IMCoS

# JOURNAL

## International Map Collectors' Society

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**International Map Collectors' Society**

83 Marylebone High Street, London W1M 4AL

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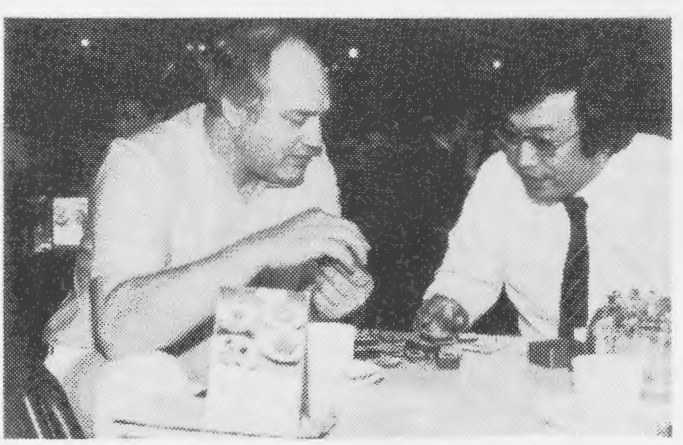
ANOTHER great IMCoS event is behind us. The Symposium and Map Fair, now established annual events, were held at the Forum Hotel in London on 11th and 12th June and have been proclaimed a great success by general acclamation. Elsewhere in the following pages are more detailed reports. Suffice it to say that the organisers under the indefatigable leadership of our Chairman, Malcolm Young, feel satisfied with their efforts and find delight in the positive communications that have been coming through in the past few weeks.

Through circumstances well beyond control I was sad to miss on an event that has become so close to heart. It was, however, no small compensation that during those very days you enjoyed London. I found myself in Tokyo also surrounded by map enthusiasts. Language difficulties may have been unsurmountable but the collector's spirit did not fail to prevail. I enjoyed the hospitality and good humour of Takeomi Araki of the Yushodo Bookshop, browsed through thousands of books and some maps at the Kanda Jimbocho — the book centre of the Far East! it was refreshing to find a variable selection of non-Japanese items at the Kitazawa "Foreign" Bookstore; to discover an exceptional array of woodblock maps of Tokyo, some by Kanemaru (c1830) others by Kagenau (c1810) at the Ohya-shobo and spend some hours at the Isseido Booksellers — at No. 7 Kanda where the stock and display of maps of the world was quite impressive.

It was here that I had the good fortune to have a personal IMCoS reunion! Immersed in some cartographic book in the corner of the shop, I was startled to be called by name from the other end of the store. I did not recognise the well proportioned and very amiable looking gentleman who beckoned to me, until he introduced himself: "I am Dragutin Novak IMCoS member from Bonn!" This was amazing. Professor Novak of the Janker Clinic in Bonn and I had corresponded on several occasions and were looking forward to meet each other soon . . . in London or Bonn, but never in Tokyo!

Such, we both felt, the true Internationality of IMCoS manifested itself. Your editor would be delighted to hear of and publish similar incidents of your IMCoS experiences.

YASHA BERESINER



**Famed collector and author, Takashi Ebashi, enjoying a chat with IMCoS Editor Yasha Beresiner, at the New Otani Hotel, Tokyo.**

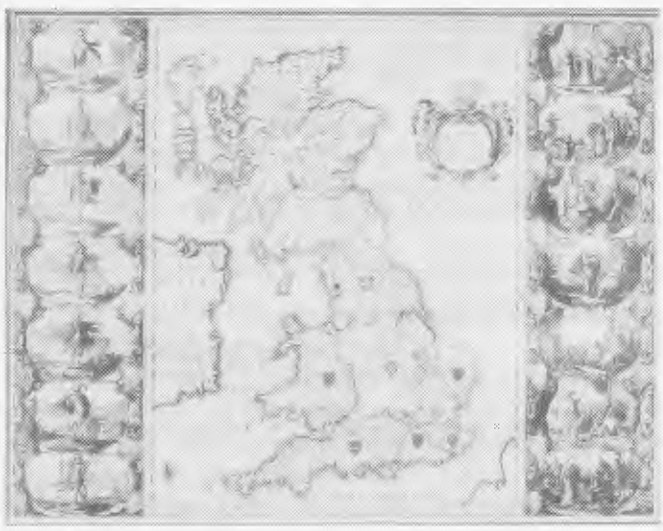
# IMCoS 1983 SYMPOSIUM — A SUMMARY

## by Alan Bartlett

OUR symposium, held on Saturday 11th June, preceding our Annual Dinner and our Map Fair on the Sunday, proved to be one of great diversity and considerable interest.

Our first speaker was Dr Günter Schilder, holder of the Chair in the History of Cartography at the University of Utrecht, who spoke on the Atlas Van der Hem, described as a Dutch cartographical monument of culture, preserved in Vienna.

We were reminded that the pinnacle of 17th century map making was reached with the Atlas Maior of Joan Blaeu. Individually made up atlases were a product of the richness and splendour of the Dutch merchant class and were a supreme blending of cartography, topography, history and art. An atlas would be made up from loose and often uncoloured maps, to be bound and illuminated sumptuously to the buyer's personal requirements, then housed in special cabinets in the form of finely-worked chests.



**Blaeu's Saxon Heptarchy published in his Atlas Maior in 1662 and showing the splendour of Dutch Cartography in the mid 17th Century.**

The Van der Hem Atlas is exceptional even by these standards, and it should be mentioned that Dr Schilder, in addition to a fluent and compelling talk, illustrated and proved his every point with numerous excellent colour slides. Each of the 34 volumes of the Atlas is a separate geographical entity. A wide variety of maps, charts, plans, prints and originals are fitted to each volume, using a special handmade paper, the prints sometimes being cut to fit or ingeniously enlarged by for example, adding further sky; the whole illuminated brilliantly, mainly by the masterly Van Santen.

Thus, the Atlas goes beyond even the lavishly coloured and gilded maps themselves individual masterpieces. It includes, for example, copper engravings so illuminated as to appear original drawings, actual originals in ink or watercolours — all demonstrating different techniques and styles — as well as particular items such as polder plans and news maps: one a topical depiction of the capture of the Spanish silver fleet.

The origin of parts of the Atlas is fascinating. In respect of many of the manuscript maps, charts, harbour plans, coast profiles and log copies, it is apparent that they were obtained by copying much of the commercially valuable and thus secret material of the Dutch East India Company, on which Blaeu worked in confidence for the Company.

Van der Hem did not want these items seen by anyone during his lifetime for fear of compromising Blaeu. After the death of the former, the Atlas was auctioned and purchased by Prinz Eugen of Savoy for 22,000 guilders, passed into the hands of his wife and her second husband Charles of Austria and eventually came to rest in the Austrian National Library. As Dr Schilder somewhat ruefully remarked: "a pity it is not in the Netherlands, but at least it has not been broken up".

