stanfords was founded in 1853: the world's coastlines had indeed been accurately charted, but the Polar Regions and the interiors of all the continents beyond Europe were still shrouded in mystery. And lastly, within Europe itself this was an age of conflict, revolution and the birth of new nations — all historic changes which were inevitably reflected in maps. For all these reasons, I would argue that the maps published in nineteenth-century England hold up a fascinating mirror to the Victorian age — to its politics, its commerce and its view of the world. I would argue that the activities of one small map publisher in Victorian London serve to bring into focus a huge number of historical themes and events, large and small.

The founder of the firm was the first Edward Stanford (1827–1904), a man about whom we know comparatively little, save that he was a printer by trade who worked with various London bookshops and stationers before acquiring his own map shop at Charing Cross (now the north end of Whitehall, opposite the equestrian statue of Charles I). It seems that Stanford was drawn into the world of maps through the influence of Trelawny Saunders, who later acted as geographer both to the India Office and the Royal Geographical Society, indeed it was Saunders's shop which Stanford acquired in 1853. Twenty years later, Stanford bought a second site on Long Acre, which later became the firm's headquarters and where they are still trading. Stanford's early catalogues show that he very quickly built up a map-publishing programme, and his peculiar talent, the unique business role which he created for himself, was to act as an intermediary between the official survey organisations in many parts of the world, and the general public. These surveys would produce large-scale



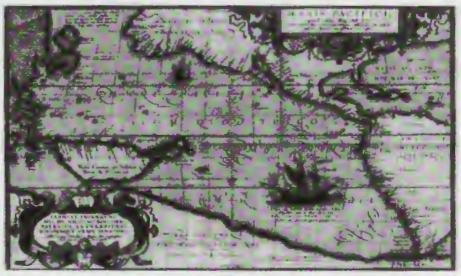
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1 Angliae Regni flo: rentissimi nova descriptio (1573) England and Wales by Ortelius. This map presents an interesting picture of the southern Welsh coast and the Devon and Cornwall peninsula.

2 America Meridionalis (1609) This map by Hondius depicts Eastern Brazil as an island, made insular by a huge Rio de la Plata that extends from the Atlantic in the south to a large lake, Eupana Lacus From this lake the Rio Grande flows further northward into the Amazon river and from there into the Atlantic.

3 Cette Carte de Californie et du Nouveau Mexique (1704) This landmark map by Nicolas De Fer is a pivotal document in the cartographic history of California and the Southwest, particularly regarding the popular notion in the 1600s that California was an island.

4 'Maris Pacifici' (1579) The Pacific Ocean by Abraham Ortelius, from the famous 'Theatrum Orbis Terrarum'. The first printed map of the Pacific and acknowledged as a cartographic cornerstone and one of the most beautiful and decorative of the Ortelius maps.

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topographic maps, in multi-sheet series, for their military or administrative masters, although they were of limited practical appeal to the general public. Firstly, Stanford had himself appointed sales agent for these maps, so that his shop was the only place in England where one could buy these detailed survey maps of India, New Zealand, Canada, South Africa, the Caribbean Islands and so on. Stanford's role here was exactly parallel to his relationship with the Ordnance Survey, with which he was so closely associated in the public mind for several generations. He also acquired sales agencies for the Geological Survey, the War Office, the Survey of India, the Hydrographic Office, and the Royal Geographical Society, so that as far as London map retailing was concerned, Stanford had cornered the market. Among his famous customers were Florence Nightingale, General Gordon, H.M.Stanley, John Ruskin, Captain Scott and even Sherlock Holmes.

But in addition to selling these maps, Stanford seems to have realised that they could be edited and reduced to make smaller-scale general maps for commercial sale. In this task he succeeded so well that by the 1880s Stanfords was the first port of call for anyone seeking a general map of any destination, or any country where they had commercial interests. Stanford's catalogue became unrivalled for its detailed maps of Cyprus, Egypt, the Gold Coast, Ceylon, Malaya, Jamaica, British Columbia and a hundred other places. He initiated the 'Stanford Library Maps', a series of very large, highly-detailed maps of all the continents of the world, designed to be hung on the walls of offices, colleges, clubs and other institutions. These maps were periodically issued in new editions from the late 1850s to the eve of the Great War, revised to show all the latest changes in geographical knowledge and in political boundaries. In the case of the Africa map, successive editions show first the discovery of the lakes and rivers in the interior, and then the carving-up of the continent by the European colonial powers. The North America map shows the way in which the states west of the Mississippi were added to the United States, and how the governmental structure of Canada emerged. The 1862 'Library Map' of London is of prime importance to historians of the city, and has been re-published in facsimile several times.

The second Edward Stanford (1856–1917) took over as head of the firm in 1882 and brought its fame and prosperity to its height. He oversaw the publication of a superb folio world atlas — *Stanford's London Atlas of Universal Geography* — dedicated to Queen Victoria in the jubilee year of 1887, and of the first encyclopedia of geography in English — *Stanford's Compendium of Geography and Travel,* published in six volumes between 1878 and 1885. It was in recognition of the atlas that he was awarded a royal warrant as Geographer to the Queen in 1893. In these years Stanfords carried out a great deal of cartographic work for other publishers, such as the Royal Geographical Society, John Murray and the Oxford University Press, and Stanford maps will be found illustrating many important books. The 1912 edition of Stanford's map catalogue lists almost 2,000 maps, British, international, scientific, geological, and historical, and it is a study of these maps that reveal the extent to which Stanford's publishing holds up a mirror to the nineteenth-century world.

As a commercial publisher, all Stanford's work sprang from essentially the same motive — to satisfy public interest. There was of course a continuing demand for general reference maps of Europe or India or America, but map publishing also functioned to some extent as a news-medium, and Stanford would often respond to current events with a rapidly drawn map of a seat of war or of some other focus of interest. There was his map of the siege of Sebastapol in 1854, the crucial event of the Crimean War, the map of the fortifications of Paris issued during the 1870 siege of the city by the Prussians, the map of Poland published during the Polish uprising against Russia, which evoked great sympathy in England; this map is overprinted to show the way that Poland had been attacked and partitioned over the years by its powerful neighbours, Russia and Prussia. A map of Russia was included in the great 1887 atlas, which showed the growth of the Russian Empire since the reign of Peter the Great, with the claws of Russian power reaching steadily eastwards into Asia. This was a constant preoccupation of British foreign policy in the nineteenth century — that Russia might one day threaten British India, and this polemical map gives voice to those fears. The first edition of the Library Map of Europe in 1858 is fascinating for its snapshot of Italy a few short years before that country was unified: the 'States of the Church' reach from Rome to the Po Valley, while



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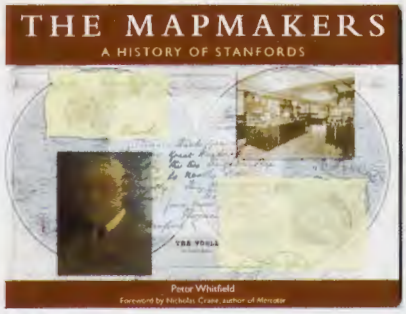
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Copies of Peter Whitfield's book The Mapmakers, A history of Stanfords, *were loaned during the presentation of this talk at the June Weekend, so that members could look at the maps as Peter talked about them. The book may be purchased direct from Stanfords, Long Acre, London, or through their web site. ISBN: 1-902579-75-5.*



Left: Part of the map of British Columbia from the 1887 London Atlas*; south-east of the letter A of Columbia, is Mount Stanford, named in Stanford's honour. Reproduced on page 88 of* The Mapmakers.

Milan and Venice are in Austrian territory. A map of the Balkans in 1887 shows the results of the Congress of Vienna, at which most of the former Ottoman dominions were handed to Austria, thus sowing the seeds of the future European war. At that same conference, Cyprus was placed under British control, resulting in the first topographic survey of the island by the British army under Kitchener; this map was published by Stanford for the War Office, as was another important military survey map, the 1880 map of Palestine, which long remained the most detailed map obtainable for that region.

An additional topical feature of these maps was the way that newly-opened railways and telegraph lines were added, which were the lifelines of Victorian political and commercial power. Stanford also published special maps of the telegraph routes to India in 1880, and the opening of the trans-Siberian railway in 1893. In Asia and Africa, imperial concerns are especially evident in the Stanford maps. In 1880 British attention was riveted by the second Afghan war, with memories of the disastrous evacuation of Kabul in 1842, and Stanford responded by publishing several maps of the Afghan campaign. As part of the 'Great Game' in Asia, a military expedition was sent to Lhasa in 1904, and Stanford obliged with a special map of the region. The Indian Mutiny, the American Civil War, the General Gordon episode in the Sudan, the campaigns of the Boer War ¾ all these events were the occasion for Stanford to issue either a general reference map of the region, or a specially-drawn news-map. Commercial concerns were also carefully

watched: the discovery of goldfields in the Transvaal or in southern Australian called for special maps, as did the Yukon gold rush of 1897.

In portraying the great deserts of Australia, any mapmaker would have difficulty, and Stanford's large reference maps fill the interiors with historical notes on the great desert explorers of the previous half-century, noting where they found water, where they received help from natives, where they were compelled to turn back, and all to often where they died. The exploration of the North Polar Regions was the subject of a special Stanford map of 1887, marking the most northerly point attained by explorers from the sixteenth-century navigators to the nineteenth-century scientists. On this map, the entire polar ice-cap is described as 'Unexplored Region', indicating that at this date geographers has still not established its true nature. No equivalent map of the South Polar Regions became possible until the early years of the twentieth century, especially after Scott's first *Discovery* expedition of 1901–04. When Scott saw Stanford's map, he noticed that Shackleton's name was given equal weight with his own, and he complained strongly to Stanford, who was however able to sooth the explorer's wounded ego. This correspondence is one of the treasures among the Stanford papers, and it makes us regret that more background documentation of this kind has not survived.

These few examples should serve indicate the way in which Stanford's map-publishing mirrored his world, and something of the richness of nineteenth-century mapping. The attraction of these maps is visually less obvious than that of seventeenth-century maps: they must be studied, analysed, and related to their historical context, but when this is done they reveal their importance as historical documents. They are in fact unintentional portraits of their time, of events and of people. Nor are they, as artefacts, as plain and impersonal as might be imagined. It is frequently said that maps became mass-produced around the year 1850 or 1860 when steam-powered lithographic presses were invented. It is true that this form of map-printing did become possible at this time, but it was certainly not universally used. Many of Stanford's maps, including the library map series, continued to be engraved on copper for many decades, and they were hand-coloured with watercolours in the traditional way down to the very end of the century. This hand-colouring gives a fine, luminous quality to the maps, and a magnifying glass is needed to detect the way that the washes do not register as machine colour does. As far as the collector is concerned, it seems that there has been virtually no market for nineteenth-century maps: they have been regarded as too recent and too plain to be of interest, and they have been destroyed as ephemeral. This means that they are extremely scarce, indeed it is a paradox that one could readily acquire, for example, any number of maps of North America printed in the seventeenth century, but that a copy of Stanford's superb 'Library Map of North America' of 1863 would be very difficult to find, while items such as the 1870 Paris siege map, the 1882 Cyprus survey or the 1904 map of Tibet would prove to be quite unobtainable; even the great copyright libraries are lacking in many important Stanford maps.

Like so many other things, Stanford's business was disrupted by the Great War. Restrictions were imposed on travel, and many of his staff enlisted in the forces. During the war, the second Edward Stanford himself died, leaving behind him three sons, all of whom were very reluctant businessmen. In fact Stanford had prospered too well, for he had sent his sons to public schools and to Oxford, and they had embarked on military careers. After the war they chose to remain in the army, or they developed a taste for farming and country living, and turned their back on a career 'in trade'. Their lives were a world away from that of their grandfather, the humble young printer who had founded the firm in 1853. In the critical years of the 1920s and 1930s the company lost direction, the publication programme dwindled away, and even the shop with its Ordnance Survey agency became unprofitable. In 1946 John Keith Stanford sold the business to George Philip, the rival map-publisher, and Stanfords became purely a map retailer, a role in which, thanks to the travel boom of recent decades, it is once again flourishing. Stanford's map-publishing activity between 1853 and 1914 was however a permanent achievement, creating a body of historical documents which, like so much nineteenth century mapping, deserves to be looked at with fresh eyes and given its due importance.

PETER WHITFIELD

Trials and Tribulations of Compiling a Cartobibliography
The Printed Maps of Devon and *The Victorian Maps of Devon*

Paper presented at the June weekend, 2004

The presentation was a light-hearted look at the problems facing anyone who envisages not only compiling a cartobibliography but also having it published. The speaker was co-author of two books on the county of Devon and provided examples of some of the pitfalls that a potential author may face seen from a personal and subjective viewpoint while at the same time showing a selection of maps of the county.

Maps, Plans, Charts, Manuscript or Printed?

You have built up an impressive collection of material. Whether this is as collector, dealer or curator you have a wealth of information at your fingertips, i.e. in numerous A4 files. And, as noone has covered your particular geographical area (county, state, country, etc.), you have decided to make this available to others in printed form. Now one of the first things to consider is what, in fact, one selects as the main focus of the work under progress. You have rejected charts (no coastline, or too much) and road maps (of the strip variety) and decided to concentrate on county or regional maps; in my case the county of Devonshire in Great Britain. But some of these may be manuscript, others printed. So does one include John Hooker's maps of the main city, as Exeter was indeed a county at the time of the map's completion (granted 1537)? Six maps completed by John Hooker, City Chamberlain from 1555, are still extant; a manuscript copy was bound into his manuscript history of the city and shows the Cathedral and Close, Bedford House, South Street and the City wall.[1] Exeter was thus the fourth English city to be mapped (after Norwich, Oxford and Cambridge). Or does one concentrate on the printed maps and include Hooker's plan of Exeter (one of three known states)? The first printed map, produced 1584–1585 was engraved by Remigius Hogenberg, possibly as a result of an introduction provided by Christopher Saxton. Map collectors will recognise the town plan as being that used by John Speed for inclusion in his county map.

In our case Devon's manuscript maps were being well-covered by Mary Ravenhill and Margery Rowe and so we decided to concentrate on printed maps after all.



Fig. 1 Bickham: Bickham's maps of the counties are among the author's favourites, but are they really maps?

What constitutes a map?

But what maps do you include: how do you define which maps are worthy for inclusion? Is a Birds-Eye view a map? Can the early views of Great Britain (e.g. plates 5 and 28 from Shirley's *Maps of the British Isles*) really be considered as maps at all? And George Bickham's map of the county, although clearly an attempt to define a three-dimensional area on two-dimensional paper while at the same time giving an appreciation of perspective and orientation, could easily be rejected by the perfectionist.

How many counties?

And how about Drayton? The maps engraved for his *Polyolbion* are attractive, show land areas and orientation (north to top; a rough kind of representation) but are not really maps: they can be called maps or can



Fig. 2. Drayton: Included to illustrate a poem, these delightful engravings can be considered maps.

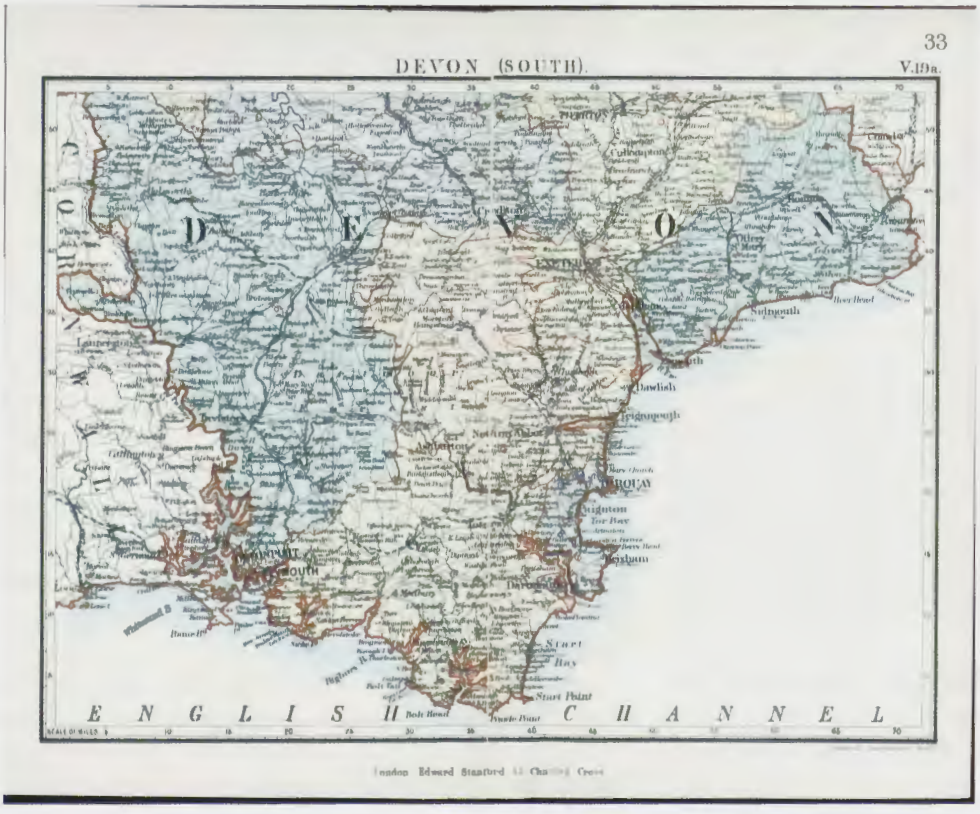


Fig. 3. Stanford: One of two sheets. The authors mainly included maps which showed the county on one or two sheets.

be called fantasy according to the eye of the beholder. And it shows two counties; is a county map of Devon a map with only Devon or is one allowed to have two counties – or three? Where do you stop?

Can one justify the inclusion of the Award Card, printed and published by Raphael Tuck? One was awarded to Thomas Muirhead, a pupil at Keeton's Road School in London, and was issued February 1886 for *Punctual and Regular Attendance.*[2] And what about the Ordnance Survey work?

How many sheets / segments?

Edward Stanford, like many Victorian publishers, produced one map of South Devon and another of North Devon, e.g. for his *Parliamentary County Atlas* of 1885. As this particular map pair was used to construct a complete county map on one sheet for *The Birds of Devon* by D'Urban and Mathew in 1892 its inclusion can easily be justified. But what about Cary's sheets? John Cary produced two atlases based on sheets rather than on the traditional county format.

1. *The New Map of England and Wales with Part of Scotland* was produced on 88 sheets. It was originally published by Cary on June 1st, 1794. Three sheets would be required to build a county map: sheets No.3, No. 12 and Sheet 4.

2. Cary's *Improved Map of England and Wales with a Considerable part of Scotland* appeared on 63 sheets. It was first produced in parts from about 1820 and then appeared in atlas form in 1832 at a scale of two miles to an Inch. This was the map later acquired by G F Cruchley (c.1845) and reissued until the turn of the century by him and then by Gall & Inglis (from c.1877).

The plan on the inside cover of many of the later folding maps shows the individual sheets of Cary's map as advertised by Cruchley. One can see that sheets 2, 3, 9, 10 and 16 would be needed to complete a map of the county. No such county map was known to the authors at the time of their compilation.

For the purposes of our Cartobibliography we chose the following definition:

> *For the purpose of this cartobibliography, a county map of Devon is a printed map published specifically to show the whole of Devonshire on one or two sheets, either individually, or with only one other complete county.*



Fig. 4. Saxton: Christopher Saxton's map of Devon. The first printed county map for most English cartobibliographers.

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'Samuel de Champlain - Pierre Duval c.1616 - [53].
First available state of Champlain's significant map of Canada'

This meant leaving out multi-sheet maps, e.g. OS (which are well-researched elsewhere), but also allowed us to include personal favourites such as Drayton and Bickham. Nevertheless, we still managed to have exceptions! Small miniature maps were left out although mention was made of as many of these as we were aware of (e.g. OS label sticker). However, a small number of more important maps (from a county perspective) still managed to omit small areas of the county but ... *As they show the majority of the county they have been included.* The author has the final word!

Cut-off date

The starting date is usually clear. Christopher Saxton's county map of Devon is dated 1575 and would have been available as a single sheet before atlas publication four years later. Saxton's map of Devonshire was certainly one of the earliest – due to its coastline. Saxton's Somerset appeared a number of years later; and one can see that the small parish of Ashbrittle has moved from Devon (incorrect) back to Somerset (correct; note double boundary line) during this period!

But where does one finish? Frostick chose 1840 for his Norwich plans. Most county cartobibliographies finish in 1900: Burden (private circulation – Berks), Carroll (Lincoln), and Kingsley (Sussex) to name just three. Chubb listed maps of Gloucester to 1911, Somerset to 1914 and Norfolk to 1916. However, Victoria lived until 1901; and the railways arrived just after her accession to the throne. Consequently we chose for Book One 1575–1837: Devon before the advent of the railways and maps produced almost entirely as engravings. Maps 1–117, and for Book Two 1838–1901: Portraying the development of both the railways and lithography. Maps 118–180 (including 80A, omitted from Book One). And both books are approximately the same size!

Research Strategy

Perhaps I err when I suggest that the usual starting point is one's own collection. However, most map collectors begin listing and describing their own collection of maps and most curators in public institutions have a slight feeling that the maps in their custody are *their* maps. Collectors become interested in the history of the maps they have and then begin to accumulate a small library of background information. Thus, the written records of others become the next source of information. References to other counties provide approx 40–50% of the information required. Chubb, Kingsley, Carroll and Burden have all put pen to paper and had their work published and were very valuable resources.



