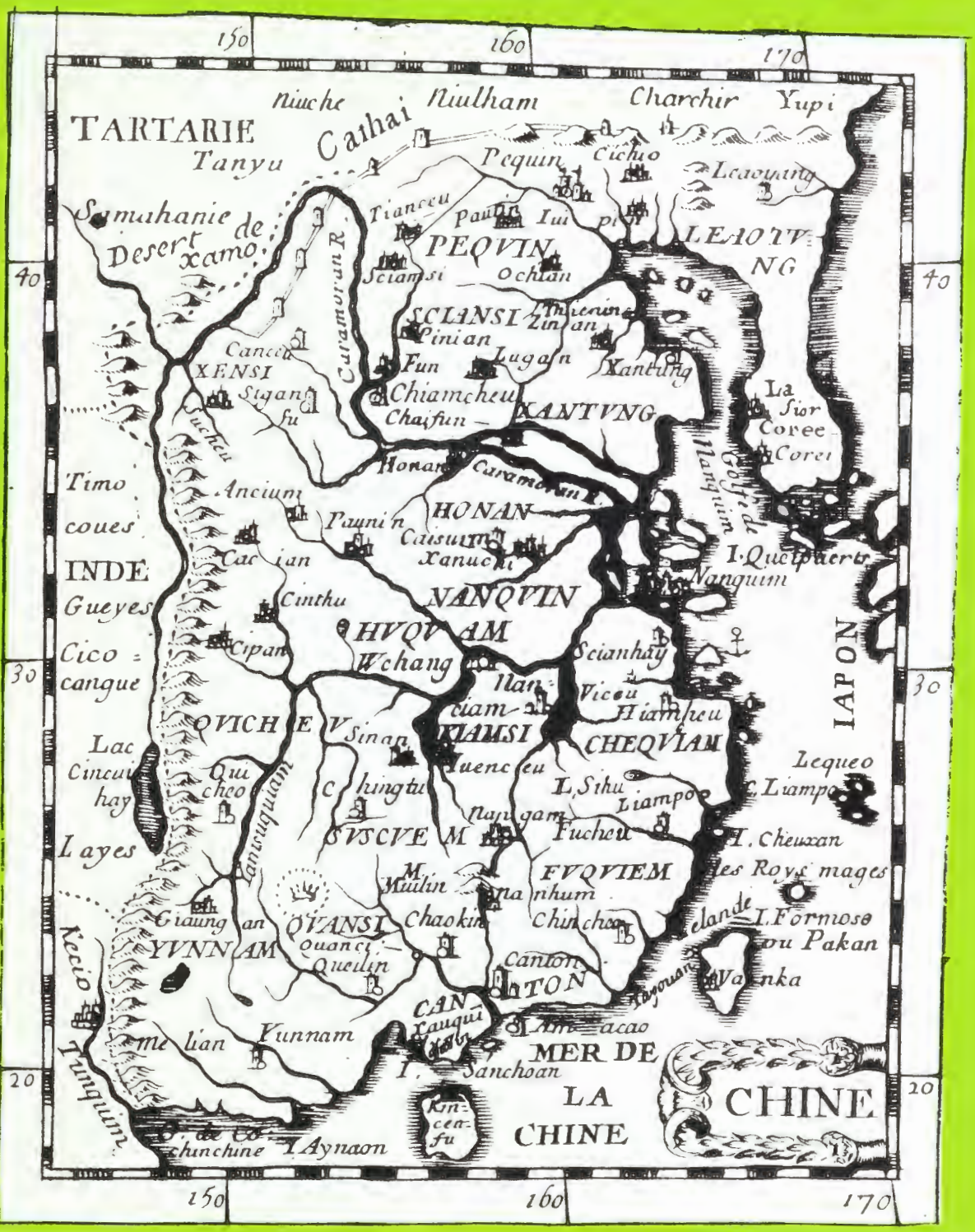
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Journal of the International Map Collectors' Society

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CONTENTS

IMCoS and the Society for Hellenic Cartography 4
The Portolano of Zagora 5
The Cartography of the Shores and Islands of Greece 11
IMCoS Library 13
IMCoS Eighth International Symposium 15
Forthcoming Diary Dates 16
IMCoS Meeting at the National Library of Wales 17
The Maps of William Tunnicliff 19
International News and Events 28
IMCoS York Meeting 29
Plans and Views of York 30
Forthcoming Collectors' Evening 33

Copy and other material for our next issue (Autumn) should be submitted by **20th January, 1989.** All items for **editorial** use should be sent directly to the Editor, George Beal, 48 Kings Drive, Surbiton, Surrey KT5 8NQ. **Advertising** copy, artwork, etc. should be sent to the Advertising Manager, Warwick Leadlay, Gallery, 5 Nelson Road, Greenwich, London SE10 9JB. Tel: 01 858 0317.

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From the Editor

WE MUST apologise for the late appearance of this issue. The reason is twofold. One was the late arrival of some copy which needed to be incorporated in this issue, and the second was the indisposition of the editor. The second of these problems has now been resolved, but the first is not so easy to overcome.

As members will note, we always show the latest copy date for the following issue. This appears in a note on this page. The reason for establishing a copy date is simple. It facilitates the setting, printing and distribution of each **Journal**. Once the date has passed, anything arriving later has either to be held over, or an effort made to include it.