Our second speaker was Gillian Hill, until recently at the British Library, known to us as the organiser of the Library's 1978 exhibition "Cartographical Curiosities" and author of the accompanying booklet of the same title.




**A cartographic curiosity of truly unusual features shows a map of Berlin printed on a 1000 Mark banknote of the inflationary period in 1922.**

Speaking on this same topic, which linked with the exhibition on view at our Map Fair on the following day, she began by telling us that she had to start virtually from scratch when writing her BL booklet and that it is still an ill-defined and disjointed subject.

She felt that some oddities should be excluded from the definition, particularly where the intention was accuracy and a straightforward production, but where the result was peculiar due to misconceptions in some early maps or to wild theories about shapes and locations.

Without attempting, at this stage of her researches, a formal and systematic classification, she gave abundant examples of the interesting types of curiosities she has so far come across.

Gillian Hill concluded her last grouping by mentioning that the one rather obvious artifact that she has not yet encountered is cartographical wallpaper! Also that her researches continue: she would much appreciate anyone contacting her if they unearth any new form of unusual version of cartographical curiosity.

Our next speaker was Peter Clark, currently Chief

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Map Research Officer at the Ministry of Defence, who, for many of us ably put into a new perspective the development of military map making.

He traced the origins of the engineer as map maker from the skills of masons, used to working from architectural plans, applied to early topographical mapping. The maps of the second quarter of the sixteenth century were highly practical rather than decorative. Experiment in representation was prolific, for example, in using every conceivable way of depicting hills, including narrative such as "the foot of the hill", "a knob of the hill" — all this prior to our becoming symbolically literate and thus representations standardised.

The early chronology of military engineering showed development from the use of Italian engineers by Henry VIII, English engineers subsequently on the "King's Works", to the 18th century deployment of engineers under the Board of Ordinance, by both armies in the Civil War and by the standing army after the Restoration.

Notable in 1750 was General Roy's mapping of Scotland in outstanding relief, although this was described as "more a magnificent military sketch, than military cartography" and was by no means unique, there being a "school" of this style with fine productions from, for example, India. An interesting illustration, in passing, was of the use of numbers indicating by their magnitude relative command heights, during the pre-Napoleonic period and before the introduction of suitable levelling instruments.

The engineers were distinguished from the infantry and cavalry, for whom no formal military education was then deemed necessary, by the early establishment of engineering training schools at the Tower of London and Woolwich.

By Napoleonic times, however, the troops were not well served by the engineering tradition, which had fossilised into the slow production of admittedly beautifully drafted maps. During the Peninsular War there was a move to a new organisation under the Royal Staff Corps, with the practical objectives of assisting the movement and accommodation of troops simply and quickly by mapping possible roads, sites for hunting, and the like.

Up to the early 19th century all maps were copied by hand. In 1808, the Quartermaster General, in an extraordinary burst of innovation, purchased the "secret" patent of lithography from Bavarians who had brought a press to London for the production of prints and whose venture had dismally failed. This must have been the latter day equivalent of having sufficient foresight to buy one of the first electronic computers for commercial use. The first lithographed map was of Bantry Bay.

Then by 1809, there was the ability to produce in London multiple maps of battles in Spain, within ten days of their occurrence, even allowing that the material had to be transported therefrom by sailing ships. However, some of these early maps are notable for letters being reversed, since the skills necessary for reverse drawing as part of the lithographic process had not yet been developed adequately.

The later chronology, from c. 1800 to the beginning of the 19th century showed developments largely impelled by the demands of the various wars! Napoleonic, Crimean and South African. The lithographic establishment progressed under the QMG, while in parallel ran surveying as an engineering service and the creation of the first survey companies. Subsequently, these two wings were unified together with a more recent formation, the Topographical and Statistical Depot. Finally, in 1791, the Ordnance Survey was formally established, with its headquarters at the Tower, so beginning a publishing source with which we are all appreciatively familiar.

Our final speaker of the day was David Smith, collector, author and enthusiast extraordinary. Your reporter cannot possibly summarise what was a lively and convincing performance, arguing for map collecting not to be treated as an interest only to be pursued at considerable expense.

This deficiency is largely due to the immense amount of material which David circulated through the audience to illustrate his points as he talked: original maps of all shapes and sizes, some copies, and themes galore — all with the common denominator of being relatively inexpensive.




**The miniature Ortelius map published by Galle in 1593 showing "Kingdom of Napoli", namely Southern Italy.**

We can do no better than reproduce in full his own précis, which he kindly provided to members of his audience, receptive whether expert or not, at the conclusion of his talk:

## "STARTING A MAP COLLECTION"

"Most enthusiasts concentrate on collecting British county maps, with an emphasis on expensive material. For the new collector, the cost of such a collection may well be prohibitive, and, therefore, alternative collecting themes must be encouraged in order to broaden the horizons of map collecting, to provide opportunities for the new or impecunious collector, to persuade dealers to extend the range of maps on offer, and to extend knowledge of the subject into unfamiliar fields. Possible alternative themes for a British collection are:

1. By map size, e.g. miniatures; folding maps; large-scale maps.
2. By non-county area, e.g. British Isles; nations; islands; specific regions; grouped counties;

*Continued on page 8*

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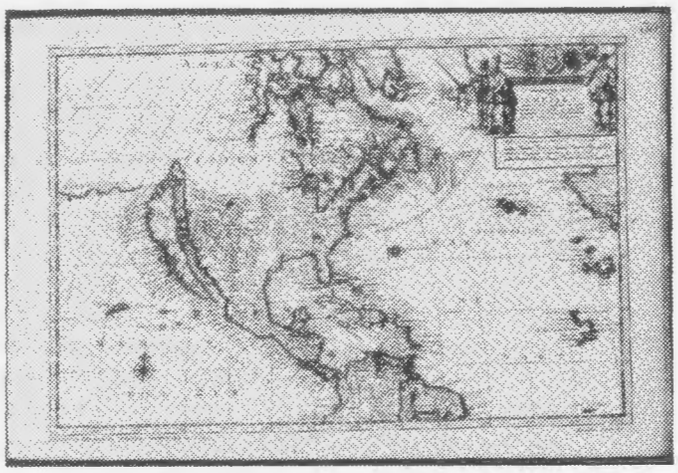
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# "WRITINGS ABOUT MAPS"

## by "COSIMO"

IN our November issue, we had some comments by Joseph Conrad about pictorial cartography: of maps inhabited by strange scenes and mythical monsters.

Another well known author speculated briefly on the way in which sea monsters, in particular, persistently recur whenever the imagination has free reign, as in the drafting of early maps. The writer is not, perhaps, one likely to come readily to mind on such a topic. It was, in fact, John Steinbeck, who narrated the story of his voyage with marine biologists around the coasts of Lower California, in his "The Frog from the Sea of Cortez".