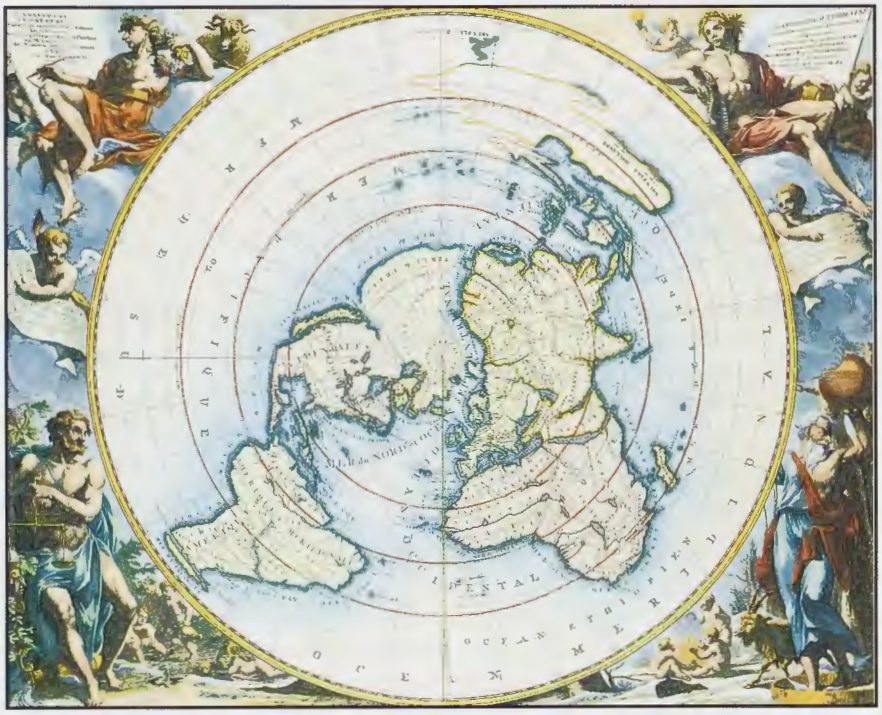
Fig. 5. Lenthall: One of a number of playing cards produced between 1590 and 1711. The illustration was kindly provided by a private collector.

The natural progression, as far as finding and recording maps and their states is concerned, is:

One's own collection
Local libraries
National libraries
Specialist libraries

Background reading is vital if one is to discover that rarer maps exist and, more importantly, where these rarer exponents can be located. Although we would have discovered the Bowes card (W. Bowes, 1590, one of two sets of cards) at the British Library

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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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we may have missed the Lenthall card[3] (J. Lenthall, 1711–1717 cards based on Morden's of 1676) without the useful research of firstly Mann and Kingsley and subsequently of other county cartobibliographers.

Local and specialist libraries can offer a wealth of information. Here, I should expressly pay a tribute to Ian Maxted and his staff at the Devon Westcountry Studies Library who were more than helpful and gave us virtually unlimited access to the stacks and made articles available for photography. A word of thanks must go to dealers. Often maligned, they are a valuable source of information and Clive and Philip Burden invited us to visit their collection, and many other dealers provided photocopies and tips.



Fig. 6. Exeter West Country Studies Library: Ian Maxted and his staff were, and are, very helpful to the authors.

Cooperation

Is there anyone else doing the same work? As a collector one is sometimes aware of other people snatching the map you were looking for, sometimes from right under your nose. Dealer: *I just sold that very edition to ....* ! But that does not necessarily mean that they are also as interested in reporting their findings.

Francis Bennett and I teamed up in the early 90s when we discovered our common interest as a result of answering the same advert in the *Map Collector* (which was always important for background information).

Communication is often difficult, despite modern media: information gets lost or garbled and mistakes occur. However, a certain distribution of labour can also be possible: I have to give Francis Bennett a lot of credit for doing the legwork and visiting most of the libraries; my strength was the PC and combing the reference works.

I was thankful I had a partner when it came to the Archer maps of Devonshire for *Dugdale's England Delineated*. We both had states with and without the railway to South Molton which was never built (119.5 circa 1850). This was fairly common as railways experienced delays in building, but the Act of Parliament had been passed and published, inviting publishers to include them on their maps too early. However, one expects the railway sequence to be logical and a certain amount of detective work may be required to show that a map with less railway development appeared before one with rather more lines, as with the Archer example (Batten and Bennett 119.6, circa 1858), where the railway to Exmouth has been erased and everything north of Crediton has also been deleted. The railway to Torquay has been terminated at Torquay and does not continue to Kingswear and Dartmouth as it did eight years earlier. Only by comparing all of the examples at our disposal (and photocopies) were we able to solve the riddle.

Supplementary Information

How much extra information should one include? The temptation to include biographies of surveyors, engravers, publishers and/or writers is great. After all, in your research you have discovered all this fascinating information (even if a great deal is second source material) and collectors of these maps may be grateful for your efforts. The page format and the layout will need to be considered at this stage? What have other writers done – do you like their layout/format? Should there be more maps per page, or one map per side and what happens when you go over the page? From quite early on we opted for a *one map page – one text page* strategy with an illustration of at least one state of every map (or at least a detail) that we included. This meant reducing text at some points but meant an attractive format for collectors (but at the risk of being labelled a *coffee table book* by purists).

You have all the facts, what now?

There is sure to be a state you haven't seen. Richard Blome's map of Devon of 1681 posed a riddle. Is it a proof? There is something missing top left. Was it removed prior to publication or after first printing.

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Fig. 7. Besley: Henry Besley's map of Devonshire (illustration to 122) showing transposition of map text over the border.

You have labelled it State 1. But it may be state 2. Sometimes you have to use your own intuition and sometimes you need to pray!

Sooner or later, there comes a time when you think you have most of the facts right. You have found it increasingly difficult to locate totally new maps, and new states are rarer. Do you wait for that last map (of Kent?), or do you decide to offer your work to others?

But another question remains: How can you finance publication? Can you finance your work through subscriptions as Richard Blome often did? If one could find enough potential buyers before publication life would be much easier. Perhaps your local Record Society is very active (and rich). Or will you approach a publisher on a royalty basis? Nevertheless, you decide to take the plunge and publish.

Publish and be Damned!
Privately printed and distributed
Publisher but financed privately (yourself)
Published and financed by publisher
Local Natural History Society
How many illustrations
Colour or black and white
Number of pages
Royalties

The inclusion of illustrations always increases the costs, colour dramatically so. With 117 maps (8 colour plates depicting nine maps) with one illustration embedded in the text in book one and 69 maps (but 82 illustrations, all black and white and including three double-page) in the second book we had similar page numbers (248 and 196 respectively).

The Printed Maps of Devon cost approximately £11,000 to produce for an edition of 500 copies. The cost was shared between the two authors and the publisher equally (i.e. 33%). The publishers arranged to recoup their costs first with an additional 50% profit margin. As a consequence the publisher took the first £4,500 of income before the authors saw any revenue.

Although only 500 copies were printed nearly 45 copies were given away. Some copies always go to reviewers, national libraries and, of course, the authors. However, 10% of a print run is a considerable share of income that is lost and must be taken into account when calculating possible income.

Once the publishers had received their share, the authors were naive enough to believe that they would receive 90% of the remaining proceeds as agreed. However, first this revenue was reduced by 30% to account for a Distribution Fee. In addition to this the publisher also reduced the residual amount by 17.5% due to the VAT regulations. Unless the publisher makes you aware of these 'hidden costs' you will be in for a rude awakening when paytime comes round. This volume is now sold out and barely covered the outlay not to mention any additional expenses (photography, photocopies, etc.).





Figs.8 and 9. Dugdale: Evidence of erasures to a plate. Note the road layout at Exmouth.

Even with *The Victorian Maps of Devon* – published at the author's own cost – which cost £6,500 to produce, an unknown number were distributed, and to date the sale of 175 copies has brought the authors just over £4500 in income.

Editing

Publishers always try to be careful. But a publisher who has good knowledge of maps is difficult to find. In our case we were prepared to arrange the whole text ourselves and deliver on disc. The qualities of a good Editor come in here. Where a publisher has little experience with working with amateurs and has not published maps before much care must be taken. We were lucky to work with a helpful young lady but even so a number of basic problems arose. The publisher worked with Apple although the authors used Microsoft – and the two do not like each other! Various problems occurred:

1. The insertion for an index reference has been printed in addition to the original entry.
2. Apple did not accept our Microsoft footnotes: these all had to be typed in by hand with resulting mistakes.
3. The information panel of a map has been transposed.

Other maps were badly laid out, e.g. a north and south sheet which in reality are almost identical in size were reproduced quite differently. For example a Becker/Besley North Devon was printed all on one page. The same south sheet was only half shown.

A proof copy would have enabled us to find some of these errors which did not all arise from the authors' copy. A Second Edition would allow corrections!

The ones that got away

Despite, or rather as a result of, the most careful research one always finds new maps and new states. However, in the case of George Richmond's map *Reduced Ordnance Survey Around Exeter*, probably produced about 1879 on evidence of the railways, the evidence was there but ignored and overlooked.

We had recorded it during the early days of our research but it was a late issue of the Cary sheets. The Cary sheets were not included in *The Printed Maps of Devon* as they did not form a county map before 1837. When compiling book two it got missed.

It will be remembered that Cary would have needed to include six sheets of his *Improved Map of England and Wales* to complete Devon. Since publication *Cruchley's Map of Devon* (cover title – new binding) has been discovered with the addition of a paper label: 'From the ORDNANCE SURVEY'. The map was probably completed about 1859 from railway evidence. This is unusual as Cruchley had other Cary plates, those of Palmer's map of 1813, which he continued to update and reissue until 1875. (Entries 80 and 138 are from the same plates.) Both of these maps would be included today.

Stanford's *Large Scale Railway & Station Map of England and Wales* was published on 24 sheets in the

1870s and a number of sheets were known with varying dates from 1876 to 1884 (cf. Eugene Burden). However a map of Devon would have required sheets 19 (central and west Devon), sheet 24 (everything below Torquay) and sheet 20 (east Devon). These were all sheets from Aaron Arrowsmith's *Map of England and Wales* on 15 full sheets and 3 half sheets published in 1815. This had not passed the *What is a County Map* test and been rejected. A map of Devon with Cornwall together has now been found and is in the author's possession.

All in all, the county cartobibliographer has a hard task. The research is tedious and time-consuming and there is seldom the attraction of any financial rewards. One does it because it is a challenge. The initial compilation is somewhat easier, finding new maps and/or states later becomes more difficult, but the satisfaction at their discovery is so much the greater. Deciding whether to publish will depend much on fate and financial circumstances. The producer of a book on a whole country or a particular genre has better chances of selling sufficient copies to recover costs. And if one is lucky there may be a sponsor in the form of a Natural History Society. However, once the book is in print it is pleasing to know that the next person to research the same area has a base to work from; and the reviews of one's peers may be the only feedback you receive.

NOTES AND REFERENCES

1. East Gate at top: Size: 344 x 460 mm. Exeter Carfax SX 919925.
2. Devon is now possibly the most well-documented county as far as mapping is concerned.
3. I am grateful to Tony Burgess for attracting my attention to these cards.
4. From the collection of Albert Field, who kindly provided the illustration.
5. Despite the article by Raymond Frostick in the *IMCoS Journal* (Issue 75, Winter 1998 – and another invaluable resource).

KIT BATTEN

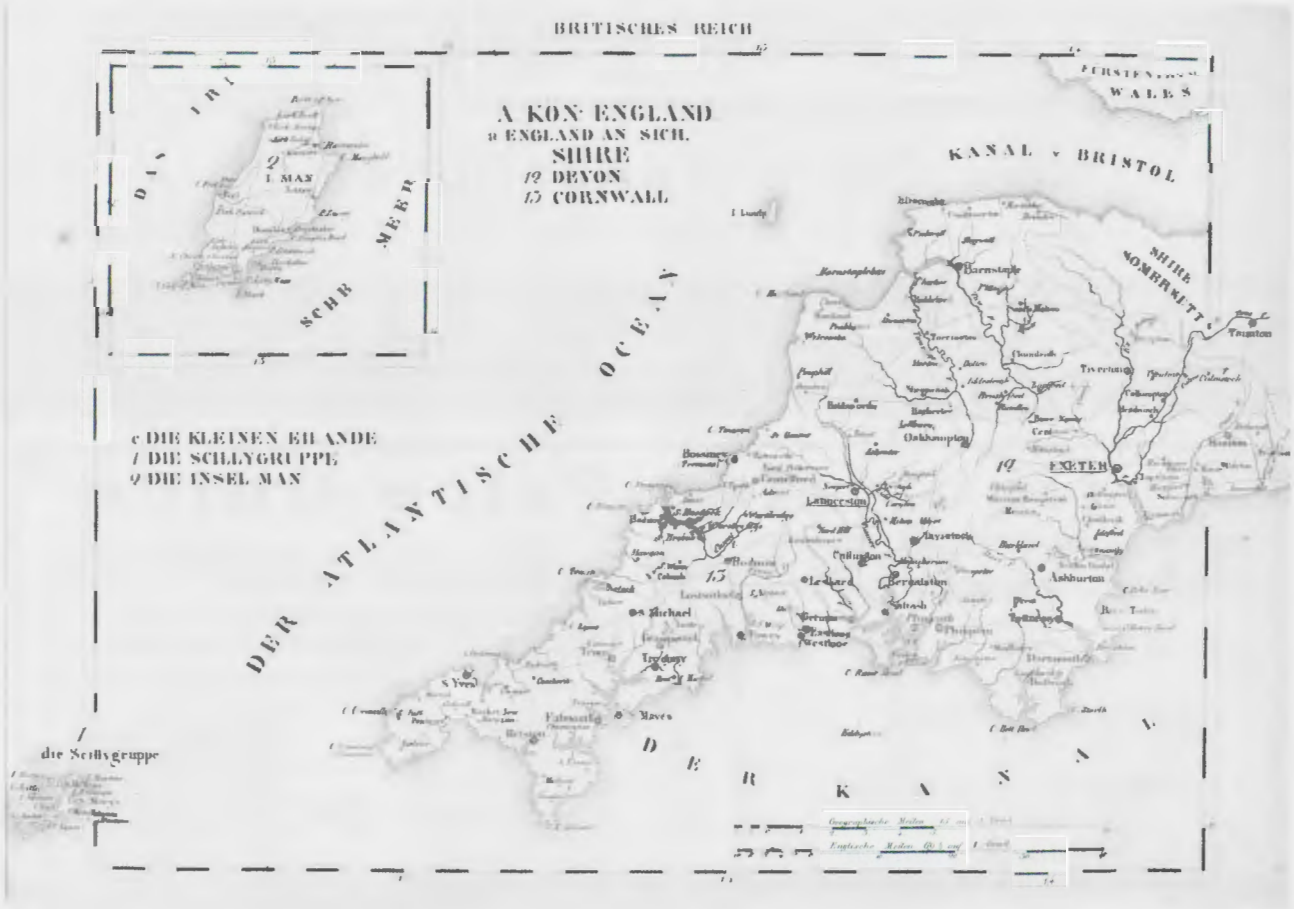


Fig. 10. Schlieben: A recent acquisition. One of the 20 maps of the British Isles for a work by Wilhelm von Schlieben, circa 1825—another one that got away! The author would be grateful for a good photocopy of the title page if anyone has access to a copy of Schlieben's Atlas von Europa.

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Americae Sive Novi Orbis, Nova Descriptio

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

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



Collectors • Dealers • Appraisers • Libraries

Gavin Menzies' Cartographic Fiction: The case of the *Chinese* 'discovery' of Australia

Gavin Menzies, a retired submarine captain in the Royal Navy, launched his book *1421: The Year China Discovered the World* in 2002 with a lecture in an inspired locale, hired rooms in the Royal Geographical Society's building in London.[1] He maintains that it is primarily his training and experience in seamanship, cartography and astro-navigation that has enabled him to make discoveries that have escaped 'distinguished academics in the field' (p. 9). Regrettably, the book is but one more example of what has been termed 'imaginography'.[2] The measure of credence that should be accorded to Menzies' book as a whole may perhaps be judged by an examination of his claim that the Chinese discovered Australia.

He states that he has traced voyages made between 1421 and 1423 by fleets of Chinese junks to both coasts of the Americas, to the Arctic, Antarctica and Australia. The Chinese government's sudden adoption of an isolationist policy after their departure led to the official destruction of all records of those vessels that made it home, so there is 'virtually no evidence to show where they had sailed or what discoveries they had made' (p. 81).

Menzies' thesis is based on two very dubious, major assumptions. One is that the locations of a number of supposedly Chinese artefacts, plants, DNA traces, etc. worldwide are evidence that the Chinese took them there in the 1420s, and that a number of unidentified wrecked ships are Chinese ones dating from the same period. The other major assumption is that his often highly speculative identifications of specific features on certain early maps are all correct. He even bases wild



Fig. 1. This figure illustrates the theory that the landmass of Jave-la-Grande *and Java itself on the Dieppe maps is a misplaced 16th century map of Australia minus its south coast, with Arnhem Land and Cape York peninsula having supposedly been confused with Java and Sumbawa respectively. The superimposition of this Harleian or Dauphin map's outline of the landmass on the modern outline of South-East Asia and Australia is inevitably based on two assumptions; that the north coasts of what are identified on both maps as Java and Sumbawa should coincide, and that the rest of each map is on the same scale. However, the longitudinal scale of* Java-la-Grande *on the Harleian map is different from its latitudinal scale. Some of the coastal inscriptions appearing on the Harleian outline of* Jave-la-Grande *are included; Rotz's eastern hemisphere chart (Fig. 2) has none.*



Fig. 2. Jean Rotz's eastern hemisphere chart. (By permission of the British Library: Royal MS.20.E.9, fol. 30r°). Note the complete absence of names on the east and west coasts of The Londe of Jaua.



Fig. 3. The southern part of Jean Rotz's chart of south-east Asia, including Java, Sumbawa, and part of his Londe of Jaua *(south is at the top). (By permission of the British Library: Royal MS.20.E.9, fol. 9v°). Note the number of place-names on Rotz's* Lytil Jaua *and Sumbawa. Menzies only 'translates' seven on the former in his attempts to prove that they refer to Arnhem Land.*

hypotheses on the reported contents of maps of notoriously dubious authenticity and date that have not survived. Then, bearing in mind that Chinese junks were more or less restricted to sailing before the wind, he charts routes between his artefact and shipwreck sites, and his speculatively identified features, in accordance with prevailing wind and current patterns. However accurate his routes between his various landmarks may be, his assertion that Chinese junks sailed along them is a completely unproven hypothesis.

Works of historical conjecture such as his rely for their success upon a number of persuasive techniques. These include the use of that false logic called begging the question or circular argumentation, the all-pervasive and persuasive presentation of *assertions* as though they are established *facts*, the selective use of evidence, and frequent repetition. Menzies' work is permeated by the above techniques. He relies extensively upon *secondary* and even *tertiary* sources, mainly works of the same speculative genre as his own, and upon any unsubstantiated rumour which can conceivably be interpreted as supporting his case.

It may well be Menzies' naval training that has conditioned him to make the fundamental error of presuming that coastal outlines on early maps and charts had always been surveyed. *Portolano* charts were the

result of the accumulated practical experience of generations of mariners; other maps and charts, especially those of unknown or little known parts of the world were either entirely hypothetical, or were largely imaginative, graphic representations of travellers' tales. Even some *portolano* charts had mythical information inserted on them, especially in the Atlantic Ocean. It is impossible to determine with any certainty *from coastal outlines alone* what a cartographer was depicting, or thought he was depicting. Only the complementary evidence of *inscriptions* can confirm or refute such superficial, visual identifications, and only researchers who are careful, experienced palaeographers and historical linguists can reasonably reliably read many early inscriptions, let alone correctly discern their meaning. Some will almost certainly never be demystified.

Menzies' hypothesis regarding the Chinese charting of the coastline of Australia in the 1420s involves his steering two Chinese admirals there, Hong Bao from the west, and Zhou Man from the east.

Unable to find any Chinese charts to prove his case, he attempts to prove it by searching for 'a chart of the continent that had been surveyed and drawn *before the first Europeans discovered it*' (p. 151, my italics). He claims to have found what he was looking for in the manuscript *Boke of Idrography* made by the Franco-Scottish cartographer, Jean Rotz (1542).[3] He was one of the mid-16th century cartographers of the Dieppe School who have become well known, especially over the last half-century or so, because of claims that the large landmass of *Jave-la-Grande* on them, immediately south of Indonesia and partially attached to it, is really a misplaced depiction of Australia, supposedly discovered by the Portuguese in the 1520s. This interpretation involves the assumption that Java was confused with Arnhem Land and Sumbawa with Cape York Peninsula (Fig 1).[4] The name *Jave-la-Grande* is a French translation of the Portuguese *JAVA MAIOR* (Greater Java) by which *they* meant Java, following Marco Polo's use of Java Minor to refer to *Sumatra*. This apparently illogical usage caused much confusion amongst cartographers, including those of the Dieppe School, and still affects many writers to this day.

Menzies bases his claim on two of Rotz's charts. The first is an eastern hemisphere one which depicts southern and south-eastern Asia, part of Indonesia and the 'continent' of *Jave-la-Grande* which is composed of two parts which he calls *The Lytil Jaua* and *The Londe of Jaua* (Fig. 2). The second chart is a larger-scaled one of South-East Asia, Indonesia, and the northern extremity of *The Londe of Jaua* (Fig. 3).