**". . . why the concept of California as an Island persisted . . ." "AMERIKA" by P. Van Der Aa c1720.**

"There is some quality in man which makes him people the ocean with monsters and one wonders whether they are there or not. In one sense they are, for we continue to see them . . . When sometime a true sea-serpent, complete and undecayed, is found or caught, a shout of triumph will go through the world. 'There, you see', men will say, 'I knew they were there all the time. I just had a feeling they were there.' Men really need sea-monsters in their personal oceans. . . . For the ocean, deep and black in the depths, is like the low dark levels of our minds in which the dream symbols incubate and sometimes rise up to sight like the Old Man of the Sea. And even if the symbol vision be horrible, it is there and it is ours. An ocean without its unnamed monsters would be like a completely dreamless sleep."

Another extract by Steinbeck goes some way, possibly, towards explaining why the concept of California as an island persisted for as long as it did:

"As we moved up the Gulf, the mirage we had heard about began to distort the land . . . as you pass a headland it suddenly splits off and becomes an island and then the water seems to stretch inward and pinch it to mushroom-shaped cliff, and finally to liberate it from the earth entirely so that it hangs in the air over the water. Even a short distance offshore one cannot tell what the land really looks like. Islands too far off, according to the map, are visible; while others which should be nearby cannot be seen at all until suddenly they come bursting out of the mirage. The whole surrounding land is unsubstantial and changing."

With such mirage and distortion, little wonder that any voyager, short of finding conclusively that California could not be circumnavigated might seek to believe the evanescent impression of his own eyes.

Furthermore, there was even a late nineteenth-century hypothesis to support the proposition of California as an island.

"There is an observable geographic differential in the fauna of the Gulf of California . . . in the region north of Santa Rosalia . . . is known to be inhabited by many colder water animals . . . These animals are apparently trapped in a blind alley with no members of their kind to the south of them."

The problem is: "How did they get there?" In 1895 Cooper advanced an explanation. He remarks, referring to the northern part of the Gulf: "It appears that the species found there are more largely of the temperate fauna, many of them being identical with those of the west (outer) coast of the Peninsula. This seems to indicate that the dividing ridge . . . was crossed by one or more channels within geologically recent times."

Inevitably, other more plausible explanations were soon advanced for this phenomenon. Obviously the island idea must be relegated to among the many other fanciful theories of early cartographers. As it happens, Steinbeck has some last words to add on the manner in which islands seem to capture the imagination of many of us:

"Islands have always been fascinating places. The old story tellers, wishing to recount a prodigy, almost invariably fixed the scene on an island — Faery and Avalon, Atlantis and Cipango, all golden islands just over the horizon where anything at all might happen. And in old days at least it was rather difficult to check up on them. Perhaps this quality of potential prodigy still lives in our attitude towards islands."

## TOOLEY AWARD PRESENTATION



**Ronald V. Tooley presenting the IMCoS Tooley award to Valerie Scott, Editor of "The Map Collector" during the IMCoS dinner on Saturday 11th June. A full report of the Dinner and Symposium by IMCoS Chairman, Malcolm Young, will be published in our November issue.**

# IMCoS ANNOUNCEMENTS

1. **IMCoS BRISTOL MEETING**
**Saturday, 22nd October, 1983**
10.30-11 a.m.

Assemble St. Nicholas Museum (old St. Nocholas Church) corner of Baldwin St. and High St., Bristol 1. — Car Park N.C.P. Queen Charlotte St. off Baldwin St.

Lunch: Own arrangements.

2.30 Meet at City Museum and Art Gallery, Queen's Road, Clifton, 8.

Talk by Mrs. Anne Campbell Macinnes: *Bristol and the discoveries of the New World.*

Mr. Arnold Wilson, Director of the Bristol City art Gallery and Museum and M/S Franci Greenacres, Curator and M/S Mary Williams, Bristol City Archivest have kindly offered to assist us with our visit. The tour of the museums etc. will complement the talk by Mrs. Macinnes. This should be a most informative and interesting day for IMCoS members and their guests. All welcomed.

Meeting closes 4.30 p.m.

2. **CALL FOR REGIONAL REPRESENTATIVES**

At our recent Committee meeting it was felt that regional representatives of the Society could enhance the IMCoS standing and spread its influence by way of local promotion, meetings etc.

It was therefore decided to solicit the assistance of IMCoS members in various UK areas, not yet exactly defined but generally applying to Scotland; Northern Ireland; Wales; Northern England; Midlands; Southern England recruiting new members.

Should you be willing to assist and in a position and situation to do so by distributing leaflets IMCoS literature, organising local meetings etc. Please contact our Chairman, Malcolm Young at 9 Lower Grosvenor Place, London SW1 for further details. Should you not be sure as to your status please don't hesitate to get in touch.

Every assistance you can give will be greatly appreciated by all IMCoS members present and future!

3. **CALL FOR A LIBRARIAN**

We are still anxiously searching for a Librarian to take care and organise our small library presently housed at the InterCol Gallery in London. Previous experience is NOT necessary.

Should you feel that you can assist please contact Yasha Beresiner at Box 70 London N3 3QQ as soon as possible for further information and details.

4. **FUTURE IMCoS MEETINGS**

The following time table has been arranged and details will be made available in future issues of our Journal:

| | |
|---|---|
| 22nd October 1983 | 10.30 a.m. Bristol — St. Nicholas Museum. Tour organised by Mr. A. Wilson, Director.<br>2.30 p.m. A. C. Macinnes "Bristol & the discoveries of the New World"<br>4.30 p.m. Close. |
| March 1984 | Liverpool University visit in association with the Northern Map Fairs Organisers. |
| June 1984 | Visit to York. |
| 15th/16th October 1984 | *IMCoS London Symposium and Map Fair.* |

5. **MEMBERSHIP LISTING**

Our November issue will have a listing of all members, their addresses and collecting interests. This is a service well appreciated by all as it gives you an opportunity to contact other members with similar interests.

To ensure that your name is published please check that your dues for 1983 have been paid. If unsure kindly contact our secretary, Steve Luck at the Society address. The fact that you have received this journal does NOT indicate that you have paid your dues. Please double check.

To ensure that your name is correctly spelt, your address and interests correctly listed, kindly check the envelope in which this journal has been mailed to you and report any corrections as soon as possible to: Yasha Beresiner, the editor.

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## IMCoS 1983 SYMPOSIUM

*Continued from page 5*

hundreds, estate plans.

3. By production methods, e.g. relief printed, intaglio printed; lithographically printed; variant states.
4.. By decorative style or artist, e.g. baroque; rococco; romantic.
5. By cartographer, draftsman, engraver, or publisher.
6. By source publication, e.g. newspapers; literary periodicals; commercial directories; children's texts.
7. Town plans; parish and ward plans; plans of improvements and individual buildings; environs' maps.
8. Transport and communication maps and plans, e.g. roads; strip maps; turnpike and coaching guides; 'novelty' road maps; cycling maps; motoring maps; river improvement and navigation; canals; steamship services; port and harbour plans; railways; excursion maps; communication maps.
9. 'Curiosities'.
10. Cartoons.
11. Games, e.g. jigsaws; playing cards; board games.
12. Thematic maps, e.g. historical; social investigations; sport; antiquarian; scientific.
13. Manuscript maps and plans.
14. Frontispieces.
15. Facsimiles."

# THE ORDNANCE SURVEY AND THEIR MAPS

## by Richard Dean

## Part I

*(Editor's Note: The following article is taken from the notes of a talk on this subject given by Richard Dean at the IMCoS Meeting in Birmingham on 26th March 1983. Mr. Dean illustrated his talk with slides corresponding to the sub-headings below; in addition original material from his own collection was also on display.)*

### INTRODUCTION

THE development of the Ordnance Survey is in reality the development of modern cartography, and I hope to demonstrate that it can be just as rewarding to study and collect the maps of this period as those from previous eras. Map-making, like any other science, has been subject to continuous refinement and improvement ever since the first primitive diagrams were sketched in the dust on the cave floor. By the latter part of the eighteenth century agricultural improvement and the industrial revolution were creating demands for accurate maps which the existing publications, derived from the surveys of Saxton, Speed, and their contemporaries, would not meet: it was impossible for example, to lay out the route of a new turnpike road or canal without an accurate map which detailed the local topography. Large scale county surveys, typically at one inch to the mile, became the order of the day, and some very fine productions appeared, based on a measured trigonometrical framework, with the roads and topographic information so lacking on the earlier maps.

By the 1790's virtually the whole of England had been covered by such surveys, but they suffered from the defect of being executed as purely local ventures with differing standards of accuracy, survey dates, content, and presentation. There was clearly a need for homogenous treatment of the country, but the scale and cost of such a national undertaking was beyond the means of private enterprise, and the government found itself under increasing pressure to carry out the work, as had been undertaken in many countries abroad. The final impetus came with the realisation that the army had no suitable maps on which to plan the defence of Great Britain against a possible French invasion: the Honorable Board of Ordnance were therefore charged with the task of preparing an accurate trigonometric survey of the whole country. The organisation they set up, and the maps subsequently produced, soon came to be known as the "Ordnance Survey".

**Napoleon** If Napoleon had carried out his threatened invasion the British Army would have been severely embarrassed by a lack of adequate maps of their own country on which to organize its defence. Piecemeal surveys of most of the South Coast existed, but they did not accurately show the vital relief features so necessary for a military campaign. The Board of Ordnance already had extensive surveying and drawing facilities, and had prepared for military use large scale manuscript maps of parts of Kent, Hampshire, and Devon: these surveys were initially extended along the Counties bordering the English Channel, first as an outline trigonometrical framework connecting fixed points on high ground, followed by the detailed topographic work. Right from the beginning the fledgling organisation suffered from government interference and restrictions on expenditure which were to retard progress throughout its existence, but by 1800 sufficient work had been done to produce a large map of the whole of Kent.

**The Map of Kent, 1801** It seems that there was no intention at this time to publish the results of the Ordnance Survey's labours in the form of printed maps, but William Faden the leading London map-publisher had contacts within the Board and it was agreed that he could engrave the Kent material at his own cost for general sale. The map appeared, in four sheets, early in 1801. "A new and accurate survey of The County of Kent done by the surveying Draughtsmen of his Majesty's Board of Ordnance" marked a new standard of geodetic and topographic accuracy which exceeded anything that had gone before.

**Portion of the Kent Map** Distances on the map could be accurately measured, all buildings were shown together with major and minor roads and footpaths, and the relief was brought out with the use of hatchuring. However, any hopes that the whole of Britain would soon be covered by such excellent maps were soon shattered as the pitifully small groups of Ordnance Surveyors laboured year after year at their mammoth task. The field parties were made up of soldiers, with civilian assistants, and a mixed complement of draughtsmen at the drawing office in the Tower of London. This structure has persisted throughout the history of the survey, and the civilian element was further strengthened when the decision was taken that future maps would be engraved and published directly by the O.S.

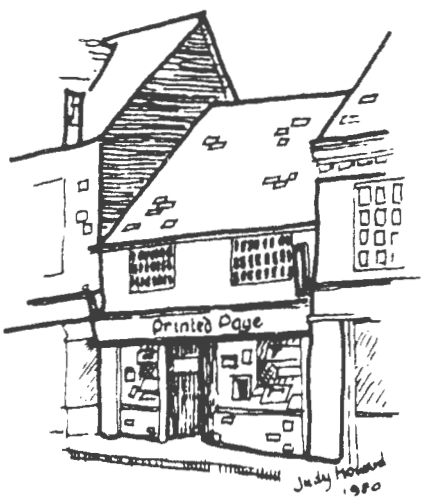
**Old Series Index Map** The County of Essex was the first "official" issue, with publication of its four sheets in 1805, followed by Devon in 1809, and other areas along the South Coast soon after. By 1820 approximately one-third of the country was covered, including revised sheets of Kent in 1819 to replace Faden's private 1801 maps. The sheet lines and numbering reflected this rather piecemeal approach, and the desperately slow progress encouraged private map makers to continue their work when it was clear that the Ordnance Survey would not reach some parts of the country for many years.

**Greenwood Map** The firm of C. & J. Greenwood were particularly active, publishing good one inch maps of the midland and northern counties, using the O.S. trigonometrical framework, which achieved a substantial sale for a few years. But as the Ordnance Surveyors moved north and their superior maps were

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published, the Greenwoods lost ground and their firm finally collapsed in the early 1830's, marking the death of independent county surveyors. From then on, all new maps published in England were inevitably based on the Ordnance Survey.

**Lincolnshire Sheet** With the appointment of Thomas Colby to the directorship of the Survey in 1820, a number of reforms took place. The detailed surveying which had at times been a little erratic was tightened up, and with the appearance of the six sheets covering Lincolnshire in 1824 a new standard was set. These maps were unusual in that their production was out of the regular south to north progression of the Survey, the local gentry having brought advance treatment by guaranteed prior subscription, a further indication that the Survey was moving away from its military origins towards a civil and commercial constitution. The presentation of the Lincolnshire sheets had virtually reached the limits of improvement, and clearer or more accurate maps could not be produced without an increase in sale. By 1844 the published maps had reached northwards as far as Preston and Hull, aided since 1832 by production in quarter rather than full sheets to speed up their issue. The introduction of electrotyping enabled duplicate printing plates to be produced, which saved wear on the originals.

**Six-inch Maps** The steady progress of the Survey had been drastically interrupted in 1825 when the Ordnance Survey were charged with the task of producing detailed maps of the whole of Ireland for land valuation. Most of the surveyors were sent to Ireland, and many additional staff engaged. The one-inch scale being too small for this purpose, the larger scale of six inches to the mile was adopted for the first time on these maps which were produced from 1833 to 1844. The usefulness of the enlarged scale rapidly lead to calls for the English work to be carried on in like manner, and the government finally gave into this pressure with authorisation for the Counties of Lancashire, Yorkshire, and Southern Scotland to be mapped after the style of the Irish maps. In time the six-inch maps were to cover the whole of the British Isles.