Menzies quite correctly accepts that Rotz and the other Dieppe cartographers copied material from Portuguese charts. However, he maintains that the Portuguese had actually copied them from Chinese originals. He claims, for example, that Rotz's portrayal of South-East Asia, as far north as Hong Kong, is charted 'with such compelling accuracy' that it could not have been done by the Portuguese, because by 1542, when Rotz's charts were made, they could not possibly have acquired such an 'intimate knowledge of the coastlines of the Indian Ocean, China and Indochina' (p. 152). This completely unsubstantiated, easily refuted assumption demonstrates reprehensible ignorance of the documentary evidence of Portuguese activities in Asia in the first forty years of the 16th century. The Portuguese did not rely exclusively on their own observations, but took the obvious, commonsense steps of obtaining local charts and sailing directions, and employing local pilots. As early as 1512, Afonso de Albuquerque wrote enthusiastically to King Manuel about one Javanese world chart which actually marked in the regular routes of Chinese vessels; he stated that it was the best chart he had ever seen. The pilot Francisco Rodrigues made a tracing of part of it.[5] The rapidity with which the Portuguese added to and refined their knowledge is illustrated in Fig. 4.

However, based on the above utterly false premise, Menzies goes on to imply that the coastal outlines of *Jave-la-Grande* (*Lytil Jaua* and *The Londe of Jaua*) were also copied by the Portuguese from information on charts which have not survived, but which he claims were made by Hong Bao and Zhou Man in the 1420s.

Ever since 1786, when Alexander Dalrymple first suggested that the east coast of this enigmatic landmass was that of Australia, it has been claimed that this 'continent' of *Jave-la-Grande* is a copy of a 1520s Portuguese map of Australia, and that the French inserted it incorrectly on a map of the world (Figs 1 and 2).[6] Yet, despite the ability of some to 'see' *Jave-la-Grande* as Australia, and Menzies' persistent comments on the accuracy of its depiction on the

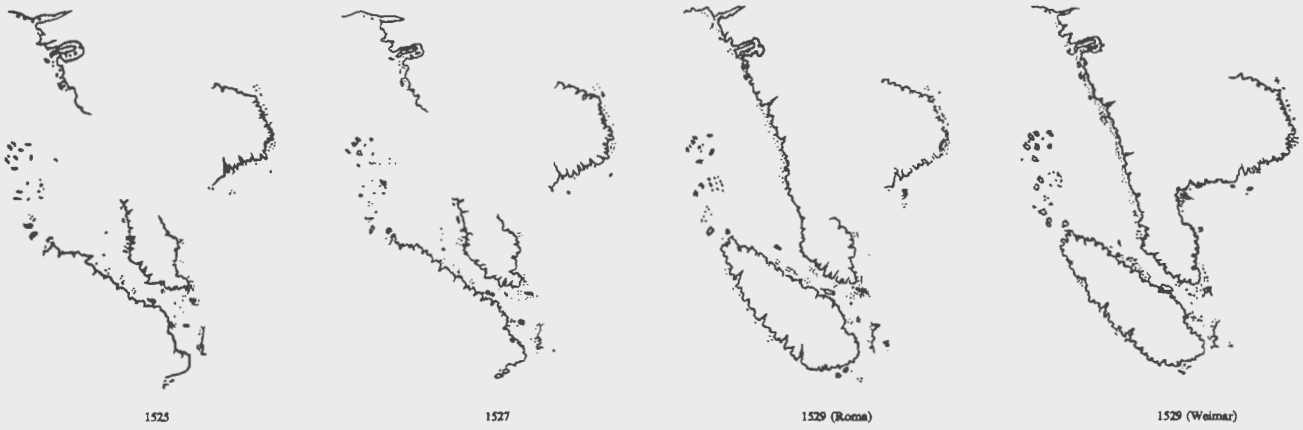


Fig. 4. Line drawings of south-east Asian coastlines from the planispheres of 1525, 1527 and 1529 (Rome) and 1529 (Weimar) made by the Portuguese cartographer Diogo Ribeiro, while working for the Spaniards in Seville. It shows how rapidly the Portuguese acquired more detailed information on those coasts, and how rapidly it was leaked from Portugal despite the 'policy of secrecy'. (Reproduced from Portugaliae Monumenta Cartographica, vol. I, Fig. 11).

Dieppe maps, the apparent similarities between their coastal outlines are extremely superficial, for most people being restricted to the northern half of the two east coasts; there is no south coast. There is not a single surviving Portuguese map or chart which contains any coastal outlines obviously resembling those of Australia until about 1630, when details from the first Dutch charts of parts of it leaked out. There are no surviving Portuguese charts really resembling those of *Jave-la-Grande*'s east and west coasts, either in that position, or anywhere else. Nor is there any other surviving evidence that the Portuguese reached Australia before the well-documented arrival of the Dutch in 1606. Some have stated that the absence of any evidence is due either to the Portuguese *política de sigilo* (policy of secrecy), or to the destruction of records in the 1755 Lisbon earthquake. These are two decidedly overworked excuses used by proponents of improbable theories to try to explain the absence of documentary evidence that they would *like* to exist.

It has been claimed that the French must somehow have laid hands on a map of Australia, either by nefarious means in Lisbon, or perhaps by capture at sea before it reached Portugal. If *Jave-la-Grande* is Australia, then the French, or if you believe Menzies, his very accurate Chinese, misplaced it by some 24° of longitude and some 5° of latitude.

However, Menzies is unworried by this 'misplacement', even though he claimed, in a radio interview in Australia, that the Chinese could measure latitude *and* longitude to within about 30 miles. He unquestioningly accepts Rotz's *Lytil Jaua* and *Londe of Jaua* combined (*Jave-la-Grande*) as being Australia, and provides supposedly complementary evidence by recycling sensational material derived from the popular, but notoriously unreliable, speculative works of Kenneth McIntyre, Eric Whitehouse, Rex Gilroy and Wei Chuh-Hsien, practically all of which has been disproved or thoroughly discredited by academic research over the last twenty years or so.[7] Such hoary old chestnuts as the 'Mahogany Ship', the Bittangabee 'fort', and the Gympie pyramids play a significant role in Menzies' supplementary 'evidence'. The 'Mahogany Ship', which has not been seen since the 19th century and has never been scientifically examined, Menzies identifies as being Chinese; others have variously identified it as being Portuguese, Spanish, Dutch, and as an early, Australian-built whaler! Menzies' 'Toscanelli' map of 'Australia' (p. 416), inherited from Whitehouse, with *unnamed* rivers claimed to be the Murray, Darling, Cooper, Diamantina and Flinders, is actually a vast enlargement of an enigmatic feature on the famous 'Genoese' world map of 1457. There is not one iota of evidence to support Menzies' claim that 'Captain Cook . . . used some of the maps of the Dieppe School' (p. 188).

Reverting to the Dieppe school's portrayal of 'Australia', it is astonishing that none of those who

have accepted the identification of *Jave-la-Grande* as Australia before Gavin Menzies have considered the *inscriptions* on the Dieppe maps' *Jave-la-Grande* of much significance. Kenneth McIntyre considered it 'difficult for an English-speaking person (whether author or reader) to appreciate the nuances of spelling, vocabulary and usage involved in the analysis' of the inscriptions, so virtually disregarded them.[8] Failure to examine crucial evidence because it is *difficult* is inexcusable. So far as the place-names on Java (McIntyre's and Menzies' 'Arnhem Land') are concerned, the former specifically states that 'These north-coast names . . . do not belong to Australian historical geography, and do not concern us here'.[9] This is an astonishing remark for someone with a preconceived conviction that *Jave-la-Grande* is Australia.

Unlike McIntyre, Menzies does pay attention to place-name inscriptions on the north coast of his 'Arnhem Land' (Rotz's *Lytil Jaua*), on his south-east Asian chart (Fig. 3). He states that 'A number of descriptions in *medieval* Portuguese were written on Rotz's more detailed chart. *The names are easy to translate* and *all* of them correspond to what is found there [i.e. in Arnhem Land] today' (pp. 188–9, my italics). Figure 3 shows that there are actually twelve inscriptions on that coast. Menzies only mentions seven of them. Only the words *canal* (channel or strait), *de* (of), *aguada* (water supply source), *a* (the), *fin* for *fim* (end), and a misspelt version of the Portuguese surname *Albim* or *Alvim*, with *d*, the abridged form of *de* prefixed to it, are Portuguese words; there is nothing medieval about them. Eleven of the twelve inscriptions are incontrovertibly *Javanese* place-names, while the remaining one indicates the historically recorded site on Java's north coast where João Lopes de Albim obtained water in 1512.

Menzies' transcriptions are careless. For his 'translations' of Javanese place-name inscriptions as though they were Portuguese he must have used a 'fictionary' (pp. 188–90). He somehow manages to 'translate' *Canal de Sonda*, Rotz's *canal de sonda* (Sunda Strait, between Java and Sumatra) as 'narrow sea ford'; *Aguada dillim*, Rotz's *aguada dolbim* (water supply source of Albim) as 'waterway leading to inland sea'; *chumbão*, Rotz's *chubao* (Tjeribon or Cheribon, now spelled Cirebon), as 'lead', as though it were the Portuguese word *chumbo*; and *Agarsim*, Rotz's *agarsim* (the Javanese city now spelled Gresik, preceded by *a*, apparently the Portuguese feminine definite article) as 'yes indeed water is here', presumably assuming that the first two syllables are a misspelling of *agua* (water), followed by the Portuguese *sim* (yes).

He utterly confuses the next two names eastwards. They actually read *siru baia* (Surabaya) and what is either *limgrania* or *lungrania*. He has either misread *siru baia* as *lingrania* and translated it as 'lime trees', or omitted it altogether. If, for whatever reason, he has omitted *siru baia*, then he has given two different readings for Rotz's *limgrania*, the second being *Nungrania*, which he 'translates' as 'no farmland'.

He does actually translate correctly his *finjava* mistranscription of Rotz's *fin de jaua*, at the eastern end of Rotz's *Lytil Jaua*, but comments that 'The Gova [sic, i.e. Gove] Peninsula, the eastern tip of Arnhem Land, is *finjava*, or "the end of Java"' (p. 189). His presentation of Gova (sic) as a variant reading for *Jaua* (Java) caps his toponymic monstrosities. The name Gove first appeared during the Second World War when the airfield on the peninsula was so named in memory of Pilot Officer William J. Gove, who was killed in 1943![10] Menzies' visual conception of Java as being Arnhem Land hardly accords with his repeated assertion of the accuracy of 15th century Chinese cartographers.

The five inscriptions on Rotz's *Lytil Jaua* which Menzies fails to mention or 'translate' are, from west to east: *palinbam* (Palimbam, one of the 165 localities wiped out in the eruption of Krakatoa in 1883), *sunda* (Sunda, the western third of Java), *Jaue* (a Gallicized spelling of Java), *japara* (Japara) *tubã* (Tuban) and *siru baia* (Surabaya). The islands just off the north coast, which Menzies also fails to mention, are *crimagaua* (Pulau Karimanjawa), *amadura* (Madura) and *pude* (Pulau Sapudi).

Despite the fact that Menzies clearly implies that Rotz's *Sinbaua* (Sumbawa) is really Cape York Peninsula, he fails to mention the seven place-name inscriptions on it. Could he not 'translate' them? He doesn't mention either the two islands in his 'Gulf of Carpentaria', the space between Rotz's *Lytil Jaua* and his *Sinbaua* (Sumbawa), namely *bãcha* (Bali) and *anjane* (Lombok's outstanding landmark, the volcano *Rinjani*). It was these two names that George Collingridge misread, from the spellings given on the Harleian map (see its outline superimposed in Fig. 1).

Apparently believing them to be Portuguese words, he 'translated' them as a syntactically impossible Portuguese sentence supposedly meaning 'no boats go here', claiming this to be indicative of the shallow Gulf of Carpentaria![11] On his 'authority', these words have been quoted in good faith by generations of historians as being 'pure' or 'straight' Portuguese. Menzies may well have found his particular selection of Rotz's inscriptions 'easy to translate', but it is to be hoped that his Englished versions will not mislead readers for as long as Collingridge's ones did – nearly eighty years.

How does Menzies deal with the inscriptions on the east and west coasts of his 'Australia'? As there is not a single one on Rotz's *Londe of Jaua*, Menzies provides *Australian* place-names wherever his imagination suggests on its two enigmatic coastlines. He admits that the other, larger-scale Dieppe charts of 'Australia' (*Jave-la-Grande*) such as the Harleian, and those made by Pierre Desceliers, Nicolas Desliens, and Guillaume Le Testu give 'an almost identical depiction of the continent' (p. 181), but he does not even mention the fact that, on these maps, both those coasts, and the islands off them, are identified by place-names. Why does he ignore them? Did it not occur to him that they might have had inscriptions on them that could have provided irrefutable evidence that they referred to Australia? After all, he examined some of the names on his 'Arnhem Land' in an attempt to do so!

He is clearly familiar with nearly all the sensational, speculative matter on the hypothetical pre-Dutch discovery of Australia published in the last twenty-five years or so. However, he does not mention a single one of the articles published in scholarly journals and conference papers over roughly the same period which have minutely examined that place-name evidence.[12] Menzies' apparent unawareness of this material is further evidence of his reprehensively defective standard of research. *Jave-la-Grande* (Rotz's *Lytil Jaua* and *Londe of Jaua*) is *not* a misplaced representation of Australia at all. A forthcoming book will gather, update and expand this published evidence, but a summary of its findings is given below, and relevant references are provided in the notes.

If the coastlines of the enigmatic 'continent' are not those of Australia, what are they and why did the French place them where they did? What did *they* make of the place-name inscriptions? The handwriting may well not have been easy to read, and it was written by Portuguese, most of the inscriptions being Portuguese attempts to render phonetically the exotic sounding names of places which the French did not recognize, and possibly did not then even know about. There is plentiful evidence to show that many cartographers, and not only French ones, sometimes resorted to guesswork to 'make sense' of inscriptions which they could not 'understand'.

The north coast of Menzies' 'Australia' is precisely what the inscriptions unambiguously say it is, the north coasts of Java and Sumbawa. The east and west coasts, and the small islands off them, are also what the place-name inscriptions say they are, but as they stand, they are what the puzzled French made of the Portuguese originals; consequently most require demystification; there are considerable variations in spelling from map to map.

The west coast is composed of two sections. The more northerly one is a misplaced and misorientated, token, duplicate, *aide mémoire* version of the Java coast of Sunda Strait, which appeared very early in the 16th century on Portuguese charts, and remained there on practically all their depictions of Java throughout it.[13] It was even copied, in detail, on a Dutch chart of 1598 by Willem Lodewycksz.[14] The place names on that coastline on Portuguese charts and on the Lodewycksz one clearly identify it, though the French did not quite know what to make of them.

The other section is south of the manifestly hypothetical strait or river, which is unnamed by Rotz, but is called *R[iviere]: Grande* on other Dieppe maps, and is claimed by Menzies (p. 188), McIntyre and others to represent the Victoria and Roper rivers in Australia's Northern Territory. It is a misorientated copy of a very early Portuguese sketch chart of part of the south-west coast of Java on a different scale from that of the main map.[15]

The east coast is copied from a very early, differently scaled, Portuguese sketch chart of the coast of Vietnam, evidently lacking any indication of latitude. It probably dates from as early as 1516, when the first official Portuguese voyage towards China, under the command of Fernão Peres de Andrade, only just reached the Gulf of Tonkin before the monsoon compelled him to turn back to Malacca.[16] The large triangular east coast projection, which has the decidedly

strange name *C: de fremose* (lit: Cape of beautiful) at its tip on other Dieppe maps, has presented those who believe in the Australian identification with a serious anomaly to explain away, for there is no such feature on Australia's east coast. It is the Mekong delta. The French version is the result of a misreading of the Portuguese *cabo de camboja* (Cape of Cambodia), now known as Mui Ca Mau.[17] Various writers have hazarded guesses as to its identity; they have suggested Cape Howe, on the south-east coast of Australia, both the southern and the north-eastern tips of Tasmania, and the East Cape on New Zealand's North Island![18] Menzies' 'identification' is even more imaginative (pp. 169–72). One side of it is declared to be 'the southern curved part of Tasmania'. The two rivers that are shown flowing into the sea on its other side are claimed to be those existing on the minute Auckland and Campbell Islands far south of New Zealand, while both the land between them, and that connecting them to 'Tasmania' is solid ice! Menzies implies that the islands just north of his 'Tasmanian' coast are Norfolk Island (pp. 164 and 172). They too have been variously identified by others. They are actually the Con Son Islands just off the Mekong delta.[19] Menzies' 'Chinese' chart of Australia is not quite as accurate as he makes out!

Having revealed the real identity and composition of the Dieppe cartographers' enigmatic apparent continent, it remains to explain why they placed its two differently scaled constituent elements where they did. The basic world map, mainly of Portuguese origin, would probably have depicted Java and Sumbawa with their south coasts left blank, as they usually were on 16th century charts. In view of the name *Jave-la-Grande*, it seems probable that the Portuguese original sketch chart of the western half of Java's south coast had on it the one inscription they would have almost undoubtedly recognized, *Jaua maior*, thus explaining why they attached it to the south-western extremity of Java. It also seems probable that they misunderstood the name, thinking that it applied to a landmass larger than what we know as Java, for Rotz calls Java *Lytil Jaua*, and at least one other Dieppe map calls it *PETITE JAVE*. In view of the widespread belief in the existence of a large unknown southern continent, the attachment of the other unidentified coast, actually Vietnam, to the south-east coast of Sumbawa would have seemed logical. Some of the Dieppe maps did actually join the east and west coasts of *Jave-la-Grande*, by a manifestly hypothetical coastline, to the north coast of Tierra del Fuego which had been discovered, not by the Chinese, as Menzies claims, but by Magellan in 1520. It is strange that none of the Dieppe cartographers seem to have been aware of the route home of Magellan's surviving ship, the *Vitoria*, for its course south of Java is blocked by *Jave-la-Grande*. McIntyre suggests that the *R: Grande* was inserted to 'let the *Vitoria* through', which contradicts his, and Menzies' contention (p. 188) that it represents the Victoria and Roper rivers; the former was certainly *not* named after it![20]

Jonathan Swift, commenting on the literal acceptance of illustrations, included on maps by many cartographers, commented:

> *So geographers, in Afric-maps,*
> *With savage-pictures fill their gaps;*
> *And o'er uninhabitable downs*
> *Place elephants for want of towns.*[21]

Menzies, apparently unacquainted with this famous verse, appears to believe that he may have found evidence that the Chinese brought horses to Australia (p. 183). It consists of the depiction of four or five of them on one of the Vallard atlas's maps of 'Australia'. There are also, however, camels, houses on stilts and an obviously oriental procession! It is well known that the Vallard illustration derives from the Parmentier brothers' expedition to Sumatra in 1529.[22] Menzies even seems to believe that one of Eric Whitehouse's fictitious Australias could confirm a story that Chinese cavalry rode across Australia from the site of the elusive 'Mahogany Ship' near Warrnambool to where Cooktown now stands (p. 154)! Would any academic researcher present such uninformed, uncorroborated speculation as evidence?

Menzies *assumes* that the enigmatic landmass south of Indonesia is Australia, and repeatedly *says* that it is. He never proves it, but time and again uses *Australian* place-names to identify *unnamed* features, on *unidentified* coasts on Rotz's hemisphere chart, as if he *had* confirmed it. One cannot condone either Menzies' incredible 'translations' of Javanese place-names, or his omission of the other Dieppe maps' *place-name evidence* which torpedoes his thesis, at least as far as Australia is concerned. A variously-scaled, ignorantly-assembled, misplaced, composite chart of Java, Sumbawa and Vietnam is hardly a reliable one for Men-

zies or his Chinese, or anyone else to steer by when sailing in Australian waters! Those who seek to rewrite history on the evidence of early maps and charts should not so readily ignore the research of relevant academics, historians of cartography, historical linguists, toponymists and palaeographers. *They* are aware of hidden 'rocks' and 'reefs' which radar, sonar and astro-navigation can never detect.

Menzies' apparent ignorance of such hazards 'down under' does not inspire confidence in the reliability of the conjectural 'evidence' he puts forward about other parts of the world, or the 'spin' he puts on it. Doubtless others will comment in detail on his treatment of areas within their own particular areas of expertise. One may wonder, for example, about the validity of his claims that Chinese vessels passed through the Straits of Magellan on the 'evidence' of the Piri Reis maps of 1512, or that they circumnavigated Greenland, primarily on the 'evidence' of the controversial Vinland map. One may question his adjustments of the scale and orientation of enigmatic islands in the western Atlantic (Caribbean?) on Zuane Pizzigano's map of 1412 to make them more closely conform to his hypothetical identifications (p. 252). As for the inscriptions on those islands, they have defeated intepretation by all experts, but not by Menzies. It will be no surprise, however, to learn that *his* 'translations' of them, after dipping into dictionaries in the British Library (pp. 363–67), are every bit as fanciful as his Javanese 'translations'. He identifies one of those islands, named *satanazes*, as Guadeloupe, by rendering two names he finds on it, *con* and *ymana*, as 'a volcano erupts there' (p. 247), apparently assuming that those two words are cognate with English 'cone' and 'emanates', and then unjustifiably stretching those meanings.[23] He goes on to build on that 'translation' by examining volcanic eruption dates, finally claiming that from this information he 'had first-hand evidence that a cartographer had been in the Caribbean no later than 1424, sixty-eight years before Columbus' (p. 247).

'Imaginography' and uninformed, wildly speculative 'translations' of toponyms are not conducive to a credible rewriting of history.