**Twenty-five-inch Map** Despite the vastly improved utility of the six-inch maps for engineering and estate purposes, they were still inadequate for conveyancing of property and for sanitary engineering. Once a detailed survey has been carried out the cost of the plotting and drawing increases only marginally with the magnitude of the scale adopted. After much vacillation the Government was persuaded to accept this argument, and the publication of the remaining northern counties was authorised at the increased scale of 1:2,500, which is approximately twenty-five inches to one mile. This also, in time, was extended to the remainder of the country, and it is still the basic scale of Ordnance Plans today. It gives an accurate representation of all buildings, fences, and ground detail, with the merit of being almost exactly one square inch to the acre.

**One-inch northern sheets — two styles** The large scale plans provide a fascinating field for study, but I propose to concentrate today on following the fortunes of the one-inch map and other small scale issues. The one-inch, which we left at the Preston/Hull line, was subsequently completed up to the Scottish border by reduction from the larger scale surveys, the final sheet appearing in 1870, some 65 years after the first Essex Map. These northern maps in view of their parentage, are generally more accurate and detailed than their elder brethren in the south. The sheets are a regular 18" by 12" in size, and were issued in two styles: hatchured, to match the remainder of the series, or with contours which were generally preferred by engineers. This problem of portraying relief on a two-dimensional map has dogged the O.S. throughout its history, and it was worsened by the conflicting demands of its customers. The clear open map with heights and levels beloved by the engineer was unsatisfactory for the military man who wanted to see the lie of the land and the form of hills and valleys for which hatchuring was ideal. It is a subject to which we will have to return later.

**New Series Index Sheet** The slow progress of the original Survey and the rapid development of Victorian England caused the earlier sheets of the one-inch map in the Midlands and the South to become rapidly out of date. Sporadic attempts at revision were limited mainly to the insertion of new railways which were well treated after 1860, but the new lines often sat uncomfortably in a landscape that was over sixty years behind reality. It was clearly desirable that the new style of sheets produced in the North should be extended South as the information became available from the large scale surveys, but the necessary authority was delayed until 1872. The existing block of quarter sheets north of Preston and Hull were henceforth renumbered as nos. 1-73 of the "New Series" and 74 to 360 were drawn and published by reduction as the large scale survey progressed. One-inch engraving was not top priority, however, and the final sheet was not issued in outline until 1897.

**New Series Sheet** By the turn of the century the New Series comprised full coverage of England and Wales originally published between 1847 and 1897, with the sheets older than 1892 having been given an initial revision, so that for the first time a comprehensive map of the country existed at a reasonably uniform date, with the avowed intention that none should become more than 15 years out of date. To this end publication of a second revision commenced in 1904, this being duly completed in 1913. The revised maps were christened the "third edition". A 3rd revision was brought to a halt by the first World War with only six sheets completed.

**New Series hatchured map — hills in brown** The maps so far considered were all issued as engraved black outlines direct from copper plates. The parallel series with hatchured hills was not completed until 1902, by which time the process of "double-printing" from two separate plates had been perfected which enabled the hills to be impressed from their separate plates in a brown ink. The result was an immediate improvement in clarity which is much more easily appreciated on the original then on a reproduction.

*Continued on page 12*

# THE ORDNANCE SURVEY AND THEIR MAPS

*Continued from page 11*

**Early coloured Map** Brown hills were only a step towards a fully colour printed map with which the O.S. had been experimenting since the 1880's. The first published sheets came out in 1898 to a disappointing response, but sales grew as the series was gradually completed over the next six years. The effect of the five-colour printing was a little monotonous until relieved by the later addition of a green plate for the woods. After 1904 the public enjoyed a choice of four styles for any of the one-inch sheets — black outline with contours, black with black hatchured hills, black with brown hills, and fully coloured. Such luxury was not to last long.

**3rd Edition Large Sheet Series** The specification of the coloured map gradually improved and its popularity grew after 1907 when the hundreds of small sheets were combined into a large-sheet series of 152 maps as technical advances in lithography made the accurate reproduction of large maps possible. Engraving rapidly took a secondary role as a mere intermediate process in the production of the lithographic stones and the alternative versions of the one-inch map were rapidly phased out, although the contoured outlines could still be obtained by special order until the early 1930's.

**4th Edition experimental sheet** Further improvements to the coloured maps were contemplated by Sir Charles Close, who had taken up the Director-General's post in 1911, particularly to the perennial problem of improving the relief. By introducing layers, that is changing colour tones according to height, and by subduing the hatchures on one side of the hills, a heightened effect was obtained as if the hills were illuminated by a low sun in the North-West. His plans were still on the drawing board when war broke out, and the relief problem was not seriously tackled again until the 1930's. Fortunately a copy of one of the experimental sheets in the Lake District was reproduced by Close in his text book of Surveying, and we can see the style that was intended.

**Trench Map** During the period from 1914 to 1918 the O.S. was almost totally committed to the war effort. An incredible total of 32 million maps were prepared and printed for the forces, mostly being of France and Belgium, and issued in the field. Although peace returned in 1918, the following twenty years were a lean period for the Survey as they battled with fewer staff and savaged budgets to catch up on the pre-war programme. Many 1:20,000 "Trench Maps" were issued to the troops with the blue and red lines marking the networks of British and German trenches, which were revised virtually on a daily basis by the new technique of aerial survey.

**4th Edition** Drastic measures were necessary to make good the lost time during the War, and the new fourth edition of the one-inch map issued from 1918 to 1927 abandoned any attempt at the fancy relief conceived in the pre-war years. Despite the economy the series was a good clear map, the old hatchures being totally abandoned, the hills being reinforced by additional contours all of which were printed in red. The title of "Popular Edition" was soon justified by substantial sales, aided by some hard selling at the Ordnance Survey aimed at the new generation of motorists, cyclists, and ramblers. To many people it was their first contact with an Ordnance map, and even in the main tourist areas it was unrivalled by any privately published maps. The 1920's was a period of rapid urban expansion and the old fifteen year revision cycle soon gave way to piecemeal alterations to try and keep up with the changes, but the original outline was still taken from the old engraved plates. As the revisions accumulated this became less and less satisfactory.

**5th Edition** A newly redrawn map was needed suitable for direct reproduction by photo-lithography, as had already been successfully prepared for Scotland. This fifth edition finally commenced in 1931. It incorporated all the latest cartographic thinking, with improved alphabets freed from the restrictions of the engravers tools, and with many new symbols. An important innovation was the introduction of a grid system based on the distance in yards north and east of a common origin near Land's End, rather than the separate identification squares on each sheet which had been used since 1907.

**5th (Relief) Edition** Standard contoured sheets were issued from 1934, but as conceived and brought out in 1931 the maps were in a "relief" style which brought back the old hatchures, emphasised with a shadow effect and combined with layer colours. The result could have been overpowering, but the delicacy of the treatment was such that a superb map was achieved that is generally accepted to have been the peak of the Survey's small-scale mapping. The public, however, who had to pay an extra 3d a sheet for the relief style, were unresponsive, and the disappointing sales resulted in the withdrawal of the Relief Series in 1936 after only 22 sheets had been published.

**5th Edition Index Map** Progress still remained slow despite the abandonment of the time-consuming relief plates, and although a still larger sheet size was introduced, by 1939 only the south of England had been covered, although drawings were prepared for much of the Midlands. Meanwhile, the Davidson Committee which sat to review the scales and styles of O.S. maps and the problem of bringing and keeping them up to date, recommended changes.

**Early 6th Edition Maps** The principal alteration to the one-inch maps was the use of a metric rather than an imperial grid, and the sheet lines were completely redrawn in units of 40 kilometres by 45. Eleven of these 6th Edition maps, named as the "New Popular" series, were printed in 1940 using reconstituted 5th edition drawings, and many others were in preparation when most of the reproduction material perished in the 1941 air raid on the O.S. office at Southampton. The whole country was rapidly covered soon after the war using either 4th or 5th edition existing maps as a base, but in both style

*Continued on page 13*

# "NEWSFLASH" ON TWO RARE WORLD MAPS: GREENE AND GIRAVA

## by Rodney W. Shirley

Mr. D. Fairbrother of York has written to say that he has just found a rare seventeenth-century world map by the English map maker Robert Greene. As far as I know only two such world maps by Greene have been recorded hitherto, both in national libraries. Greene is a somewhat shadowy figure, although as he advertised occasionally in the *London Gazette* he merits an entry in Sarah Tyacke's *London Map-Sellers 1660-1720*. He is also known for his co-publication of John Adams' twelve-sheet distance map of England and Wales in 1677.

Greene's world map was advertised in the *Term Catalogues* for May 1676 and was printed with this date on it following his address — at the "Rose and Crown in Budge Row". His world map is in two hemispheres based on the traditional Dutch world outline of the late seventeenth century. In the corners are contemporarily costumed figures personifying the four continents including rustic scenes of hunting or (in the case of America) of cannibalism.

Mr. Fairbrother says that the map formed part of a composite atlas which he obtained from an antiquarian book dealer. The other maps were partly from Dutch sources (De Wit, Visscher, Jansson etc.) but also including other English maps such as those by Morden, suggesting compilation in this country. The Greene world map has the countries coloured in outline and is in excellent condition with good margins all round, apart from a very minor tear and some faint fox marks.

The second item of interest has been notified by Mr Paul Sabin, one of IMCoS' directors. While on holiday recently he came across some offprints being pulled from old woodblocks by the monks of Valdemossa Monastery in Majorca. To his surprise, one such print (on modern paper) was taken from what he was assured was the original woodblock of the very rare Vopell-Girava world map of 1556. This truncated cordiform world map appeared in the book *La Cosmographia* by Hieronymo de Girava published in Milan in 1556. There was a later edition from Venice using the same block in 1570. There is an interesting inscription on the map across the southern continent saying that it was sighted in 1499; this has given rise to considerable speculation. The map's vivid border decoration includes figures at the head of the map and twelve robust windheads. The Valdemossa offprint is identical in all respects to the original except that the lower central cartouche is blank. In contemporarily printed examples this contained descriptive text and the author's imprint which, as was customary, would have been typeset separately. Girava's map is illustrated in Nordenskiold's Facsimile Atlas, plate XLV(4).

It is only very occasionally that the original copperplates or woodblocks of old maps turn up. Do readers know of any others?

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# THE ORDNANCE SURVEY AND THEIR MAPS

*Continued from page 12*

and execution it was a provisional map, the intention being to replace it sheet by sheet with a properly redrawn version as soon as possible.

**Seventh Series Map** These redrawn maps appeared over the ten years from 1952. They were clear, attractive maps, which although losing some of their delicacy by a reduction from ten to six colours in 1961, were deservedly popular, and frequent revisions and reprints were issued until replaced by the new fully metricated 1:50,000 scale maps in the 1970's.

**Hill-shaded Half-inch Map** The early years of this century were a prolific period for the O.S. The War Office had requested a general military map at the scale of half-inch to the mile, and this was hurriedly prepared at the same time as the new quarter-inch maps. Although put on sale it never really found its feet in the civil market, where Bartholomew's well-finished layered half-inch map was already firmly established.

*To be continued*

# LETTER TO THE EDITOR

### CONTEMPORARY COLOUR

Referring to your article in the August number of the JOURNAL on the incidence of contemporary colour, there are a fair number of German atlases known in this condition. For example, the first edition of Mercator's atlas is more common in colour than uncoloured. The atlases of Braun & Hogenberg, early editions of Quad, and the Strassburg Ptolemy, and the maps in DeBry are well known in coloured examples. I have had Munster's work in full contemporary colour heightened with gold, an exceptional copy.

As to the Italians, I have only seen Bordone in old colour of this period.

In the 18th century the atlases of Homann, Seutter, and Elwe were issued in body colour. Eighteenth-century editions of Sanson, Jaillot vary from partially coloured to fully coloured; and coloured examples of Mortier Moll, Van der Aa, Tirion, and Bellin are relatively common. Above all, the sea charts of Van Keulen are notable for many coloured copies, some even heightened with gold.

R. V. TOOLEY

# SENEX'S ROAD MAPS

## by David F. Webb

IN my two earlier articles (Vol. 1 No. 4 and Vol. 1 No. 6) I described how John Ogilby produced the Britannia, the first Atlas of British Roads, in 1675 and how the later cartographers Herman Moll and Thomas Gardner attempted to capitalise on Ogilby's work by producing smaller books which could be more easily carried by the early 18th century traveller.

In 1719, the same year that Gardner published his *Pocket Guide to the English Traveller.* John Senex produced a similar road book, also copied from Ogilby's work entitled *An Actual Survey of All the Principal Roads of England & Wales.* Whilst his maps were less decorative and attractive than those of earlier cartographers, Senex's book, unlike Gardner's, ran to several editions indicating that he was a more astute businessman, or at least had access to better advertising facilities.

Senex's book was actually advertised as being more portable than other comparable works, and indeed the maps were slightly smaller (8" × 6" approximately) than those of Gardner (10" × 6½"), but it was produced initially in two volumes, and the complete work would in fact have been less easy to carry. Perhaps, however, this was a significant factor in the early success of Senex's work, as the traveller would be unlikely to have the need of both volumes for any one journey, and the relevant Senex volume would slip more easily into the pocket and weigh less than Gardner's book.