NOTES AND REFERENCES

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2. Richardson, W.A.R., '"Imaginography": Sensational Pseudo-Discoveries', *The Skeptic*, vol. 19, number 1 (Autumn 1999), pp. 26–30; reprinted in *IMCoS Journal*, 79 (Winter 1999), 5-14; for reasons which will become apparent, the present article inevitably covers some of the material dealt with in 'Imaginography'. For another case of 'imaginography', see Richardson, W.A.R., 'South America on Maps before Columbus? Martellus's "Dragon's Tail" Peninsula', *Imago Mundi*, 55 (2003), pp. 25-37.
3. Rotz, Jean, *Boke of Idrography* (1542), British Library, Royal MS 20.E.9; see fols. 30r° and 9v°.
4. The literature on the Dieppe maps is very extensive, but see especially Wallis, Helen (ed.), *The Maps and Texts of the Boke of Idrography Presented by Jean Rotz to Henry VIII*, Oxford, 1981, which Menzies lists in his bibliography but never cites, even though it reproduces all of Rotz's charts along with a very scholarly study. It includes a list of all the Dieppe maps on p. 39. See also Coote, C. H. (ed.), *Autotype Facsimiles of Three Mappemondes . . .*, Aberdeen, 1898, which reproduces in detail the anonymous Harleian or Dauphin map (British Library, ADD. MS 5413) and Pierre Desceliers' maps of 1546 and 1550.
5. Menzies seems unaware of two of the major works covering the subject: Cortesão, Armando and Teixeira da Mota, Avelino (eds), *Portugaliae Monumenta Cartographica*, Lisbon, 1960, 6 vols, which reproduces over 600 early Portuguese charts, including many of South-East Asia and Indonesia, and Cortesão, Armando, *The Suma Oriental of Tomé Pires and the Book of Francisco Rodrigues*, London, Hakluyt Soc., 1944, (2nd series, vols 89 and 90), especially pp. lxxviii-lxxix; all the charts made by Francisco Rodrigues made c. 1512 are reproduced in it (as well as in vol. I of *PMC*); one set of local sailing directions, *Camynho da Chyna*, appears on pp. 301–2.
6. Dalrymple, Alexander, *Memoir Concerning the Chagos and Adjacent Islands*, London, 1786, p. 4.
7. (i) McIntyre, K.G., *The Secret Discovery of Australia. Portuguese Ventures 200 Years before Captain Cook*, Medindie, South Australia, and London, 1977; (ii) Whitehouse, Eric, B., *The Northern Approaches: Australia on Old Maps, 820–1770*, Mooroka, Queensland, 1994; (iii) Gilroy, Rex, *Pyramids in the Pacific*, Gympie, Queensland, 2000; (iv) Chuh-Hsien, Wei, *The Chinese Discovery of Australia*, Hong Kong, 1961.
8. McIntyre, op. cit., p. 108.
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12. Richardson, W.A.R., (i) *The Portuguese Discovery of Australia. Fact or Fiction?*, Canberra, National Library of Australia, 1989; (ii) 'Is Jave-la Grande Australia? The linguistic evidence concerning the west coast', *The Globe*, no. 19 (1983), pp. 9–46; (iii) 'Jave-la-Grande: a place-name chart of its east coast', *The Great Circle*, vol. 6, no. 1 (April 1984), pp. 1–23; (iv) 'Jave-la-Grande: a case study of place-name corruption', 12th ICA Conference (Perth, WA), August 1984, *Technical Papers*, vol. 2, pp. 221–48; (v) 'Jave-la-Grande is not Australia', *The Globe*, 37 (1992), pp. 1/13–1/16; (vi) 'A critique of Spanish and Portuguese claims to have discovered Australia', *Investigator* (Journal of the Geelong Historical Society), 120 (1995), pp. 83–107, and 121 (1995), pp. 131–47.
13. See maps including Java reproduced in *PMC*, especially vols I and II.
14. The relevant part of the Lodewycksz chart of Sumatra and Java is reproduced in Richardson, W.A.R., 'The origin of place-names on maps', *The Map Collector*, 55 (Summer 1991), pp.18–23; see p. 19.
15. Richardson (ii) passim, but also idem (i) pp. 16–19, and (iv) pp. 231–34.
16. See an account of the voyage in João de Barros, *Decada Terceira da*

Asia, Lisbon, 1563. For reference to the 1777 edition see Richardson (iv), note 65.

17. Richardson (iii), Fig. 7, reproduces a text containing the words *Reyno decamboja* (sic., Kingdom of Cambodia) in the handwriting of Tomé Pires (c. 1512); it shows how easily, in a similar hand, *decamboja* could have been misread as *fremose*.
18. McIntyre (op. cit.), FitzGerald, Lawrence, *Java La Grande: The Portuguese Discovery of Australia*, Hobart, 1984, and Hervé , Roger, *Découverte fortuite de l'Australie et de la Nouvelle Zélande . . .*, Paris, 1982. Between 1955 and 1982 Hervé changed his mind from the southern tip of Tasmania identification to the New Zealand alternative.
19. Richardson (iii) passim, but also idem, (i) pp. 20–26 and (iv) pp. 234–41.
20. McIntyre (op. cit.), p. 197.
21. Swift, Jonathan, *On Poetry*, (1733).
22. The 'Vallard Atlas' is in the Huntington Library, San Marino, California (MS. HM. 29). For details, see Wallis (op. cit.), pp. 59–60, where the map is reproduced.
23. Irrespective of who may have helped Menzies with this 'translation', it is sheer speculation. The words *con* and *ymana*, as they stand, do *not* mean 'volcano' and 'erupts' in either Spanish, Portuguese or Italian, and there is no word present to mean 'there'. The basis of the 'translation' must be the assumption that *con* is a misspelling of Port. *cone* or Sp. and It. *cono* (cone), and that *ymana* is a variant spelling of Port., Sp. and It. *emana* (emanates). The only words that could justify such a translation are cognates of English 'volcano erupts', Sp. *volcán erumpe*, or *está en erupción*, Port. *vulcão faz erupção*, or It. *vulcano erutta*, perhaps with some minor early spelling variations.

W. A. R. (BILL) RICHARDSON

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Divided by Empire, Reunited by Tourism: Tourist Maps of Sint Maarten/Saint Martin

The small, volcanic, thirty-seven square mile semi-arid island of Sint Maarten/Saint Martin lies at the northern end of the Leeward Islands at the juncture of the Caribbean Sea with the Atlantic Ocean. It was first visited by Arawak Indians from South America in about 2000 BCE [before common era], and fully settled by them by 550 BCE. Carib Indians also from South America began their subjugation and elimination of the Arawaks on the island in the early 1300s CE. The Indian name for the island was *Sualouiga* ('Land of Salt'), referring to its prominent and valuable salt ponds.

The first European sighting and possible visitation ('discovery') occurred during Columbus' second voyage to the New World on route from Guadeloupe to Cuba on October 8, 1493 (old system), the Catholic feast day of St Martin of Tours; hence the island's current name. More than a century later, St Martin was settled by the English and French ousted by the Spanish from the nearby island of St Christophe (St Kitts) in 1627 and by the Dutch from St Eustatius ('Statia') respectively in 1638. St Martin was settled and resettled, mapped, and contested by the Europeans until its division by the Dutch and the French by the 'Accord of 1648'. Under this treaty, which was an extension of the European Peace of Westphalia that ended the Thirty Years War, the Netherlands received the sixteen square mile generally southern portion of the is-



Fig. 1. SAINT MARTIN/SINT MAARTEN. Enhanced aerial photograph map (Sint Maarten: Hart's Aerophoto, 1988).

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land, and France came into control of the twenty-one square mile northern part.

St Maarten/St Martin's modern history as a tourist mecca began in 1939 when the Dutch side was declared a duty free area by the Netherlands. The opening of Queen Juliana International Airport, with significant aid from the United States, on the Dutch side in 1950, but serving both parts of the island, even more furthered its growing tourist industry. Today, St Maarten (i.e. Philipsburg) is rated second only to St Thomas in the U.S. Virgin Islands for duty free shopping in the Caribbean by the tourist industry. Duty free status also allows for alcohol to be readily distilled or imported, combined, and sold, thereby creating a emergent regional trade in St Maarten/St Martin blended and flavoured rums.[1]

Although St Maarten has been a component of the Netherlands Antilles (Windward Islands), an autonomous part of the kingdom of the Netherlands, since 1951, and St Martin belongs to the French West Indies, a department of France, with the growth of tourism as the island's principle industry, the actual boundary of 1648 that still separates them has become little more than a line on the map.[2] Today, islanders and visitors primarily from North and South America and Europe travel unimpeded between St Maarten and St Martin, greeted only by welcome signs to mark their crossings. Consequently, Netherlands Antilles florins (guilders) and the new euros are used interchangeably, but the American dollar continues to dominate the economic life of the island and thereby further helps to create a greater unity.

This concurrence largely brought about by tourism is readily reflected and furthered by the myriad tourist maps of St Maarten/St Martin. Private businesses helping to comprise the tourism industry and/or their representative commercial organisations pay for the great majority of the numerous materials like maps widely distributed across the island. Hence, they are provided free of charge to their users. Consequently, beyond showing the ways around and to the attractions of St Maarten/St Martin they also serve as excellent advertising vehicles. These maps are most often revised to reflect the comings and goings of advertisers over other changes. Thus, while both sides of the island have sponsoring government tourism boards, tourist lodging levies, and departure taxes on individuals, very little of the monies so collected are actually spent on magazines,[3] brochures, and maps. These funds rather provide a chief source of basic income for both sides of this 'duty free' island.

These tourist maps (and tourist maps and other literature in general) function in several ways. Most importantly, they show visitors how to get around the island, which is done primarily in small well-used rented cars on two-lane roads with speed limits at forty miles per hour or below. These maps also point out and to the island's attractions, services, and tourist-related businesses. And, lastly, when taken home they help people recall their vacations and share them with others and to encourage them and others to return or come to St Maarten/St Martin. In the process, the users often make notations as reminders on them, thus converting them as James Akerman, Director of the Hermon Dunlap Smith Center for the History of Cartography at the Newberry Library in Chicago, variously has said into neo-manuscript maps.

Perhaps the mostly widely dispensed tourist map is based upon an enhanced aerial photograph of St Maarten/St Martin originally produced by Hart's Aerophoto in St Maarten (Fig. 1).[4] It has appeared in bilingual French/English updated editions since 1988 to the present in various formats such as smaller and larger types of folded road maps and two-page centrefolds in some of the Island's free tourist magazines like *Discover St Martin ✧ St Maarten*. In its folded or magazine versions it is of course surrounded by numerous advertisements for various tourist-oriented businesses and attractions. It is unique in that it is the only non-drawn tourist map of the Island.

This map's high tech character and design make it attractive and user friendly. One gets a clear picture of the entire island, its somewhat complex topography (e.g. 'Great Bay Salt Pond'), major roads, and places (e.g. '*VILLAGE DE GRAND CASE*'. It is oriented to the north, has a scale in kilometres and miles, and readily works in its primary purpose to help the user find his/her way around the island. It is portrayed scientifically as a unity, and the international boundary is barely designated by a slashed red line.[5] French-side footpaths are shown more clearly by yellow slashed lines. Only the labelled national tricolours off shore on the left side of the map clearly indicate '*PARTIE FRANÇAISE*' and 'DUTCH SIDE'. A brief '*LEGENDE* – LEGEND' in the lower left corner of this busy map provides the key

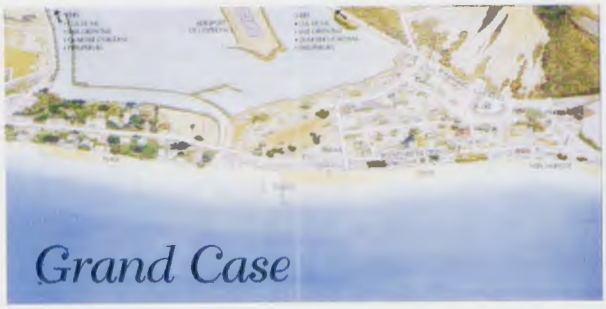


Fig. 2. 'Grand Case', inset from SAINT MARTIN/SINT MAARTEN.

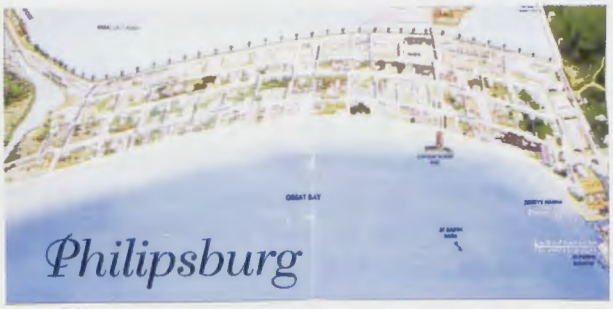


Fig. 3. 'Phillipsburg', inset from SAINT MARTIN/SINT MAARTEN.



Fig. 4. 'Marigot', inset from SAINT MARTIN/SINT MAARTEN.

for the symbols for beaches, marinas, footpaths, main and secondary roads, and the unlabelled border.

Among the larger supporters of a folded version of the map seem to be Texaco, Budweiser, and the *Voyager* pleasure boats. They undoubtedly paid extra to be the only advertisers shown on the face of the map. Their logos are to be found in the upper right-hand corner, Texaco gas stations are prominently indicated at Anse Marcel, French Cul de Sac, Philipsburg (3), Cole Bay (3), Juliana Airport, Concordia, and Marigot, and the *Voyager* destinations of Anguilla, Tintamarre, St Barth, St Eustatius, and Saba are printed off shore with white arrows pointing in their various directions.[6] Budweiser competes with Heinekens almost everywhere.

Usually closely associated with this and other such island maps are three or more locale maps—Philipsburg, the capital of St Maarten (Fig. 3); Marigot, the capital of St Martin (Fig. 4); and the French-side village of Grand Case (Fig. 2).[7] Philipsburg and Marigot are the major tourist shopping centres, and Grand Case is known for its restaurants, some of which are world class. All three also have main beaches and harbours associated with them. These maps are found on separate pages in the magazines or on the reverse sides of the folded maps. None are based upon aerial photographs, but rather here they are more tasteful, artistically rendered birds-eye-view city plans, showing accurate renditions of buildings, piers, and marinas.[8]

One of the most aesthetically pleasing and useful of these is the one-page *UNE ÎLE...an island* in the ecotourist magazine *Saint-Martin Sint-Maarten Nature* (Fig. 5). While excellently emphasising the island's many ecotourist activities, this publication also abounds with commercial advertisements, ecotourist and otherwise. The map is in French and English, done in subdued colours, and shows all of the island's major roads, towns, and ecotourist-related attractions (e.g. '*BAIE ORIENTALE*'). A vague red slash line with the French tricolour and Netherlands Antilles flag shows the international border. Arrows offshore indicate directions to nearby islands. On French-produced maps, the international boundary occasionally is more pronounced. In the upper right hand corner there is an inset map of the Caribbean Sea, highlighting 'Saint-Martin/Sint Maarten'. The locations of the principle underwriters of the map—Windward Island Bank, Guavaberry Rums and Liqueurs, and *Banque Inchauspé*—are tastefully pinpointed by their logos.

The variety of other drawn island maps, while interesting in their own ways, often are less effective. The one-page English language *The Island of Saint Martin Sint Maarten* in the American Airlines magazine *Destination St Maarten/St Martin* is quite nice to look at, but tells the user far less about the specifics of the island. The essentials like major roads, towns, and beaches and a few attractions are there, but not much more. For example, the border and a scale are absent,



Fig. 5 (above). 'UNE ILE...and island (Saint Martin: Map 1One, 2001)



Fig. 6 (left). 'St Maarten/St. Martin' (2000)..



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Fig. 7 (top left). 'Map of St. Maarten/St. Martin Compliments of Little Switzerland' (2000).

Fig. 8 (above). THE GUAVABERRY MAP OF HISTORICAL PHILLIPSBURG OLD DUTCH SINT MAARTEN.

Fig. 9 (centre left). Oro de Sol shopping map.

Fig. 10 (left). Saint Martin Millenium postcard map (c. 2000).



Fig. 11 (left). Sint Maarten Post Office air mail envelope map of the Lesser Antillies (c. 2001).

Fig. 12 (below). Watercolor painting map of 'Saint Martin' by Charlot (1997).



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and while the magazine is full of ads, no businesses appear on the map; perhaps because American Airlines solely supported this piece of cartography?

The *Street Map of Philipsburg* and *Street Map of Marigot* in the same publication on the other hand are far better. They not only look good, but present relatively detailed pictures of the shopping old towns of these cities. Different types of business establishments are colour-coded (e.g. 'pink = Wining & Dining'), ATM machine locations are marked with red-circled white-A symbols, and specific advertisers are indicated by numbers ('Colombian Emeralds Int....9'); perhaps because they helped to pay for these pieces of cartography.

The compact, folded *St Maarten*, underwritten by the upscale Sapphire Beach Club, a prominent Dutch-side time-share resort, and other advertisers is almost useless for tourists. Based on a painting by Stu' Jenkins in 1997, this not uninteresting coloured quasi-bird's eye view of the island shows roughly where all of the sponsors are located, but does not really show how to get to them or move between them by car. Only on the reverse side, dominated by pictures of the Sapphire Beach Club, is there a smaller generalised coloured map, showing roads and places, but only the major ones.

In 'the Island's premier lifestyle & travel [pocket] magazine', *St Maarten nights*, there is the double-page map, *ST MAARTEN ST MARTIN* (Fig. 6). It is cartoon-like and somewhat garishly coloured. Like so many protruding veins, the roads are in purple on a flesh-toned island. Marigot and Philipsburg are in white highlighted by red, and all other labels are black. The international border is an evident slashed white line. Easily understandable symbols (e.g. beach umbrellas) cover the island.[9] Despite its somewhat unaesthetic presentation, this map works well and generally does what it is supposed to do. The accompanying one-page *MARIGOT* and *PHILIPSBURG* maps are similar and work about as well.[10]

One of the most peculiar examples of this genre of island cartography is *Map of St Maarten/St Martin Compliments of Little Switzerland* (Fig. 7). Little Switzerland is one of the island's and the Caribbean's largest duty-free retailers, and this one-sheet map is available at its Marigot and Philipsburg stores and elsewhere. In addition to the two Little Switzerland locations, which are clearly labelled in red highlighted by lime green, other businesses, towns and villages, lodgings, restaurants, beaches, and airports are all indicated on this colourful map. Roads are shown as is also the border by a barely perceptible slashed red line. Below a substantial compass rose, along the bottom of the map Dutch and French traffic signs are explained in English and Spanish, and in the lower left-hand corner emergency telephone numbers for the Dutch and French sides are listed.

But what is really idiosyncratic about this very usable map, relates to the portrayal of the island. There is an illusion of size, and it is shown along the curvature of the earth reaching apparently great distances west to east and from the south to the rising or setting sun in the north-northeast. Moreover, this semi-arid island is imaginatively fully forested with green trees, palms along the coasts and others inland, so that they become the outstanding feature of the map and green its dominant colour. It almost looks as if Switzerland has been transported from Western Europe to the juncture of the Caribbean Sea and Atlantic Ocean!

Among the city and other cartographies there also are some distinctive representations. *The GUAVABERRY MAP of HISTORICAL PHILIPSBURG Old Dutch Sint Maarten* (Fig. 8) is a wholly stylised, warmly and tastefully coloured image of much of the central shopping district of the old Dutch side capital. It is postcard sized and on card stock to be easily followed by the shopper from store to store through the crowded narrow streets of the city. And of course the sponsor of the map, the Guavaberry Emporium with its tasting room is conspicuously shown at the top of 'FABULOUS TAXFREE FRONTSTREET'.

Oro del Sol, 'The most unique duty-free shopping experience under the sun,' is another major retailer on Sint Maarten/St Martin. It offers a quite beautiful, but indiscriminate postcard-type map of its establishments (Fig. 9), showing their various international product lines. Clearly, this 'map' is meant to show much more what than where. The reverse sides of both of the above card maps describe glowingly the shopping experiences awaiting their users.

Two other types of cartography that can be considered tourist maps are the postcard (Fig. 10) and painted maps of St Maarten/St Martin. The images are often repeated and these postcard maps are usually of several varieties: those depicting the island in the context of other Caribbean islands,[11] those of the island,[12]

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and those showing (typically old) plans of Philipsburg or Marigot.[13] These of course are meant to be bought by the tourists to be sent home from their vacations.

The painted maps (Fig. 12) are commonly the work of St Maarten/St Martin artists who are attracted not only by the tourist dollars, but also by patriotism and probably too the complex shape and topography of the Island. Some are more artistic than cartographic[14] and vice versa. In any case, as originals or reproductions they are purchased by tourists from the artists, galleries, or in shops as souvenirs of their times in St Maarten/St Martin.

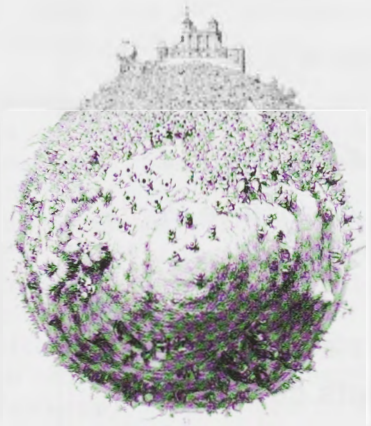
Somewhat unrelated to St Maarten/St Martin specifically also is the use of Caribbean maps in advertisements in the tourist literature. A superb example is the Diamond Creations-Tanzanite International (with locations in Philipsburg and elsewhere across the Caribbean) ad. The soft backdrop map beautifully accentuates and evokes the gems displayed across its face.[15]

What history, imperialism once rended apart, geography, globalisation is restoring; or so it appears with respect to St Maarten/St Martin. As elsewhere, when cartography has documented the past, reflected the present, and even glimpsed the future, the tourist maps of the island look to be functioning in similar capacities. They facilitate telling the story of the island.

Thus, while this cartography is fairly ephemeral and ubiquitous, it is in reality not trivial. Beyond geography, these maps document the island's history by illustrating important places from the past like the Hope Estate in the north-west, location of the island's earliest Arawak archaeological sites, the largely defensive forts Marigot and William and Amsterdam in Marigot and Philipsburg respectively, and former slave and maroon villages that have become classic Caribbean neighbourhoods. These maps reflect the island's growing economic unity stemming from its liberal democracies and dollar tourism. And they mirror the place of tiny Sint Maarten/Saint Martin in the developing world economic and social order.

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3. For example, see the excellent slick and colourful, bilingual (English/French) *Discover St Martin ? St Maarten*, published in 100,000 copies annually.
4. *Saint Martin/Sint Maarten* (Saint Martin and Saint Barthelemt [sic]: SNC Rosdal, 2001 [1988]).
5. The border is even vague on a standard, not-necessarily-tourist-oriented road map. For example, see *Sint Maarten Saint Martin: Netherlands Antillies—French West Indies* (Philipsburg: Van Dorp-Eddine [SXM] nv, c. 2002).
6. *ÎLE DE – ISLAND OF ST MARTIN ST MAARTEN. CARAÏBES FRANÇAISES – FRENCH WEST INDIES NETHERLANDS ANTILLES – ANTILLES NÉELANDAÍSES 2001* (St Martin: Map 1 One, 2001).
7. For maps of other locales, for example, see *Spécial Vacances: St Martin * St Maarten No 8* (Marigot: Tip Top, c. 2002).
8. *ÎLE DE—ISLAND OF ST MARTIN ST MAARTEN.*
9. *ST MAARTEN nights*, 2000, 94–95.
10. Ibid., 91and 96.
11. For example, see *Antilles* on the unfranked airmail envelopes sold by the main post office in Philipsburg in 1998 and *Destination St Maarten/St Martin 2002* (Dorset, UK: Ralston Publications Ltd., 2002), 16.
12. For example, see *An 2000 à St-Martin* (*Éditions Exbrayat Saint-Martin*, c. 2000). My 'definitive' collection includes six postcards of four different maps.
13. For example, see Samuel Fahlberg, *PHILIPSBURG* (The Hague: MIKO 319, n.d. [1822]).
14. For example, see *St Martin* by Charlot (Fig. 12). This pretty watercolour map, dated 1997, was purchased by the author and his wife from the artist at the twice-a-week dawn-to-noon Marigot open-air market in 2000.
15. For example, see *Destination St Maarten/St Martin 2002*, 8-9.

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International News & Events

2004 23rd International Symposium
Italy: Modena, Verona and Florence
16–22 October.
Contact: Susan Gole, address, etc. on page 1. I will be staying in Hotel Liberta in Modena and Le Due Fontane in Florence.

For registration, hotel reservation and queries in Italy:
Contact: Modenatur, Via Scutari 10, Modena 41100
Tel: +39 059 220022. Fax: +39 059 206688
e-mail: motur@modenatur.net
web: www.modenatur.net

2005 24th International Symposium
USA: Denver, Colorado
17 Sept: 5th Annual Rocky Mountain Map Fair
18 Sept: Map Fair or one-day optional tour
18 Sept Symposium opening in evening
19–21 Sept Symposium
22–25 Sept Optional tours
NOTE: These dates are slightly different from those in the Summer Journal. These are now CORRECT!

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

23rd International Symposium in Italy

The response for the symposium has been very good, and we now expect over a hundred participants and accompanying persons to attend.

Registration bags

These will be delivered to hotels and should be given to you at the time of checking in. For those staying elsewhere, not in the recommended hotels, registration bags may be collected at the Welcome Reception.

Welcome Reception

Saturday 16 October 7.30–8.30 pm.

It is hoped that this will be held in the Town Hall, a historic building in the centre of Modena. Full details will be given in the registration bag.

Credit Card payments

There have been some queries about the need to deduct payment for both the registration and the six hotel nights at the time of registration. This was necessary because of the high demand for hotel rooms, paticularly in Florence, at this time of the year. Although some hotel web sites quote lower rates, it is unlikely that rooms would be available at that price and for the required dates, and certainly not in the large numbers that we require. It is often possible to make a bargain at the last minute for a single room, but some of the fun of IMCoS symposia is getting to know other members over the breakfast table, or knowing there are others in the same hotel to join for an evening meal.

The travel agents agreed to share some of the rebate they receive from the hotels with IMCoS, in order to keep the registration fee as low as possible. We apologise if this early payment has caused some hardship to participants.

Arrival at Bologna airport

The bus for Modena departs from outside the arrival hall, slightly to the right as you come out of the main exit. It runs every two hours at fifteen minutes past the hour, from 06.15 till 20.15, with a last one at 22.30, and the journey time is approx. 45 minutes. If you tell the driver the name of your hotel, he will tell you the nearest stop to alight in Modena.

Alternatively, the bus service to Bologna railway station (ticket available on the bus) runs every 15 minutes (journey time 20 minutes), and there are very frequent trains from Bologna to Modena (journey time about 30 minutes). Remember to validate your ticket at the yellow box on the platform or in the lower passage before boarding the train. At Modena station taxis are available to reach your hotel, or there are also local buses (purchase a ticket from a tobacconist and validate it as you board the bus)..

If you wish Modenatur to arrange your transportation from the airport to your hotel, contact them direct for rates.

Closing Reception

A final reception is planned for the evening of Thursday 21 October, in a prestigious setting in the centre of Florence, within walking distance of all hotels. The day itself is a leisurely one, with members able to view the exhibition at the State Archives at a time to suit themselves. Florence holds plenty of delights to occupy the rest of the day, and time to relax with friends in the evening.



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Exhibition in London

Lords of All They Survey:
Estate Maps Exhibition at Guildhall Library
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9 August – 30 October 2004

A fascinating insight into the history of many of London's oldest institutions is revealed in a unique exhibition of estate maps at the Corporation of London's Guildhall Library opening on 9th August. The exhibition will throw new light on the lives and landscape of the Capital between the 16th and 19th centuries.

A symbol of landowner's status, maps were hand-drawn by hired surveyors before the Ordnance Survey came into place in 1791. Not only focusing on the capital, the exhibition contains estate maps from across the South-East of England and as far afield as plantations on the Caribbean island of St. Kitts.
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For further information and images from the exhibition please contact Michelle Poole at the Corporation of London on 020 7332 3450.
michelle.poole@corpoflondon.gov.uk

Exhibition of maps of China in Paris

The 3rd Paris Map Fair will host this year, on occasion of the Chinese cultural year in France and the French cultural year in China, 2003/2005, a small exhibition of 300 years of Chinese mapping. The exhibition includes several important antique maps, books, atlases on China; in addition the 50 participating map dealers will show at least one map of China in their booth.

European mapping of China dates from the 16th century through the 19th century and shows the growth of knowledge about the geography of China and the surrounding region. The artistic quality of the maps is outstanding, as is their historical value. The first printed Western map of China was included in an atlas by Abraham Ortelius, published in Antwerp in 1584, and was based upon the surveys of the famous Portuguese cartographer Luis de Barbuda.

A decade later one of the most important charts of this region was published in Amsterdam by Jan Huygen van Linschoten, who collated the reports of Portuguese mariners, thus providing one of the first printed records of Portuguese knowledge of the coasts of China and Japan. Matteo Ricci, one of the most influential figures in the European cartography of China, arrived in Macao in 1582. His finest work was the multi-sheet wall map of the world produced in Peking in 1602. Ricci placed the prime meridian for the map along the Pacific coasts of Asia so that China remained centrally located as the Middle Kingdom.

In 1655, Dutch cartographer Johannes Blaeu published *Atlas Sinensis*, an important atlas on China by an Italian Jesuit, Martino Martini. The continuing influence of Jesuit cartography can be seen in the works of the late 17th century Italian, Coronelli.

The successor to Martini's atlas came nearly a hundred years later when new surveys were undertaken by the Jesuits in 1718 for the Chinese Emperor. These formed the basis for D'Anville's Nouvel *Atlas de la Chine*, published in 1737. D'Anville's maps included detailed surveys of the extremities of the Chinese Empire, including one of the first separate maps of Korea and the earliest printed Western maps of Tibet and Bhutan.

The development of the English East India Company's tea trade with Canton through the Portuguese colony of Macao from the late 17th century contributed to the accurate mapping of the Pearl River Delta. The establishment of Hong Kong in 1841 and the series of conflicts between European powers and China from the late 1830s to the early 1860s led to the development of detailed charts and maps of focal points along the Pearl River Estuary and the environs of Canton in particular. Moreover the new treaty ports established along the China coasts at Xiamen, Fuzhou, Ningpo and Shanghai in 1843–44 created interest in new charts of all the China coasts.

Through this historical and cartographic archive, we hope that the visitors, will appreciate the long history of cross-cultural exchanges between China and the West represented in such vivid visual records.
For further information: Pierre Joppen
e-m: p.joppen:swaen.com

Conference in Switzerland

Maps and Images:
How they have transmitted visual knowledge
along the Silk Road
Zurich, May 14-15, 2004

The writer always dreamt of going to China with Marco Polo, but, being born at the wrong time, just couldn't make it. Having visited this most stimulating International Conference in Zurich last week, I now feel that I really did, in a way, realize that dream.

Organized by Phillippe Forêt, Ph.D., Associate Researcher, Institute of Cartography, Zurich, and Prof. Dr Andreas Kaplony, Institute of Oriental Studies, University of Zurich, the program was a rich combination of subjects 'to encourage comparisons in methodological approaches across disciplines such as art history, Asian Studies, astronomy, cartography, cultural studies, geog-

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raphy, history of religion, history of science, Islamic studies, Medieval studies, travel literature, etc. While scholars have thoroughly studied the transmission of texts across cultures, a lot remains to be discovered on the ways in which visual representations have been copied, forged, or adapted to new circumstances.'

As the convenors further state on their program:

'For two thousand years, the Silk Road has been the most important connection between the Far East, the Middle East and Europe. This network of commercial routes and prosperous states has allowed the diffusion of complex representations, such as city and country maps, landscape paintings and drawings that have shaped the perceptions of space and time. The Silk Road can therefore offer fascinating examples for the study of the transmission of visual knowledge.'

The Conference was opened by Hans-Ulrich Feldmann of the Swiss Society of Cartography. Many of us know Hans-Uli from International Meetings and as the Chief Editor of *Cartographica Helvetica* which has been appearing with the regularity of a Swiss watch since the first issue appeared in January 1990. While the articles are in German, summaries are in English and French as well. It is good to know that some publications on the subject of maps have such a long lifespan...

Twenty-four scholars from all over the world gave talks on (A) Paintings and Drawings, (B) Maps up to the 15th Century, (C) Maps after the 16th Century and (D) Sciences and Techniques. All the talks were fascinating and opened up quite new venues to participants of the Conference. As I cannot mention all the subjects and scholars, it is really worthwhile to look up the corresponding website:

www.ori.unizh.ch/maps

Last but not least, many thanks to Patrick Whitten for informing me of this Meeting.

EVA WAJNTRAUB

Workshop in Thailand

Maps and Prints of Southeast Asia: Past and Present

A workshop on *Maps and Prints of Southeast Asia: Past and Present* was held at The Siam Society in Bangkok, Thailand on Saturday 22 May 2004. Over seventy people attended the three-hour workshop, which consisted of two parts: first, presentations from eight speakers followed by questions and answers; and, second, viewing and handling maps, books and related material. The workshop was organized by two Americans, who are long-time residents of Bangkok and members of both the Siam Society and IMCoS—Barent Springsted, a dedicated collector; and Dawn Rooney, IMCoS Representative for Thailand.

Dr Woraphat Arthayukti, Honorary Secretary of The Siam Society, opened the workshop and welcomed the participants. The speakers included: Dieter Ande, John Conrad, Dawn Rooney, Barent Springsted, Thavatchai Tangsirivanich, Heng Thung, Edward Van Roy and Julie Yeo.

The talks covered a wide range of topics beginning with an overview of Southeast Asia revealed through maps. Two talks related specifically to Ayuthaya: one on European mapping of the ancient kingdom from the late sixteenth century to the sacking of the capital by the Burmese in the mid-eighteenth century; and another one on imagining Ayuthaya based on a rare, indigenous Thai map of 1926. Thoughts on collecting maps and prints were put forth and textual and web site sources were given. A proposal for a new book project of documenting Southeast Asian maps was presented. Julie Yeo, the IMCoS representative for Singapore and Malaysia, spoke on the care and restoration of maps and prints. The topic of the workshop was taken into the twenty-first century with a talk on the importance of radar imaging and the impact of satellites and Geographic Information Source (GIS) on modern mapmaking in Southeast Asia. The participants left with ample handouts, some prepared voluntarily by the speakers, IMCoS technical brochures and further reading lists.

The feedback on the workshop has been highly positive and the organizers believe that their aim of generating a greater awareness in maps and prints of the region was achieved. Based on suggestions from two of the speakers we have scheduled a follow-up meeting in early August to discuss developing a catalogue of historical maps of Thailand with sufficient detail to make it a useful resource for researchers, scholars, teachers and collectors.

DAWN F. ROONEY

International Map Libraries

Continuing information on map libraries throughout the world, László Gróf (Oxford, UK) reports on his invitation to Bucharest, and Tom Sander (Washington DC, USA) has sent reports of two visits he made recently (see also his arctile on his visit to Croatia in *IMCoS Journal* 94, Autumn 2003, pp.48–51).

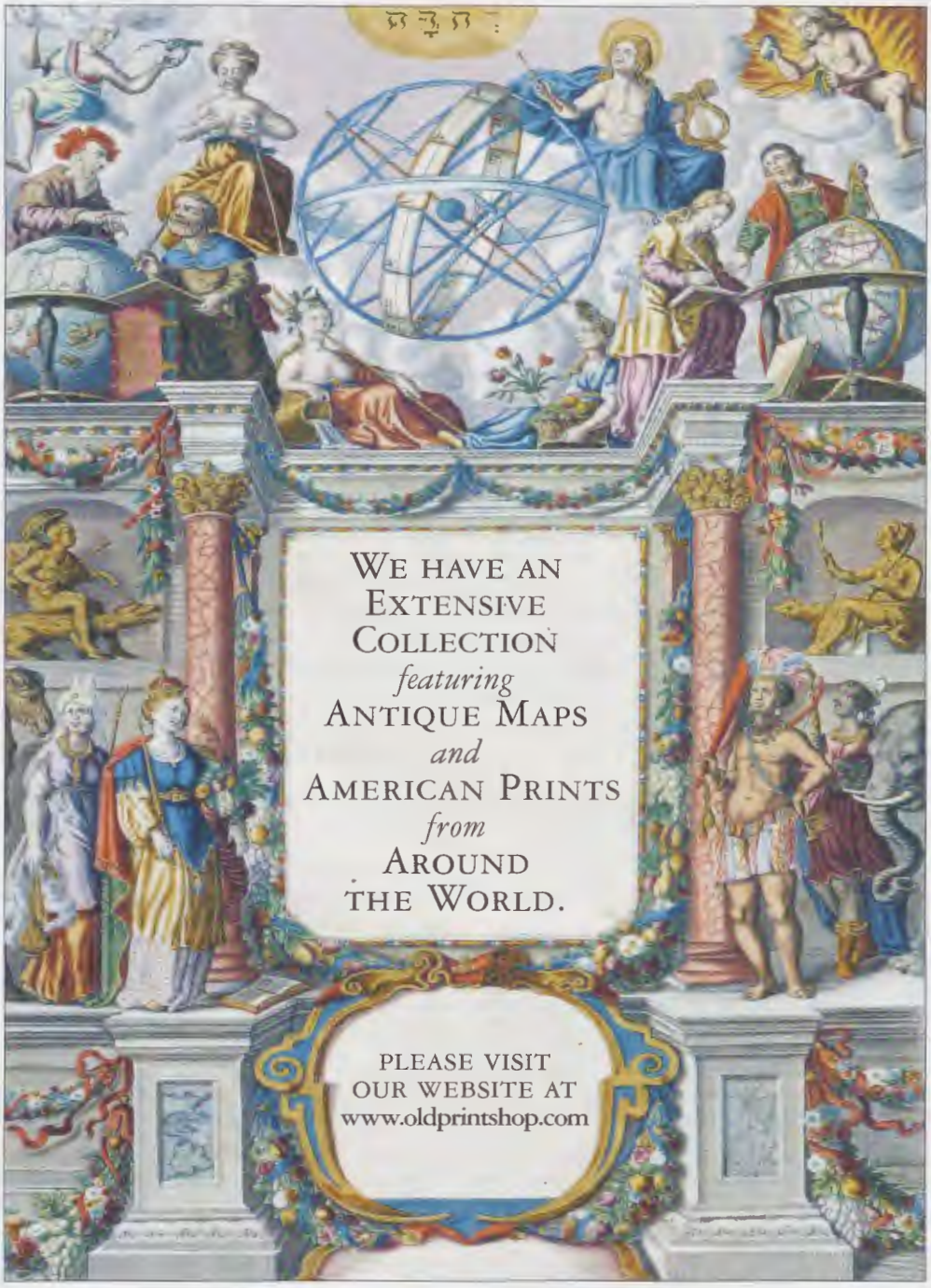
The National Museum of Maps, Bucharest, Romania

While on a recent visit to Transilvania I was the guest of Mariuca Radu, the IMCoS representative for Romania. I had stayed with Mariuca and her husband Gheorghe a number of times before and their home in Brasov is often referred to as 'Hotel Mercator', as so many map enthusiasts have stayed there. In 'civilian' life Mariuca is Assistant Director of the Bra°ov Museum while husband (Gheorghe is the Dean of the University of Brasov. This beautiful city is also famous for

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The National Museum of Maps, Bucharest (left), and Director-General Octavian Penda with Technical Director Mariuca Radu on the right.

its cartographic connections, for in the 16th century Ioannes Honterus, scholar, scientist, printer, publisher and mapmaker lived and worked here. This time, however, my hosts have invited me to visit the newly opened map museum in Bucharest, founded by Adrian Nastase, Prime Minister of Romania who donated his extensive collection of printed maps to the nation and of which Mariuca Radu is Technical Director.

Our journey from Brasov took us south through the majestic Carpathian mountains with their sheer rock faces and beautiful pine forests, where bears and wolves still live in the wild. The cool air of the Carpathians gave way to the sizzling summer heat as soon as we reached the fertile plains of Walachia, with fields of green maize and yellow sunflowers as far as the eye could see. By the roadside gypsies with buckets of wild mushrooms and raspberries were inviting our custom, while in the villages along the road regiments of brightly-coloured gnomes were waiting patiently for new owners. The car thermometer by now showed an outside temperature of 37° Celsius so we were glad that, after the oil wells at Ploesti, Bucharest was not too far in the distance.

The Map Museum is situated at Nr 39 Londra (London!) Street in Sector 1, a leafy suburb of Bucharest amongst private villas and ambassadors' residences, in fact, the museum building was formerly the residence of the Guatemalan ambassador. Parking is reserved for all visitors outside the Museum, a special treat, as parking is nigh impossible in the city. On our arrival we were greeted by the Museum's Director-General Mr Octavian Penda (the armed guards saluted politely) who showed us round the exhibits. I was immediately impressed by the elegance of the building itself and the beautifully presented display of the maps, organized in geographic groupings. On display were about 800 maps, mainly of the Carpathian basin, from the early Ptolemaic period to the beautiful maps of Mercator, Ortelius, Bleau and Coronelli (alas no Speed!), through to the modern maps of 20th century Romania. As special guests we were invited to the office of Mr Penda who presented us with a lavishly produced catalogue and a personal card from the Prime Minister. To make us welcome, Mr Penda quickly produced some refreshments and a bottle of Scotch and under the window with the Nastase coat-of-arms we learned about future plans to enlarge the museum and establish it as a major cartographic research centre. Mr Penda also presented me with a numbered print of his own beautiful engravings (he is one of the eminent artists in Romania) and asked me to extend his warm invitation to all IMCoS members to visit the Museum.

On our return journey we stopped at the beautifully tended British War Cemetery just outside Bucharest and paused for a while in memory of the young pilots, air-crew and servicemen who gave their lives in World War II and rest so far away from home.

LÁSZLÓ GRÓF

The National Library of China

While institutions holding old and new maps of China have been in existence for many years, the current building of the National Library of China in Beijing opened in 1987. The Library receives deposit copies of all books and maps published in China. I visited the Library on April 29, 2004 and spoke with Associate Research Librarian Su Pinhong and Yan Xiangdong, Director of the Library's International Cooperation Division. Of the 140,000 maps in the Library's holdings,

about 7,000 of them are considered rare. The numbers of these rare items has increased from 1,000 in 1900. A number of maps are now located in the libraries on the island of Taiwan. Most of the Library's maps focus on Chinese areas, but the holdings include maps of foreign areas as well. Due to the limited space, there have been few exhibitions of maps at the Library; this will change in 2008 when a new exhibits building is expected to open, and the building will include research areas and space for seminars.

A prize holding is the 3,000-year-old 'oracle bone' which is inscribed with old stories of the history of China. Mediums with such inscriptions moved from bone to tortoise shell then to paper.

Two treasures of the Library which I was able to see included a 23-meter long scroll dating to the late 1700s which showed the coast of China from north to south as it was unrolled – the colors were exceptional. I also saw an 18th century woodcut map of Beijing which showed the hutongs or old neighborhoods of the city, along with the then existing road system.