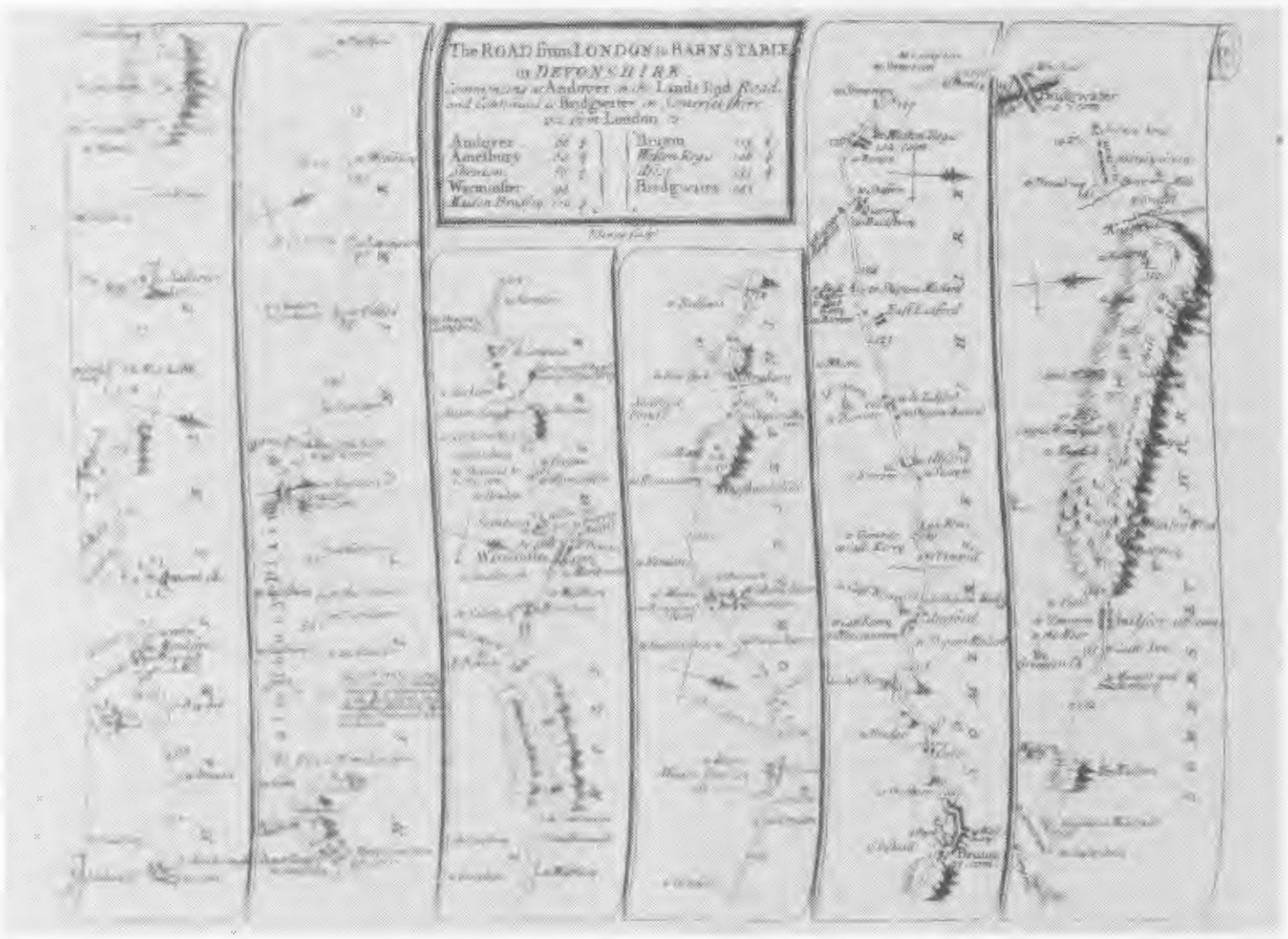
Senex's first volume contained maps 1 to 54 and the second, maps 55-100. It is possible today to find copies of the early editions of the work rebound into one volume, but later editions seem to have been published only as one volume. This may have been done in order to reduce production costs and retain competitiveness.

The book ran into several editions. After his death his wife continued to sell his maps and globes, and the road book was advertised at 5s. 6d. for the two volumes of the third edition! Although I have not been able to find all of the editions to which dates have been credited, I have however found three definite different printings.

Some editions may have been printed more than once without any alterations from the previous edition, so for ease of reference I shall class the maps as early, mid and late editions.

Senex only put his name on 14 of his road maps, and these names were removed from all the late editions. 13 maps have *I Senex Sculpt* either within the bottom of the cartouche or just outside below it. The plate numbers on these early editions being 1, 4, 5, 10, 14, 18, 19, 20, 29, 31, 32, 33, 44.

**John Senex's "Road from London to Barnstable . . ." published in his "Actual Survey of all the principle roads of England and Wales" 1719.**



The other plate No. 25 has the name at the bottom right of the strip map, by the plate number. On the mid editions the name was removed from plate No. 31, and plate No. 44 now becomes 46, the map being the same. The plate numbers are at the top of the maps in the mid and late editions and engraved on each side of the map, i.e. twice. The mid and late editions are also printed on both sides of the paper. I have not found an early edition with the maps printed on both sides of the paper.

Senex' name has been removed from all of the late editions and the frontispiece to the book is entitled *Kitchen Post Chaise* not to be confused with the smaller Kitchen road maps of 1771. The mid editions are titled Bowles but credited to Senex. Bowles at a later date engraved some maps for Gent Mag. and put his name on some of the plates.

Unlike the previous cartographers, Senex did not put a cartouche on all the plates but only put a cartouche or title at the beginning on each complete route, e.g. the route from London to Lands End covers 4 maps, Numbers 25 to 28 with the cartouche only on No. 25.

The following maps are the maps which do not have a cartouche: 2, 3, 6, 7, 9, 11 13, 15, 16, 17, 22, 23, 24, 26, 27, 28, 38, 42, 48, 49, 64, 67 and 90. These are 24 in all; these plate numbers refer to early editions. If you study any of the mid edition maps, as well as finding the maps printed on each side of the paper and having the plate numbers put at the top of the map on each side, i.e. two plate numbers; you will also find each map has either some slight alterations or addition, sometimes being in the form of a note along the bottom of the map. Most of these are in rather small print.

If we take plate No. 35 for example, in the mid editions there is a note added below the map. Some plate numbers were changed in the mid editions, but they were the same up to number 35. In the late editions most of the plate numbers were changed. I will try to persuade the editor to allow me room in another edition of our JOURNAL to publish a list of all the equivalent numbers of the three editions of Senex and perhaps some other road maps.

In the late editions the extra notes along the bottom of most maps have been removed and substituted with notes in larger print. Some maps must have been re-engraved as they differ a little, and the north pointer of the compass is a slightly different design on over half of them. It was the practice (with the copper plates which, being soft, wore quickly) to re-touch or re-engrave, to extend the life of the plates. This may be the case here, with the person re-engraving not being so particular as usual.