My visit was facilitated by Xiaocong Li, Professor of Historical Geography and Cartography at Peking University. Professor Li has researched Chinese maps at both the Library of Congress and the British Library, and it was through the help of Tony Campbell that I was able make contact with him. Professor Li's book on Chinese maps is due for publication later in 2004 once the English translation is completed. For more about the National Library of China, visit their website at **http://www.nlc.gov.cn/english.htm**

TOM SANDER

Libraries in Brussels and Tervuren, Belgium

The **Bibliothèque Royale Albert I** in central Brussels is the country's national library. I visited the library on April 22, 2004 and met with Prof. Dr Hossam Elkhadem, Director, Département de Cartes et Plans. Holdings include 200,000 loose map sheets and 500 atlases dating from the 16th century until the First World War. Additional holdings include more texts and books, 24 globes, and aerial photos of Belgium. The library has perhaps the best assemblage in the world of Ortelius maps and atlases, and an excellent collection of the maps of Mercator. Another excellent location for Mercator maps is Duisburg Germany where the map maker spent his later years. Philippe van der Maelen in the 1830s was the founder of the first geographical institute in Belgium; this later became the Belgian National Institute of Geography. A major project of the Bibliothèque Royale Albert I is the publication of a descriptive catalogue of his works. The first four large volumes have been published, and the fifth volume should be completed by the end of 2004. The Map and Chart Department has organized many exhibitions including Maps of the Americas, Maps of Mercator, and Maps of Ortelius. Prof. Elkhadem also teaches the history of science and celestial cartography at the Université Libre de Bruxelles. More information about this library may be found at **http://www.kbr.be**

The **Royal Museum for Central Africa** (RMCA) in Tervuren, a small town near Brussels, is home to some truly remarkable collections. Its collection of ethnographic

Format for information on map libraries worldwide

Now that reports of visits to libraries are beginning to come in regularly, it is perhaps time to publish a format, so that the relevant information can eventually be entered on a database. If any member is planning to visit a library or museum that might be of interest to other members, particularly if it is not well known or in a much-visited location, this form could be copied, and completed during the visit, with any additional material thought relevant, and sent to the Editor for adding to the database. At this early stage, changes to the format could be made, so any suggestions for additional entries that would be useful to intending visitors would be helpful. I had thought of including the name of the Director/Head of Map Dept, but this might not be valid in future years. This does not mean that I do not wish to publish member's reports in the Journal, such as the three interesting ones included in this issue; they are all very welcome, and I am sure that members enjoy reading them. The database format would be additional, not for publication necessarily as it came in, although including the required information in the report might be helpful to others.

1. Country
2. Name of Museum/Library
3. Address
4. Telephone
5. E-mail
6. Website
7. Opening hours
8. Access [open; appointment required; reader's ticket/letter of recommendation, etc]
9. Main collection speciality [e.g. geographical area, date, cartographer]
10. Unique items [e.g. very rare printed or manuscript maps]
11. Approx size of collection
12. Catalogue available or not

13. Date of visit
14. Member's name

objects from Central Africa is in fact the only one of its kind in the world, and it also has almost the entire archives of Henry Morton Stanley. The RMCA has a large collection of maps and geological data. Established following the World Fair of 1897, the history of the RMCA is inseparably connected to King Leopold II. Toward the end of the 19th century, Leopold fulfilled his dream of creating a colony for Belgium. He quickly felt the need to reveal the possibilities of his Congo to the Belgian people. The Museum's vast and varied collections were largely assembled during the periods of the Congo Free State (1885 to 1908) and the Belgian Congo (1908 to 1960). For over a century, the Museum's task has been to preserve and manage its remarkable collections, to conduct scientific research and to disseminate this knowledge among the general public. The large collection of maps is now in the process of being properly catalogued, protected and researched to make them more easily available for researchers of the maps of Africa. See more about the museum at **http://www.africamuseum.be**

TOM SANDER

Amerigo Vespucci and Cartography

Amerigo Vespucci, born in Florence on 9 March 1454, was probably the most controversial figure in the early history of the discovery of America. His image, more a caricature, swings between the conflicting arguments of prosecution and defence. Bartolomé de las Casas, bishop of Chiappas, missionary and historian and champion of humane treatment for the Indians, called him a fraud and a forger of historical documents.

In 1491 the son of a notary public went to Seville as an agent of the trading company of Lorenzo di Pierfrancesco de Medici, which at the time was equipping the first Columbus expedition. Six letters exist about his alleged four voyages (1497–1498, 1499–1500, 1501–1502 and 1503–1504)

However, there is not a trace of credible evidence for the alleged first and fourth voyages. It is not clear whether Vespucci himself or clever profiteers are to be held responsible for the fabrication. Vespucci's first credible voyage, on which Juan de la Cosa also sailed, lasted from 18 May 1499 to June 1500 and was led by A. Hojeda. Of the total of four ships that took part in the expedition, Vespucci had equipped two at his own expense. After 24 days' sailing, land was sighted. It was probably the coast of Guyana. The next day he sailed on and believed he had reached Asia and could see the hills that Ptolemy had called 'Cape Cattigara' and were supposed to be connected to the Sinus Magnus. Together with the Spanish mariner V.Y. Pinzon he discovered the mouth of the Amazon. This was probably Vespucci's only demonstrable geographical achievement.

In February or March 1500, separately from Hojeda, he headed back to Spain, arriving in Cadiz in the second half of June. He still dreamed of discovering Ptolemy's Cattigara. Contrary to his expectations, the Spanish king engaged Ant. Velez de Mendoza and Bartolomé Roldan to lead an expedition to the coast of Brazil.

Vespucci was gratified to be requested by the Portuguese king Manuel to come to Lisbon to take part in a voyage that was to follow up the recent discovery of the southern coast of Brazil by Pedro Alvares Cabral in the year 1500. The expedition sent by the Portuguese king was under the command of Goncalo Coelho, whose name Vespucci never mentioned in his reports. It began in Lisbon on 13 May 1501. Since there is no trace of Coelho's logbook, we have to fall back on the unreliable information supplied by Vespucci.

A number of hills, bays and river mouths were named in those days – following the tradition of earlier discoveries – after the saint of the day in question. That makes it easier to follow the chronological course of the voyage. However, this method does not always enable us to tell whether the features were all named on the same voyage or on several.

The significance of Vespucci is that he is the only one of the early voyagers to Brazil who gave detailed descriptions of the situation he found there. The country rediscovered by Vespucci, which essentially covers the same area as present-day Brazil, was initially known as 'terra de Vera Cruz' or 'Parrot Land', as it is shown on numerous maps.

It is nevertheless pointless and foolish to try and test the truth of each and every aspect. This applies particularly to ethnographic information. Fifty years later, for example, the German mercenary Hans Staden reported completely contradictory experiences.

A world map of 1504 or 1505 by the Genoese cartographer Vesconte de Maiollo found in the Biblioteca Comunale Federiciana in Fano shows Brazil labelled as 'Terra de Gonsalvo Coigo vocatus Santo Croxe', which in Genoese dialect means the land of Coelho.

The precise date of the return to Lisbon is unknown, as are the discoveries made on this trip. The discovery of the Rio de la Plata (Rio Jordan) is attributed to the first Coelho expedition.

The voyage may not have led to Cattigara, but it did at any rate lead to recognition of the fact that the extensive terra firma could not be part of Asia, but had to be a land mass in its own right.

To this extent Vespucci differs from Columbus, at least as far as published opinion is concerned. At that

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time nobody knew what George F. Nunn revealed in IMAGO MUNDI (9), 1952, namely that in 1500 Columbus, in a letter to the wet-nurse of Prince Don Juan, spoke of a 'Nuevo Cielo y Mundo'.

For the cosmographer this was an earth-shattering finding, which not only shook the very foundations of the Ptolemaic system for the first time, but put in the shade everything else that had been heard from Columbus. Once again it confirmed the truth of the saying: 'He who knows not where he goes, goes farthest'.

In 1502 Vespucci wrote a letter to his principal Lorenzo di Pier Francesco de Medici. The letter is also known as the 'Bartolozzi letter', because in 1798 a scholar of that name unearthed a copy of the previously unknown document in the Biblioteca Nazionale in Florence. After being translated into Latin, the letter was published for the first time in Paris in 1503. A year later a second edition using the term 'mundus novus' appeared in Venice.

In 1505 Vespucci expanded the report in another letter, this time to the gonfalonier of Florence, Piero Soderini, and published it under the title 'Quattuor Navigationes'. In it he speaks of four voyages which he allegedly undertook but which cannot be proved.

As early as 1493 the Italian diplomat and chronicler Pietro Martyr used the term 'Mundus Novus' in a general sense, but of course not in relation to South America, which had not yet been discovered. His momentous phrase only took off after Vespucci had explored the vast extent of South America along the coast of Brazil.

On world maps we first find the toponym 'New World' on the Ptolemy map of 1508 by Johannes Ruysch, where the legend 'Terra Sanctae Crucis sive Mundus Novus' extends across the South American continent. Another legend states that most people consider this land to be a second hemisphere. In the ribbon marking the western edge of the continent it is said that the Spaniards called this land the 'New World' because of its size.

Within the space of only a few years after 1503, Vespucci's 'Mundus Novus', which has the hallmark of a largely fabulous work, was disseminated throughout Europe in sixty-three different editions and in five languages. Its appraisal of the New World found numerous followers among the humanistic scholars of its time.

The actual discovery of a 'New World' and the name America received rapid publicity in Germany thanks to the improved art of printing, and soon became a topic of public interest.

It was in the cathedral town of Saint-Dié on the Meurthe that geographical history was made for the New World. This was due to René II, Duke of Lorraine and King *in partibus infidelium* of Jerusalem and Sicily. He was the ruler of the Lorraine which at that time formed a link between the Holy Roman Empire of the German Nation, to which it nominally belonged until 1736, and the French kingdom, with which it had ties through the language spoken by the court and the greater part of the population. René II was the sovereign of a duchy that nobody caused nobody any headaches because the Duke was very popular both Germany and in France. As early as 1497 Bartholomäus Küstler's German translation of the letter from Columbus to Gabriel Sanchez, the king's treasurer, was published in Strasbourg in Lorraine.

In the first few days of 1505, Duke René had his envoy in Paris send the monastery in Saint Dié a French translation of Amerigo Vespucci's letter to Piero Soderini. Here it was published as being addressed to 'Renatus II' (René II), though nobody took the trouble to alter the dedication to Soderini. Soon after their appearance in 1505 the Vespucci reports reached the hands of Martin Waldseemüller and Matthäus Ringmann. In 1507 the two produced the historically significant *'Cosmographiae introductio'*, which became a classic of geographical history and ran to six editions in three years.

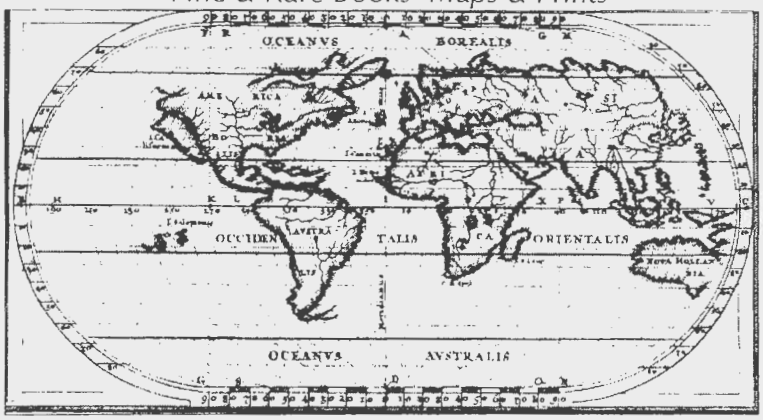
Following the Greek model, Duke René of Lorraine had brought together men of great culture at the Gymnasium Vosagense in Saint Dié. This was now headed by the Duke's secretary, Canon Gauttier Lud who, together with his nephew Nicol, who also belonged to the circle, owned the only printing press in the city and probably the first in Lorraine. The circle also included the theologian, cosmographer and cartographer Martin Waldseemüller from Baden and the youngest, but probably most versatile, member of the Gymnasium, Matthias Ringmann. The latter was well known and well respected in the scholarly world of the upper Rhine.

The interest of the Lorraine academy was focused on the Florentine discoverer Amerigo Vespucci. Obviously overestimating the credit due to him in the exploration of the newly discovered continent, they proposed to call it 'Amerigen quasi Americi terra sive American'.

The *Cosmographiae introductio* consisted of a nine-chapter introductory text in Latin, two maps, and finally a Latin version of Amerigo Vespucci's letter to Piero Soderini about the inhabitants of the New World. In Chapter IX of this work we find: 'But now the continents have been explored more extensively and another, fourth, continent has been discovered by Americus Vesputius (as described below) . I cannot imagine how anyone could rightly object to naming this continent after its discoverer Americus, a man of great imagination and intelligence: Amerigo, namely land of Americus, or America, since both Europe and Asia took their name from women. Its location and the customs of its people

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are easily learned from the two times two voyages of Americus, which follow below... And thus the world is already known to be divided into four continents, of which the first three are continents, while the fourth is an island because it is known to be surrounded by sea.'

Vespucci's letters lent wings to the imagination of his contemporaries. For more than a generation his claim to have discovered the New World put the achievements of Columbus in the shade. Vespucci was quite simply the better PR man! As far as the naming of the continent after him was concerned, however, the similarity of his name to a number of corrupted Indian names may have played a certain role. One only has to think of Amaraca, Marica, Maracaibo and others. That his letters were so popular was due not only to the sensational news of a new continent, but also to his lively descriptions of cannibalism and sexual promiscuity. With this he had a major impact on Western ideas about the new people.

Ringmann was responsible for the text of the *Cosmographiae*, Waldseemüller for the maps.

It seems likely that Waldseemüller only entered the name America very reluctantly on his world map of 1507, also known as 'America's birth certificate', the only surviving copy of which has been in the Library of Congress since 2001. After the death of Ringmann in 1511 he left the name out again. But it was a name that had already taken root, initially with cartographic support from Henricus Glareanus and Johannes Schöner.

Vespucci ended his career in Spain. It is one of the many remarkable aspects of his life that only four years before his death he was appointed 'Piloto Mayor de Casa de la Contrataci6n'. And yet posterity knows of not a single cartographic achievement that indicates outstanding nautical and astronomical capabilities.

Vespucci himself was convinced of his achievements. In his overbearing arrogance he asserted that he understood more about navigation than 'all the navigators in the world'.

The geographer and atlas editor Hans Karl Hermann Wagner (1917) disputes the authenticity of the Seville letter of 18 July 1500 and with it the assertion that the Genoese Vespucci discovered how to determine longitude by means of measurements using the position of the moon. In his love of adventure Vespucci scarcely differs from other discoverers.

It would be an over-simplification to call him a charlatan and a genuine discoverer in a single person, even if he is seen in a dim light by the history books. After all, it was the publishers who realised that their readers were satiated with news about 'India' and China and were hungry for sensations from the 'New World'. In such a situation one did not look too closely at the truth of the content, which in those days was impossible to check anyway. In the Middle Ages tales were just as important as facts.

The entertaining reading created by the English knight Sir John Mandeville, its authentic observation intertwined with fabulous additions, monsters from ancient sources and fragments of the Alexander romance, became one of the most frequently copied and translated texts of the last quarter of the 14th and most of the 15th century.

One of the greatest discoverers, Marco Polo, was also known as the 'swindler of Venice'. In his prison cell he dictated to Rusticella da Pisa, who acted as a kind of ghost-writer, his book 'The Description of the World'. This was a long-lasting success and became the most important source of information worldwide on medieval China - in cartography too. The later the edition, the more detailed and interesting the content became.

Many years after Polo's death, the Venetian carnival still features a 'Marco' figure who entertains the audience with fantastic and incredible tales.

On 22 February 1512 Amerigo Vespucci died in Seville at the age of 57. He assured himself of an entry in bold type in the history books and also, in the form of 'America', on many maps of the world.

OSWALD DREYER-EIMBCKE

* * * * *

Cartographic quotation, supplied by Valerie Newby:

'To the stay-at-home a map remains merely the thing it was to him in his schooldays, a representation on paper of a section of the earth's surface, but to the man who has travelled, every map assumes a character of romance, and to anyone who has covered the land which it depicts it ceases to be merely a map and all its markings take on a vital significance. The technical lines by which mountains, lakes, rivers or roads are indicated, become pictures which reveal the whole life of that land: on the banks of a great river the tents of nomad colonies spring up; on the island in the lake, which to another is merely a black dot in a patch of blue, there stands out some tall lamasery round which red-shawled lamas pursue their strange activities. The little square which indicates a town becomes a battlemented city through whose massive gates a stream of strange people move in and out, intent on their unknown day's employ, and the stippled surface marked off as desert comes to life and stretches out in boundless dunes among which long caravans move with serpentine flexibility.

Across the map of Central Asia the names of two great deserts are written. One is called Gobi and the other Lob....

From *The Gobi Desert*. Mildred Cable with Francesca French. Viraqo Press, 1984.

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FOURTEENTH SERIES: 2004–2005

2004

October 28 **Dr David Hill** (Department of English, University of Manchester) Laurence Nowell's Anglo-Saxon Atlas of 1563.

November 18 **Dr Lesley Cormack** (Department of History and Classics, University of Alberta, Canada) The Molyneux Globes: Instruments, Mathematical Practitioners and the Scientific Revolution.

2005

January 20 **Dr Dorothea McEwan** (The Warburg Institute) Aby Warburg's (1866–1929) Dots and Lines: Mapping the Diffusion of Astrological Motifs in Art History.

MEETING SPONSORED BY THE HAKLUYT SOCIETY

February 10 **Robert Headland** (Scott Polar Institute, University of Cambridge) The Non-Existent Islands of the Antarctic on Maps, Ancient and Modern.

March 10 **The Map in Book History: Dr Moya Carey** (Independent Scholar) Star Maps for Ibn al-Sufi's poem (Baghdad, 1125); **Hilary Hunt** (The Warburg Institute) The Map of 'The Seven Churches of Rome' (1575) in Travel Guides; **Dr Stephanie Coane** (U.C.L. and The Warburg Institute) A Map from the Published Account of La Pérouse's Expedition around the World (1797).

April 14 **Surekha Davies** (Maps, The British Library) The Vomiting Giant and Other Stories: First Steps among the Monstrous Peoples on Maps of America c. 1506-1648.

May 5 **Professor Stephen Daniels** (Department of Geography, University of Nottingham) Maps and Education in Georgian England.

May 26 **Lindsay Braun** (Department of History, Rutgers University, U.S.A.) 'A portion of our country comparatively unknown': Fred Jeppe, the Zoutpansberg, and the Cartography of the Transvaal, 1867–1899.

This programme has been made possible through the generous sponsorship of The International Map Collectors' Society, Jonathan Potter of Jonathan Potter Ltd., and Laurence Worms of Ash Rare Books. Each lecture is accompanied by a display, at the Royal Geographical Society, Kensington, arranged by Francis Herbert.

Visit to Rodney and Barbara Shirley



Members gathered on the lawn in front of Rodney and Barbarba's house

Why would a couple from Guatemala venture to travel all the way to Buckingham, England?

You would only pose this question if you didn't know Rodney and Barbara Shirley as otherwise it would be the most natural thing to do, to go all the way to Buckinghamshire. We have had the pleasure of meeting them both at various IMCoS meetings in other countries, as well as in London and were always impressed by Rodney's erudite talks on many geographical and cultural issues/themes.

Barbara, of course, had told us about the Manor House and its garden which she inherited from her family. The details of this house were explained in a sheet handed to all participants, where it states that the Manor House dates from ca.1560, built on early medieval foundations. Records show that Queen Elizabeth I rested and possibly dined here during a visit to the town in 1567. So when IMCoS organized a visit to their home with a viewing of the Shirley map collection and a visit to Stowe gardens, what else would one do but travel all across the oceans to join in this visit?

Were our expectations fulfilled? Absolutely! First of all, everything was exquisitely organized by Valerie Newby and Jenny Harvey with hotel recommendations, maps on how to get to places, etc. After all, 40 IMCoS members ranging from Sweden to Greece and from all over England attended this reunion. At 11 o'clock we were received at the Manor House with coffee, tea and cookies.



Studying one of the maps on display.



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Rodney then proceeded to give a short introductory talk to his extensive collection and then the masses were let loose to view the maps, with the only proviso not to take food or drink into the house.

Goodness! Where to start: the map room, the parlour, the drawing room, the upstairs bedroom, wherever one looked, there were maps: framed, hanging on walls, leaning against walls, unframed but protected by Mylar, folders with more maps, unending. Maps piled on maps, no empty walls, no empty spaces, a stuffed toy tiger sitting on a sofa, a hat with feathers on the stairway, an old trumpet, a vase with a rose, you name it, all is packed into this gorgeous house with a low ceiling, wooden beams, beautiful furniture that couldn't be fully appreciated because maps were spread all over.

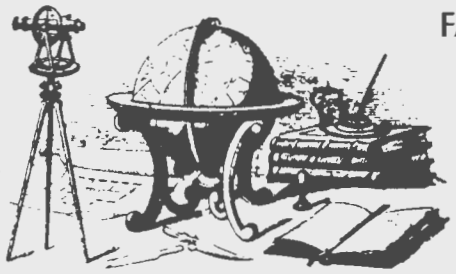
So what can you do when you are overwhelmed with so many bits and pieces? Well, you must concentrate on what you find most interesting: those wonderful title pages by Janssson, Blaeu, Hondius, Hogenberg.... Great works of art. There were a large number of duplicate copies, differentiated only by the colouring: at times the dresses of the persons depicted would change, or a lace would cover up an exposed bosom or a red harness a naked breast of a man. In one and a half hours you cannot absorb much more in such a large collection. We were handed a sheet in which it was explained that Rodney began collecting in the late 1940s. It all started when his mother bought a dirty and tattered collection of 120 old maps for three pounds from a shop in Stratford-on-Avon. Buying then expanded to finally focusing on four areas: a) maps of the British Isles and England; b) a modest collection of world maps which tapered off after the rising prices based on Rodney's book *The Mapping of the World*; c) the large collection of title pages and frontispieces mentioned above, and finally d) miscellaneous topical and thematic maps, some very recent.

Then, to recover our strength, here come Valerie, Jenny and Caroline Batchelor to feed us with the most delicious sandwiches, veggie rolls, homemade cakes, wine and sweets. This fortification was sorely needed because now we proceeded to visit the other part of the Shirley manor: Barbara's marvellous garden. Here a proliferation of plants surrounds you at the terrace from which you step down into a large lawn shaded by an enormous Lebanon cedar, one large limb of which is cleverly supported by a wooden pillar, also covered with plants. All around is an exuberant mixture of thousands of flowers and plants, every single

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IAMA









Left: plenty of maps to enjoy in the house, and (above) even a map reference in Stowe Gardens: a memorial to 'Jacobo

one planted by Barbara herself. Rodney is in charge of cleaning the edges and once a week a handyman mows the lawn and takes care of other heavier jobs.

The effect of this 'disorderly' mixture of plants, trees and flowers is most charming and spontaneous and it is apparent that much thought is put into this arrangement.

Great fun was had by all, as can be seen on David Webb's — who else's? — photographs.

The rest of the afternoon was taken up by Rodney's guided tour of Stowe gardens.

Rodney is an accredited guide to the National Trust, being familiar since his schooldays when, aged 8 or 10, the park became his playground. He is well acquainted with all details as also all the gossip about the families connected with Stowe Gardens. He even did some paramilitary training in the murky waters of the park, but this exercise we were thankfully spared. After his in-





Above: In Rodney and Barbara's garden, and (right) in Stowe Gardens.

troductory talk about the origins of the park, the tour started at the Temple of Concord and Victory, passed by the Temple of British Worthies where Rodney pointed out his favourite inscription over Newton's bust: 'Whom the God of Nature made to comprehend His work'. After learning about Bridgeman's ha-ha (the writers now probably being the only Guatemalans, to know about ha-has—and also learning about 'guglios'), and amply admiring Capability Brown's landscaping genius, the tour ended after about 2 ½ hours with everybody expressing their gratefulness to Rodney, Barbara and IMCoS for this wonderful day and to the gods of nature for the most wonderful English summer day.

JENS & ERIKA BORNHOLT

London June Weekend

The weekend began as usual with an informal reception, this year hosted by Jonathan Potter at his Gallery on New Bond Street. Although not announced in the leaflet, all members registered for the weekend were informed, and it was the usual squash with happy meetings and greetings, no room to study the wonderful maps on the walls (but I am sure Jonathan would have satisfied any requests the following day at the fair) and a great way to get together once a year.

Now that the fair is no longer under IMCoS organisation, the highlight of the June Weekend were the two talks given by Peter Whitfield and Kit Batten in the Hilton Hotel. The first proved a good counterpoint to the second, being academic, historical, serious, and illustrated by copies of the author's book, loaned to the audience for the occasion, while the second was humorous, very personal, and provided up-to-date advice for a would-be-cartobibliographer. Peter Whitfield's book The Mapmakers: A history of Stanfords was also available for sale. Both talks are reproduced in this issue, so it suffices to state that they were both very well delivered, and much enjoyed by all IMCoS members present. There was time for some questioning afterwards, and members were able to continue discussion over a quick cup of tea and a biscuit.



Our two speakers: (left) Peter Whitfield, and (right) Kit Batten.



Neil McKinnon presenting the Dictionary of New Zealand Map-makers *to the Library.*

Annual General Meeting

Chairman Jenny Harvey opened the proceedings of the AGM:

'2003 started with a change of scene. Having held our collectors' meeting at the Farmers Club for many years, we held the 2003 meeting at the Shapero Gallery at the kind invitation of Daniel Crouch. We enjoyed a more spacious environment and were not bashful at showing our own material amongst the gallery's cartographic exhibition and its Mayfair surroundings.

'In April we visited Liverpool and enjoyed a weekend exploring a rejuvenated city. Through connections of Geoffrey Budenberg we had access to the little known collection of maps at the Liverpool Athenaeum, a club founded over 200 years ago as a library, newsroom and meeting place for leaders of the city's commercial and cultural life. The Library held many items of note amongst its atlases, manuscripts and printed maps. After viewing the collection, we dined in the relaxing ambiance of this club. The following day we saw a selection of maps from Liverpool Record Office, where the exhibits demonstrated the importance and growth of Liverpool in the 19th century as a maritime centre and the hub of the cotton trade. Over the weekend there were opportunities to visit other important places which showed the life of this vital port and we left with a fuller picture of the proud history of this city.

'The June weekend was marred by the failure of our Map Fair stand contractors to appear. Although this did not prevent the Fair from opening on Sunday as planned, it did mean the cancellation of the preview for members on the Saturday evening. Quick thinking and reorganising was needed and it was regrettable that some people who had relied on the preview time to view and purchase maps were disappointed. My thanks go yet again to everyone who put themselves out to minimise the disruption. It can only be said that a measure of the success which the Society has had in building up the Map Fair over the last twenty years, is that the dealers themselves have sought to become the Fair organisers. This has resulted in the arrangements concluded with the London Map Fair in October for the fair at Olympia to be held under their auspices, with IMCoS as an active supporter of the event. As I speak the 2004 is taking place and you will have the opportunity to experience the changes which have been made.

'At the end of August we visited Oxford to hear John Leighfield talk about his collection of county maps of Oxfordshire. John is one of the earliest members of IMCoS, supporting the Society from its infancy, and we were able to hear about the development of county mapping in the pleasant surroundings of his former alma mater, Exeter College.

'Our International Symposium which took place in Cyprus was another return to a venue which we had visited in the '80s. The hospitality from the Bank of Cyprus Cultural Foundation was again second to none and many participants took advantage of the organised pre-symposium tours to acquaint themselves with the history and culture of the island. An outstanding exhibition of the Cultural Foundation's material formed the centrepiece of the Symposium in support of a series of interesting lectures.

'Moving away from events, your committee in 2003 made a number of investment decisions which we hope will improve what the Society has to offer. In the first place, we decided to upgrade our Journal to a larger size from 2004, and Susan Gole is to be congratulated on her work in implementing this. You will by now have received two copies and be able to judge for yourself. Secondly, work commenced on the upgrading of the web site which will include an on online joining and renewal facility. I have written about this in the current issue of the Journal, and if you have not done so, please visit to see the results. Our third investment has been the introduction of a electronic monthly Bulletin by Patrick Whitten to keep in more frequent touch with members. He regularly receives items for inclusion, and I should like to thank him for setting up and using the technology to permit this two-way flow of information as a healthy extension of our communication with members.

'We have run the Society in 2003 with the same officials as in the previous year, and have in particular benefited from a cleansing of the membership database by Jill Whitten who, like all customer-focused individuals, understands how important it is to get the basics right. We have similarly benefited from the expertise of our financial administrator, Brian Weston, who now retires, with the move of our financial administration to Devon. Brian computerised the financial records of the Society in 2001 and has handed them over in good shape to our Treasurer and new administrator, Sue Booty. I thank him for his support to Tim Whitten and the rest of the committee. Having held the fort myself as Advertising Manager in 2003, I am pleased that Rolph Langlais agreed to take this over from the beginning of 2004. This coincides with the new Journal format and Rolph will be our interface to an important group of dealers who, in using IMCoS to market themselves, also support us in doing so.

'Activities which re-occurred in 2003 were a new series of Warburg lectures, and a stand at the Miami and

Paris Map Fairs. The latter has found quick appeal and Paris is always pleasant — even in November!

'Finally you will be aware that this is the second year running in which we have raised subscriptions. We do not wish to make a habit of this but knowing that there will be a significant reduction in our Map Fair revenue and change in our cash flow position, with investment costs for the web site being delayed into 2004 and with our desire to make further investment in technology (putting the membership database on line to help the committee and introducing on line payment for events), the committee felt it was prudent to do so. We now seek a period of stability in the cost of membership.

'I hope that you have found some particular cartographic pleasure through your association with IMCoS in 2003. My thanks again to the Committee and we look forward to providing more for your enjoyment in 2004.'

The Treasurer then read his report, and the accounts were duly passed by the members. The increases in membership rates were also approved, and Valerie Newby and Susan Gole re-elected as Vice-Chairman and International Chairman respectively. It is usual for officers to hold their positions for two years, so re-elections are staggered. Hans Kok was welcomed as a new Director of IMCoS, bringing the number back to three as formerly. IMCoS Persident Roger Baskes wound up the proceedings by thanking the committee for their work throughout the year. After some discussion from the floor, members then dispersed to prepare for the Dinner, or get a last look for the day in the fair.

Annual Dinner

Members gathered for the Annual Dinner back in the Hilton Hotel, which was again an informal arrangement with buffet-style food laid in long tables, and free seating.

As the dinner drew to a close, there were two presentations to be made. Neil McKinnen, our representative in New Zealand, presented to the IMCoS Library a copy of the recently published *Dictionary of New Zealand Map-makers*, by Brian Hooker. Neil hoped that the presence of this book in our library will encourage more members to attend the planned International Symposium in New Zealand in 2008.

IMCoS Helen–Wallis Award for 2004

Then followed presentation of this year's IMCoS–Helen Wallis Award. In the absence of Valerie Newby, Susan Gole read the citation:

'On this exact day 24 years ago somebody in this room attended a meeting at a hotel in Birmingham. He recorded in his diary that the meeting began at 10.15 with lunch at 12.30 and tea at 4.20 pm followed by 'Inaugural'. This was the day he sees IMCoS as having been born. And amazingly he has attended every international symposium since that date in 1980 and nearly every meeting in England. He wrote in the IMCoS History that he felt he had (I quote), 'got more out of the society than any other organisation I belong to.' But the irony is that it is we who should be thanking him and that indeed is what we are doing today.

'By now I am sure you will all realise that the winner of this year's IMCoS –Helen Wallis Award is our much-loved member David Webb. It is true to say that without his presence, camera at the ready, our events would not be the same. Not to mention those distinctive T-shirts which he designs and wears to all international events! He has served as Photographer throughout the Society's history and I am sure he won't mind me saying that during that time his skill has continued to improve. He is a very modest man and probably won't like me telling you that he has never charged the Society a penny for all the photographs he has produced, but it is a fact.

'In addition he is an expert on road maps and road map ephemera, both of which he collects and he is always willing to share his knowledge with others. He also has a collection of cartographical curiosities which must be unique.

'Finally (Valerie continues), I would like to read this tribute from Malcolm Young, our first chairman, who is sadly not well enough to be here in person.

' "Dear David,

I am sorry I am not present with you today. You are one of the earliest members of IMCoS. As I am one of the founders of IMCoS and the First Chairman in 1980, I well remember the considerable and tireless assistance you gave me in establishing the Society. David, your knowledge of road maps of the British Isles is of great interest to us all, as is your interest in cartographical curiosities.

' "In 1982 I organised the first international symposium in Amsterdam and you helped me. I know you had scarcely travelled abroad at this time but now you are one of the most widely travelled of all IMCoS members having attended every one of the 22 events abroad.

' "We are now approaching the 100th issue of our journal which has featured many hundreds of photographs from your cameras, all taken and developed at your own financial cost. I once asked you to put in for expenses, but you replied that IMCoS has given you such a lot of enjoyment that you wanted to give something back.

' "The IMCoS–Helen Wallis award is presented to any person who has made a great contribution to map collectors world-wide and you have more than satisfied this criterion. I give you my congratulations and best wishes for the future."

That was from Malcolm Young, to whom IMCoS owes so much, and who himself received the Award in 1988.

May I make my own contribution to the thanks IMCoS

owes David, and mention the tenth birthday cake, decorated to his own design, in which he featured each member of the committee, collectively the members of the Society, and with a special mention of those who come so regularly from overseas to our meetings. There are many anecdotes about David, and how he has enlivened our meetings here and internationally, too many to talk about now, but I am sure you will all agree that David is a very worthy recipient of the 2004 IMCoS-Helen Wallis Award.'

Roger Baskes then presented the Award to David Webb.

David was overwhelmed, standing there with his camera at the ready to capture whomsoever was named as the winner. His face, as it dawned even in the first few words, that he himself was to be awarded, was worthy of a photograph itself, but sadly no cameraman was prepared.

In his thanks (partly then, and partly in a letter later) David stated:

'It was indeed a surprise at this year's IMCoS Dinner to find myself entrusted with the IMCoS–Helen Wallis salver. I am not sure now what I said at the time. I should like to thank those who put my name forward. I must say that my photography for IMCoS has only been possible with the support and encouragement from my wife Joan. It is an honour indeed and an evening which I will always treasure. If I did not put this over on the occasion, may I offer my apologies.

'I have had many interesting, instructive and enjoyable times with the many friends I have made over the years. Also the new places and countries I have visited by being a member of IMCoS have been reward enough. To receive this salver is indeed an extra bonus. Thank you.'



Roger Baskes presenting the 2004 IMCoS–Helen Wallis Award to David Webb.



Members enjoying the talk at the Hilton Hotel.



IMCoS Chairman Jenny Harvey chatting with new Director Hans Kok at the IMCoS Map Fair stand.







Enjoying a glass of wine and meeting friends at Jonathan Potter's Gallery on New Bond Street.

Another map quote: 'According to his wife Fanny, Robert Louis Stevenson, author of *Treasure Island*, loved maps: "To the end of his life he found the keenest pleasure in the study of a map, especially one of roads.. Like Branwell Brontë, of whom he could never speak without emotion, he would sit poring over maps, making imaginery journeys. . .' "

IMCoS Accounts—2003

Summarised Balance Sheet
As at 31st December

	2003 £	2002 £
Fixed Assets		
IMCoS Library	1,500	1,500
Calico Fabric for Map Fairs	-	890
Current Assets		
Cash at Bank, etc.	58,293	57,802
Prepayments	1,036	4,735
Accounts receivable	1,200	518
Un-deposited funds	-	1,150
TOTAL ASSETS	62,029	66,595
Represented by:		
Membership Funds	23,516	21,599
Prepayments received (Future events)	4,760	12,538
Accounts payable	1,586	712
Surplus Income over Expenditure		
brought forward	31,749	36,565
for this year	418	(4,816)
	62,029	66,598

Honorary Treasurer: E. H. T. Whitten
Examined by: Walter Valk & Andre Vracas

Full accounts available for inspection with the Treasurer

Income & Expenditure Account

	2003 £	2002 £
INCOME		
Subscriptions	15,779	13,589
Regional Events (net)	480	51
London Int. Map Fair (net)	5,964	1,857
Donations, etc	170	-
Interest (Net)	745	863
Total Income	23,138	16,360
EXPENDITURE		
London June Symp. (net)	366	1,181
Advertising, Publicity	1,191	1,878
Map & Society Lectures	300	300
IMCoS Journal (net)	7,925	8,065
IMCoS Directory	-	1,361
Bank & Credit Card Charges	861	1,155
General insurance	126	231
General Administration	8,960	6,311
Gifts & Awards	569	311
Membership Administration	1535	8
Exchange Rate	887	375
Total Expenditure	22,720	21,176
Surplus Income (or Deficit) over Expenditure	418	(4,816)

IMCoS Travel Grants

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

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

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

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

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

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

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

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

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

Applications should be sent to:

The Chairman, IMCoS
IMCoS Administrative Office
P.O. Box 352
Newton Abbot, Devon TQ13 7ZR

Under the Map of Germany, by Guntram Henrik Herb. Routledge, NY, 1997. xii & 250 pp. £45.

I have been an avid collector of German map postcards covering the period 1890 to 1945 for a number of years and I have noticed the transition of emphasis on postcard maps of the time with a military theme. Whereas the map postcards of the First World War would portray geographical locations as well as their small format would allow, the postcards of the Second World War would tend towards outlines of areas and symbolism. However, there was a flurry of activity just prior to the outbreak of WWII, much of it stirred up by displaced ethnic German groups, i.e. associations linked to areas where Germans had been expelled after the Treaty of Versailles. One of the most fascinating books on the development of German mapping during this period is that by Guntram Herb, Assistant Professor in the Department of Geography at Middlebury College in Vermont, USA.

The goal of national self-determination has always played a central role in German history. It has also given German nationalism an expansionist tendency because the German state rarely included the entire German nation. The most extreme manifestation of this expansionist tendency occurred in Nazi Germany, which justified most of its annexations and early conquests with the right of ethnic German self-determination (Herb, p.1).

The first verse of the German national anthem conveys a general idea of the parameters of the German nation: Von der Maas bis an die Memel, von der Etsch bis an den Belt. Notwithstanding the fact that this verse may not be sung in public today, some politicians were criticised for singing it before elections in 2000 and alleging sympathy for the verse (e.g. Fraktionsvorsitzender Oettinger, of the Baden-Württemberg Landesregierung; although when asked he did not know where all four places were on a map).

In order to understand the rise of Nazism it is important to understand the undercurrents flowing through Germany at the time. Herb presents the background ideas and sentiments very clearly and helps us see that the roots of nationalism in Germany were being sown much earlier; indeed before the First World War Germans were trying to come to terms with what we might today call their national heritage. Expressions abounded such as *Volksboden* (area inhabited by ethnic Germans), *Kulturboden* (area influenced by the culture of ethnic Germans), *Grenzsaum* (area covered by German nation) and *rein Deutsch* (those who are pure German).

As early as 1906 publishers such as Paul Langhans were publishing maps showing the heavy influence of German nations on the history and culture of Europe and other countries. His newspaper, *Deutsche Erde*, distributed free

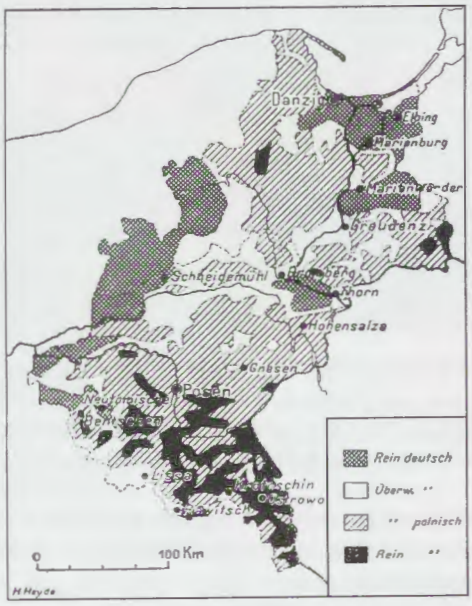


Fig. 1. Distribution of Poles and Germans in West Prussia and Poznan I (Penck 1919)



Fig. 2. Berlin, a border city on three sides (Lange 1937). Shows the threat from neighbouring countries.

postcards with maps (see Fig. 1).

In nine chapters (listed below) Herb succeeds in charting the course of mapping during these turbulent years concentrating largely on the period between the wars (the sub-title is *Nationalism & Propaganda 1918–1945*), i.e. the



Fig. 3. German influence in the world. Produced for the newspaper Deutsche Erde published by Prof. Paul Langhans and printed by Justus Perthes in Gotha in 1908. (Postcard from author's collection)



Fig. 4. German influence in the world. From Deutsche Erde; a special card dated 1909 giving a total of 97,573,000 Germans in the world. (Postcard from author's collection)

years of dissatisfaction with treaties, such as the Versailles Treaty, and the slow build up to renewed war under the national socialists.

Nationalism, territory, maps, and propaganda.
Cartography and national territory at the end of the First World War (see Fig. 2).
A concern for accuracy.
New concepts of national territory.
Co-ordination of cartographic revisionism.
Maps as weapons (see Fig. 3).
Creating a unified message.
Concepts of national territory in the Third Reich.
Maps and nazi propaganda.

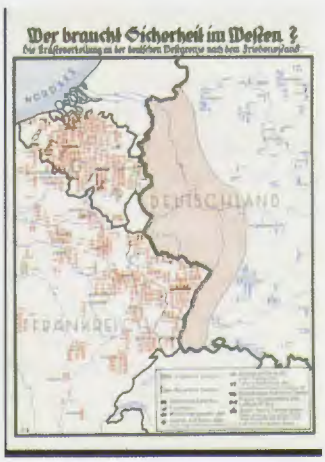
Immediately after the First World War there was immense dissatisfaction in the way the Versailles Treaty seemed to indiscriminately tear large sections of territory from German hands, e.g. the Polish Corridor. To some extent this was due to the relatively poor German maps available at the time and in a fascinating chapter Herb explains how the Germans were badly prepared for negotiating at the peace table, not expecting any great changes to pre-war boundaries. Their immense dissatisfaction led, in part, to new methods of mapping being conceived in the years before the Second World War in order to reinforce German ideas and claims. The book is richly illustrated with maps (over 40 examples, all black and white) taken from various publications of the time. The most dramatic maps are perhaps those showing the isolation of Germany surrounded by foreign troops and military equipment (see Fig. 3) and those portraying the economic hardships of annexed territories; and although these may have had the support of the Foreign Office they were usually absent in official publications. These were examples of suggestive mapping exemplified by the maps showing the threat to Germany of invasion from neighbouring countries. (See also the author's article on a schoolchild's timetable presenting the same information in *Mercator's World,* Vol. 6 No. 5, 2001.)

Many of these were being produced in the late thirties to stir up patriotic feelings and possibly to prepare for the com-



Fig. 5 (left). Unprotected Germany surrounded by foes. (Postcard from author's collection)

Fig. 6 (right). Germany surrounded by enemies to the east. One of a series of three, showing threat to east, south and west. (Postcard from author's collection)



ing annexations. The national socialists, contrary to popular belief, did not exert any major pressure on map producers except where it affected policy at any particular time.

For anyone interested in German history, the background to World War Two or in the propaganda function of mapping this is one book that should not be missed.

KIT BATTEN

The Map that Changed the World: The Tale of William Smith and the Birth of a Science, By Simon Winchester. England: Penguin Viking, 2001, 338pp. ISBN 0-670-88407-3. £12.99.