Senex followed Moll's pattern of putting a cross on the compass pointed on the easterly direction, although his compass pointers are of a much plainer pattern than previous road maps.

Either to give the impression of being a fresh survey, (as it was advertised) or because there was less room on the smaller maps, the names of people who owned houses near the roads have been omitted. This was probably a sensible move, as changes must have occured since Ogilby's original survey was made over 40 years previously. It would however have added weight to his claim of being a fresh survey if he had taken the trouble to update these names and not just omit them.

I list below dates of different editions that have been mentioned in four reference books. These books are: Thomas Chubb — *The Printed Maps in the Atlases of Great Britain and Ireland* published in 1927; Sir Herbert George Fordham — *Road Books and Itineraries of Great Britain* published in 1924; Ronald V. Tooley — *Maps and Map Makers* published in 1949 and Yasha Beresiner — *British County Maps* published in 1983:

Some authors add French editions, but I have only seen French maps of similar size which are, in fact, a completely different engraving, and I will write, about these at a later date. Also the 1775 maps are not, to my mind, true Senex maps, but I will also say more about these at a later date. At the moment I feel there were three definite different editions of Senex maps. The early editions being 1719, and up to two more dates if Senex's widow's advertisement for the 3rd edition is correct, but I can only find 1742 to add to the early editions. The mid editions would be 1757, 1759 if Fordham is correct, and 1762 which is in the British Library. These were printed for John Bowles and Son at the Black Horse, Cornhill, London.

| *Date* | *Chubb* page 111 to 116 | *Fordham* page 18 | *Tooley* page 84 | *Beresiner* page 205 | *British Museum* | *Seen* |
|---|---|---|---|---|---|---|
| 1719 | * | * | * | * | * | * |
| 1742 | * | | * | * | | |
| 1757 | * | * | * | * | * | * |
| 1759 | | * | | | | |
| 1762 | | * | | | * | * |
| 1767 | * | | * | * | | * |
| 1770 | * | | * | * | | |
| 1775 | * | * | * | * | | |

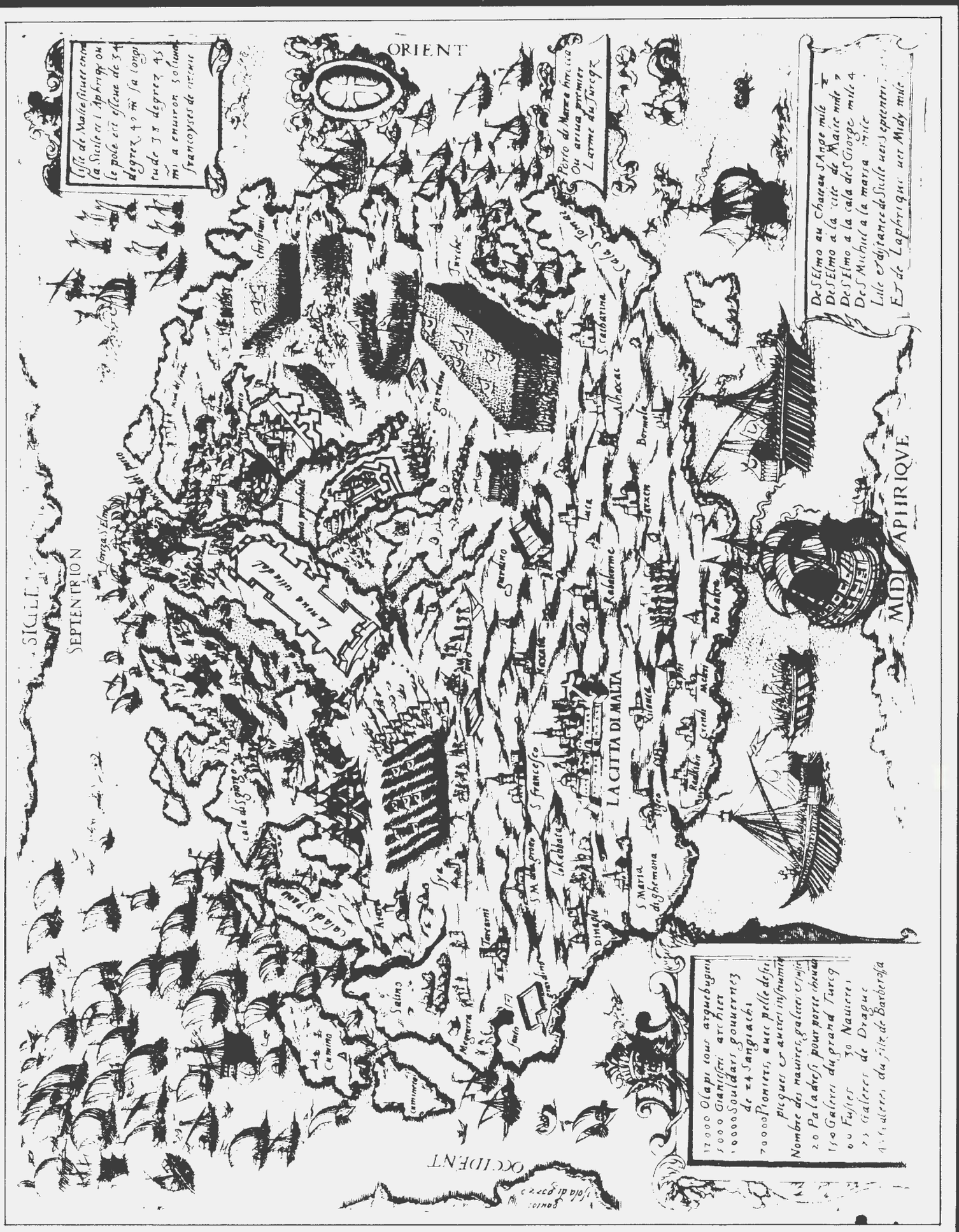
There were 101 plates to the mid edition. Plate number 42 being an extra map.

The late editions would be 1767 and possibly 1770. While most of these maps were reprints of Senex plates, the title page has been changed to Kitchins Post Chaise Companion through England and Wales etc. The plate numbers in the later editions which are fresh engravings and differ considerably from the early and mid editions are as follows: 4, 22, 23, 24, 25, 26, 27, 29, 32, 60. There were 103 maps in the late editions, plate numbers 4, 29, 32, 43, 60 being extra maps of a similar size and style. Probably engraved by or for Kitchen perhaps. Some plates were lost or damaged. Some other maps were compressed onto 3 instead of 4 plates to keep the total plate numbers down to 103 instead of 105 as the extra maps would suggest.

**Editor's note:**

*David Webb was the 1983 IMCoS award winner for his articles published in our Journal on the subject of Road Maps.

*In a future article David will also refer to two variants of the early editions mentioned here. He is undertaking further research on the subject.




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