It is just over two hundred years ago that William Smith began work on the 'map that changed the world'. Why did it change the world? It was the first map to reveal what lay below the land surface, and that was important. Rocks shape the continents and their landscapes. The agricultural history of any area is dependent on the underlying rocks which control the soil type and drainage. The location of settlements, roads, canals, and railways are influenced by the distribution of building stone, minerals and fossil fuels. Whilst up to the 1800s most maps had reflected the results of the geology of an area, the actual geology was mainly hidden, often ignored and probably unknown. One copy of Smith's revolutionary and highly acclaimed map is today hidden behind two heavy blue curtains on a stairway at the Geological Society in Burlington House, London. But the story behind it and the man who crafted it is well worth knowing.

The author of the book *The Map that changed the World*, Simon Winchester, is an Oxford University geology graduate from the 1960s, but is better known now as an author and highly regarded foreign press correspondent. He has painstakingly researched his subject. He brings to the reader the vivid tale of William Smith's arduous efforts in the field, the difficulties of publishing his results, his fall into penury and eventually the supreme acclaim from the Geological Society.

The essence of Winchester's book is well captured in the four and half page Prologue. The book follows Smith's life story in an easy to read style which gives the reader a good grasp of geology in simple terms. With liberal use of place names and illustrations in the book, the reader can follow Smith in his labours around Jurassic England and the Oolitic stone belt which starts from the fossils in the cliffs on the Dorset coast, to the canals and coal mines of North Somerset, to Leicestershire quarries and finally towards the end of Smith's life to Scarborough and the North Yorks Moors.

Early years

William Smith was born the son of an Oxfordshire blacksmith in 1769. He was not highly educated but did reasonably well at school showing an aptitude for geometry and drawing as well as developing an interest in rocks and fossils. An apparently chance encounter when he was a young man resulted in his becoming apprenticed to Edward Webb of Stow, a well known professional surveyor, and this employment gave him reason to travel extensively across the country. The period was one of great change in England due to the Industrial Revolution and improvements in agricultural practice spurred on by Enclosure Acts. Railways and canals were being built to transport goods and there was an ongoing search for minerals, building stone and coal.

Strata and fossil recording in Somerset and the area around Bath, 1791–1999

These changes gave Smith the opportunity to apply his surveying talents widely. Following a meeting with engineer John Rennie he was taken on as Surveyor to the Somerset Coal Canal Company, a post he held for eight years. It was in 1791 while working in the coal mines in Somerset, that he observed the succession of fossils and rocks; of the latter he noted their dip and strike and non-conformities within the strata. This led Smith to the understanding — fundamental to the development of the science of geology — that different units of the same rock type could be distinguished by their contained fossils, and that various units and their fossils occurred in the same order at different locations. This enabled Smith to predict the succession of rocks to be found elsewhere.

Whilst at the Somerset Coal and Canal Company, Smith travelled to the north of England and had the opportunity to see if the strata sequences and fossil types he saw near Bath were repeated. They did, and this confirmed his realisation and his aspiration of creating an underground map not just of his Somerset region but the whole of England. In 1799, in collaboration with two local fossil collecting clergymen, during the course of an evening, he wrote his first geological paper, and with it the key to his ability to map the country in the future, He termed this paper *'Order of the STRATA and their embedded ORGANIC REMAINS in the vicinity of Bath; examined and proved prior to 1799'* An original copy is held in the Geological Society archives in London.

Also in 1799, having seen a hand coloured map by Billingsley and Davis showing the soils and vegetation in the Bath area, he produced the world's first true geological map by mimicking their colouring technique and he created his topographical circular map entitled *'A Map of Five Miles round the City of Bath, on a scale of one inch and a half to a mile, from an Actual Survey, including all the new roads, with Alterations and Improvements to the present time, 1799. Printed for and sold by A.Taylor and W.Nayler.*

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Booksellers, Bath'. It is interesting to note that the colours used for that first geological map are broadly the same as used today. A copy is held in the Geological Society archives in London.

On leaving paid employment, he became for the rest of his life a freelance surveyor — for a variety of clients — for the landed gentry and town officials, whether it was making estate maps, advising on land drainage and newly enclosed fields, the building of canals, or the prospecting for minerals and coal. At Bath he even managed to solve the problem of the temporary cessation of the water flow into the hot springs.

The first national geological maps

It is likely the collaboration with John Cary, who was England's foremost cartographer at the time, started in 1794 in Somerset (it was to last another forty years) when Cary was surveying the main roads of England and Wales for the General Post Office. Later, while travelling around England, Smith continued his geological mapping, producing three unpublished maps of various levels of completeness using, as a base, the index sheets of John Cary's second edition, 'New and Correct Atlas of England in Wales', published in 1794 on a scale 47 miles to the inch, as well as a map from Robert Wilkinson's 'World Atlas' on a scale of 37 miles to the inch.

Of the three maps, the one based on Wilkinson's sheets are said by some to be 'the best but rather dull in aspect'. This map is held by the Geological Society in London. Smith has coloured the seven strata on this map with Chalk in green, Coral Rag in purple, Clunch Clay (Oxford Clay) a grey wash, the Oolite Freestone in now-traditional yellow and Lias Carboniferous Limestone in blue, Red Ground in red and Red Rab (or Devonian) in burgundy brown wash.

By 1801 Smith had no doubt completed the first geological map of England and Wales. As Simon Winchester writes about the map for which he had used Cary's sheets, Smith had added in his own best copperplate engraving just below Cary's map title — *'General Map'* — the words *'of Strata of England and Wales'* and signed the work *'by W Smith 1801'*. Winchester continues with the benefit of hindsight, 'it all looks more than a little rough-hewn, embryonic. As indeed it was: this map was only a sketch, a cartoon for a major cartographic task that Smith knew he was not yet up to attempting'.

The Map that changed the World

In 1802, when the Society for the Encouragement of Arts, Manufactures & Commerce offered a prize for a mineralogical map of England, Scotland or Wales, it was natural for Sir Joseph Banks, President of the Royal Society, to encourage Smith to embark on making such a map and to become his patron. Smith elected to collaborate with Cary, and had a set of base maps made on a scale of 5 miles to 1 inch. There were sixteen plates, fifteen for the map and one for a West to East geological cross-section, producing a work 8 foot 9 inches high by 6 foot 2 inches across and titled *'A Delineation of The Strata of England and Wales with part of Scotland exhibiting the collieries and mines the marshes and fen lands originally overflowed by the sea and varieties of soil according to the variations in the substrata illustrated by the most descriptive names'*. The length of the title is surprising but it should be remembered that the word geological had not been used on maps before. It was only in 1819 that Greenhough, a notable rival and some say a plagiariser of Smith's map, used the term for his map. Unfortunately, Smith's other activities took much of his time and his major work was not published by Cary until 1815. Some 400 copies are thought to have been made but it is believed only some forty exist today. The copy illustrated in the book is from the Natural History Museum in London, which is much darker than the copy held on the painted limestone stairwell in the Geological Society; the latter shows the effect of one hundred years of exposure to light.

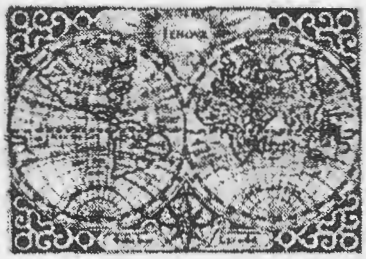
Smith's later life

Even more unfortunately Smith entered a period of financial difficulties and despite his best efforts, including selling his extensive collection of fossils and publishing two books on the stratigraphic uses of fossils, he was declared bankrupt in 1819 and spent eighty days in a prison before his debts were discharged. Winchester's book perhaps 'fashionably' overplays Smith's fall from grace and poor relations with the Geological Society. Other academics today, notably amongst them Oxford Professor Alan Chapman, believe this has been overdone and Smith retained his circle of well-connected friendships and patrons.

The story does have a happy ending as the importance of Smith's work was recognised and in 1831 he was presented with the first Wollaston Medal, the most prestigious award of the Geological Society while being hailed as the 'Father of English Geology'. He was also given an honorary doctorate by Trinity College Dublin and was granted a pension by the state. Smith's nephew, John Phillips, who was his assistant during the production of the map, went on to become Professor of Geology at Oxford and a President of the Geological Society. Smith passed his final years in Yorkshire where he produced a detailed geological map of the county in 1821 before dying in 1839.

The author, Simon Winchester, has a degree in geology from Oxford University, and is obviously still fascinated by the subject: has not produced a dry academic history but rather has used his experience as a journalist to write a

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lively and readable story of a remarkable man and the revolutionary times in which he lived. On the other hand, his scientific training has ensured that he has included a useful list of source material, a good geological glossary and suggested further reading as well as generous acknowledgements of help received.

If there is any criticism, it is that the author's digressions which help maintain the reader's interest sometimes make it difficult to keep track of the chronological events in Smith's life. A table listing the chronology of events would have helped. Perhaps more frustrating to the reader is the first chapter which tells of Smith's release from the Kings Bench debtors prison in 1819; by sequence of time this is misplaced and it does not add to the yarn, as much of that tale is repeated later in the book anyway.

The end-papers show the only coloured reproductions in the book enabling a comparison to be made of Smith's 1815 map and the modern geological map of Great Britain. Whilst the text is well illustrated with black and white line drawings, connoisseurs of antiquarian maps will regret the absence of coloured plates and the lack of illustrations of some of the other maps referred to in the text as well as the poorly printed dust cover.

GERALD LONG and RICHARD YOUNG

Charting Louisiana : Five Hundred Years of Maps, edited by Alfred E. Lemmon, John T. Magill and Jason R. Wiese. The Historic New Orleans Collection, 533 Royal Street, New Orleans, LA 70130. 2003. ISBN 0-917860-47-0. US$ 95.

If the many excellent books about maps published in recent years may be described as a 'feast', then this one comes to the table as a veritable 'pièce de résistance'. It is massive: some nine pounds in weight, comprising 383 pages each 12"x14", with 193 main maps and textual, end paper and other maps in addition. Obviously quantity does not necessarily equate to quality. However, the many illustrations are of a very high standard indeed. The large, horizontal format permits the display of great detail, and colours are brilliantly printed, aided no doubt by the use of high grade100-pound dull coated enamel paper. While the illustrations in a book on maps are of prime importance, they are not, of course, the be-all and end-all. Even if they are of the best, the result may be no more than a 'coffee table' volume. This book is very much more than that.

It has been published to celebrate the 200th anniversary of the U.S. acquisition of Louisiana from the French, the so-called 'Louisiana Purchase'. It tells the history of the region through the periods of discovery, colonisation and continuous development, by means of six comprehensive essays which make full use of relevant maps, ranging from the earliest appearance of the Gulf coast in a 16th century woodcut to a recent enhanced satellite view of the State. It is provided with a section giving full details of each of the maps used, most of which are in the Historic New Orleans Collection, but some of which are from collections elsewhere in the U.S. and from Europe. It has an interesting list of selected readings, covering a variety of background topics as well as 'Maps and Mapmakers', and there is an excellent index.

The book suggests that *"The name 'Louisiana' has always held a special allure, calling forth images of a rich, colonial past, of a land filled with exotic flora and fauna, and of a territory that once extended across great stretches of North America."*

Your reviewer, who has minimal first hand knowledge of the region, would nevertheless subscribe to that view. His perceptions of Louisiana in more modern times are derived from images of the mighty Mississippi and its incredibly complex delta, of paddle steamers and massive embankments, of the French Quarter in New Orleans, from the sounds of traditional jazz, from the taste of Creole cooking and from the works of Tennessee Williams. Remarkably there are maps in this book that deal with some aspect or other of these and many other such perceptions or interests.

For example, there are city maps and plans which, it is mentioned, have been pored over by scholars of Tennessee Williams' famous play 'A Streetcar Named Desire' to establish and visualise the exact route that the streetcar would have taken through New Orleans. There are in fact maps and history here to suit all tastes, to be enjoyed whether or not one already has any substantial knowledge or specific interest in Louisiana.

In summary, *Charting Louisiana* tells a fascinating story, is a major work of reference and a feast for the eyes. It has to be a bargain at $95, as that price must be heavily subsidised by the many individual and corporate donations towards the costs of its production, reminiscent of the lists of subscribers that made it possible for many maps and atlases to be published in the past.

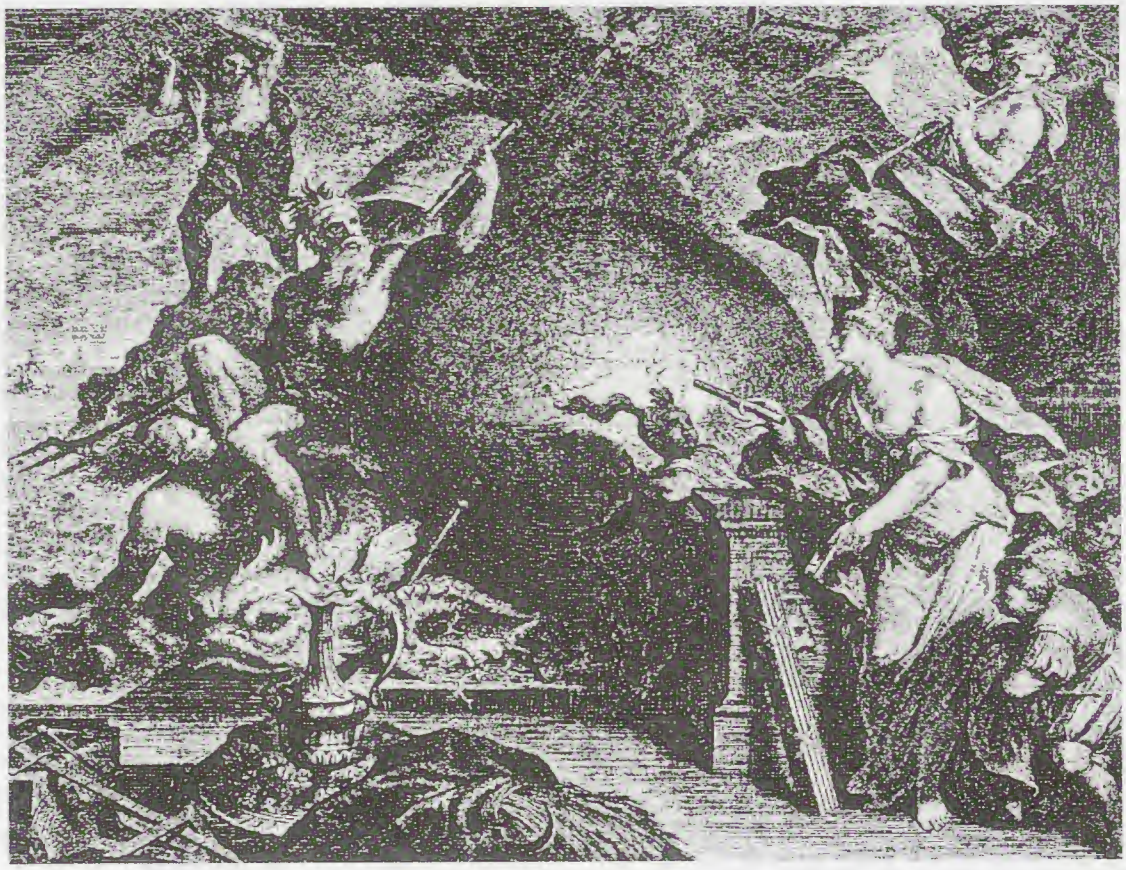
ALAN BARTLETT

De Zeven Provincien—The Seven Provinces (Stichting Atlas Van Stolk). Catalogue of an exhibition held in Museum Het Schielandshuis, Rotterdam 6 June to 6 October 2003.

The exhibition was of a unique collection given by Dick Blonck and Joan Blonck-van der Wijst to the Atlas Van Stolk of seventheenth and eighteenth-century maps. It is the most comprehensive collection of maps of the Dutch Republic of the Seven Provinces yet known.

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gravures. Often a combination of engraving and etching was used. The maps were printed in black and white and the colouring was done by hand. The copper plates were often changed to reflect any policical changes. Maps were either sold separately or as part of books or atlases.

The catalogue was printed in collaboration with Atlas Van Stolk and Publishing House Canaletto.

Now available from Canaletto is a newly issued book written by H.A.M. van der Heijden and D. Blonk *De Kaart van de Republiek der VII Provincien 1615-1794* (The Map of the Republic of the VII Provinces 1615-1794). Other publications about old Netherlands Maps are also available from Canaletto.

For more information and publications the following web-sites could be visited: www.atlasvanstolk.nl and www.canaletto.nl.

NOELLE BROWN-REGOUT

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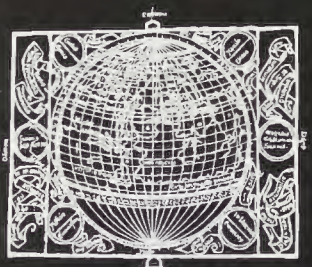
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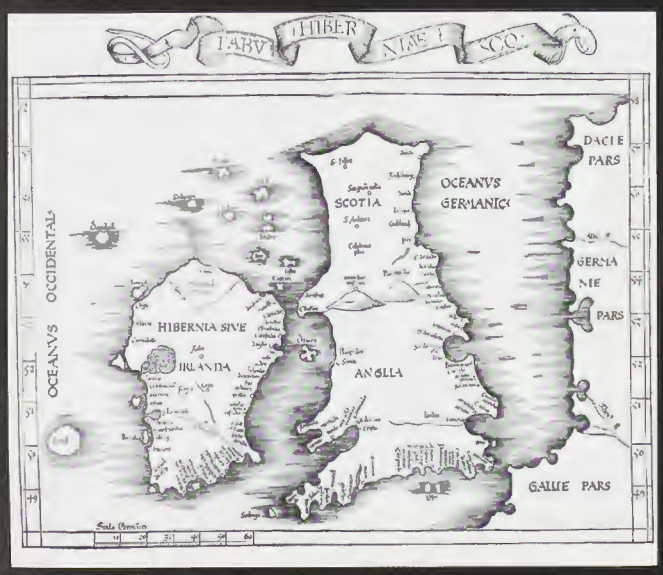


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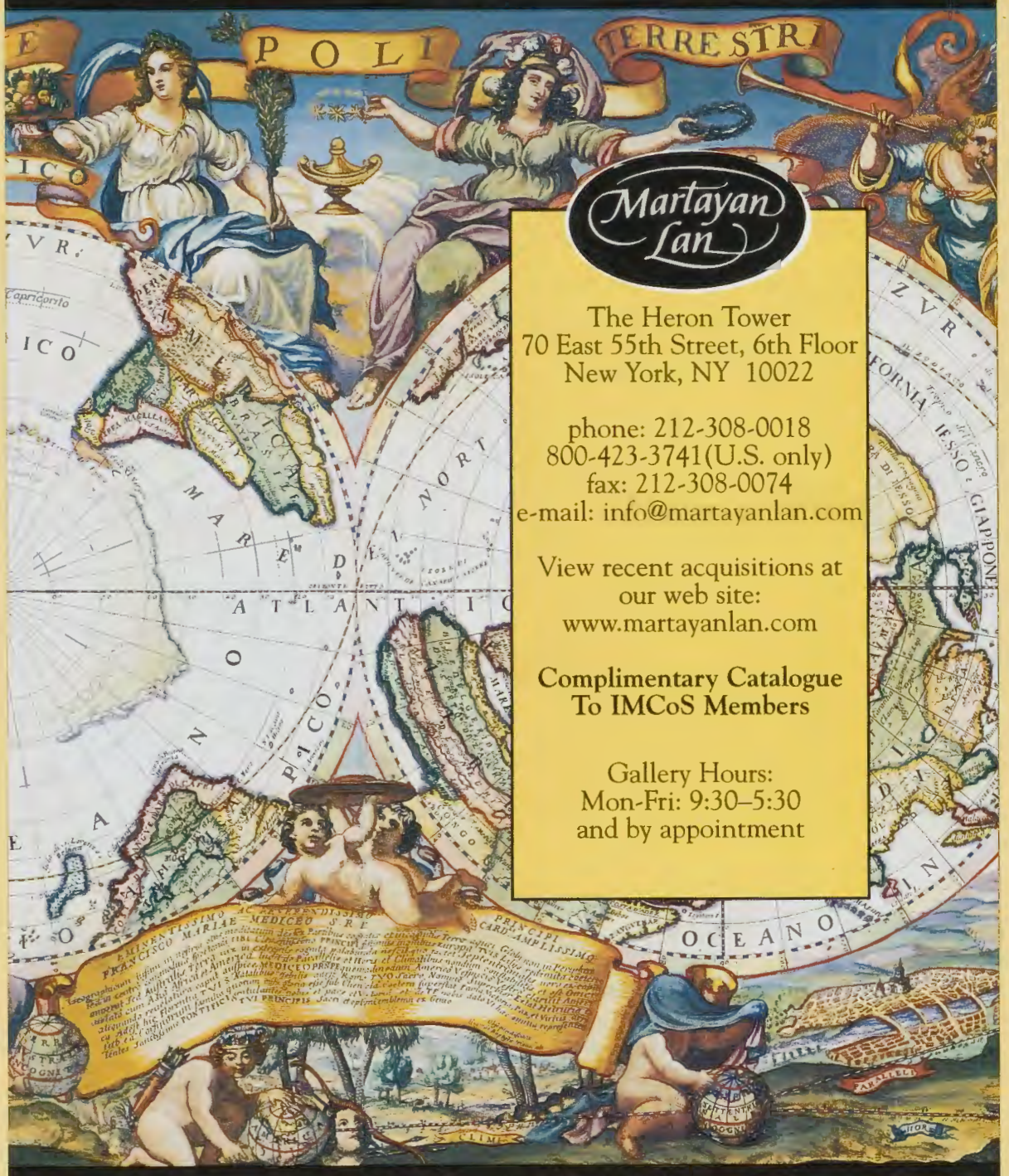


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