Usually, the resulting delay is small, but when a major article is late, then real problems are presented, and the time lost can in no way be made up, and the result is late delivery of copies of the **Journal**. At the time of going to press, we cannot be sure exactly how late the issue will be, but naturally, posting times will be affected by the advent of Christmas and the usual increase in volume of mail for the Post Office.

May we, therefore, please ask our contributors and advertisers to supply all material either before or on the the date shown on this page.

GEORGE BEAL

IMCoS and the Society for Hellenic Cartography

7th Annual International Symposium, Athens, 6th -8th October, 1989

AFTER a stormy beginning, the sun came out, and the weather was delightful for the first IMCoS meeting in Greece. No, this is not a metaphor; to the astonishment of the visitors, they were greeted by heavy rain and a gale force wind, which delayed their plane landing in Athens by half-an-hour. However, by the next morning, the sun was out, and the meeting off to a grand start.

Unlike some auditoriums, the Eugenides Amphitheatre did not have its seats designed by Torquemada Ltd. They were quite comfortable, and special mention must be made of the excellent and clear oral translations of the papers simultaneously broadcast.

IMCoS members are notable for two thing: a love of ancient maps and hearty appetites. Between the stunning exhibits of maps, particularly at the National Gallery and the Gennadius Library, and the outstanding quality and quantity of food and drink at all the receptions, members were left beaming, if not outright chortling with joy.

Even in the best organised of conferences, individuals have adventures. Stig Soderstrom, Finland, had heard that there was a downtown bus from the hotel. Intrepidly, knowing not a word of Greek, he boarded a regular city bus and motored away into parts unknown. He managed to find the proper bus back, and arrived at the meeting in time.

Geoffrey Nockolds, UK, on the other hand, had no adventures planned when he came sleepily into the hotel lobby one morning in search of breakfast. A porter, seeing his badge, grabbed him by the arm and took him to his meeting. After a few moments, Geoffrey realised that the films on waste-water treatment and a serious discussion of composts belonged to a different meeting, so gracefully bowed and headed for the dining room.

The last viewing and reception, at the Vorres Museum, might have seemed an odd choice, as only one map was on display. However, the exquisite melding of four thousand years of Greek history displayed in artefacts, architecture, and extending to highly modern art and gardens provided a rare glimpse into Greek life, thought and accomplishments.

Mr Vorres himself led the tour, explaining and clarifying. A most fitting climax: who can forget the spotlighted foliage dramatically whipping in the wind above and behind the serene marble courtyard dotted with ancient and modern Greek sculpture?

Thirteen countries were represented; seventy to one hundred Hellenic Map Society members attended – a highly successful meeting. We much appreciated the handmade chocolates from the Hellenic Society. Themis Strongilos, our IMCoS International Secretary, his charming wife, and two delightful sons, cannot be congratulated enough.

DL

The Portolano of Zagora
and Some Comments on the Greek Portolanos

ONE OF the finest Greek manuscript portolanos out of the seven we know is to be found in the Municipal Library of Zagora, a small village of central Greece.

For the first time, it is mentioned by Dyovouniotis in his *Table of Codes of the Zagora Library* in the year 1916, but its remembrance seems to have been lost for a long while. It was not included in Armand Delatte's first publication of 1947 – that remarkable essay on Greek portolanos – but mentioned, at a later date, in the *Compléments* published by this same author in 1958.

In 1963, it is likewise mentioned by Stephanos Macrymihalos in an extremely comprehensive paper on Greek portolanos, and finally, it became the subject of a detailed analysis made by Admiral Soliotis, and published in the years 1984-1985.

Delatte has re-established, with admirable expertness, the texts of these seven portolanos, which belong to the 16th and 17th centuries. The oldest seems to be the one of the library of the Greek Parliament – usually called *Atheniensis* – which bears the date 1534.

Their texts are more or less similar, if not identical. However, what differs is the sequence of the voyages. More specifically, the Portolano of Zagora follows the order of the Vatican and Vienna manuscripts, as ascertained by Delatte, who places them in the same group.

Although the Portolano of Zagora includes – as in many instances the other manuscripts too – descriptions ranging from Venice to Cyprus, the coasts of Asia Minor and Syria, and then to the south, the coasts of Tripoli and Alexandria, the description of the archipelago – starting here, from the island of Chios – covers, together with Crete, leaves 59 up to part of 83; i.e., over 48 pages.

Thus, the description of the Aegean Sea is somehow more specific, and consequently the relevant instructions more detailed. Admiral Soliotis has made special reference to certain parts concerning the archipelago, which, as he maintains, can be found only in the Zagora manuscript, and not in the others.

Of course, you might wonder why I chose this subject for my report, since quite a few comments have already been made on it, thus running the risk of referring to material already generally known. The reasons are manifold: the first – even if not based on any scientific grounds – is due to the fact that once one has held in his hands the Portolano of Zagora, and has admired how beautifully and orderly it has been written; once one has deciphered and enjoyed its text, resisting the temptation to speak about it is somehow difficult, if not impossible.

Secondly, what emanates from these texts constitutes an unexhausted series of themes for research and study of every kind, and there exist, in the present instance, quite a few elements – even if, to a certain extent, these are of a technical nature – which I believe are worth mentioning.

Thirdly, because – apart from the fact that, as I believe, these portolanos constitute the most eloquent evidence of the necessity and practical purpose for their compilation – they contain an element which I cannot style other than as

exceedingly *human*. Namely, there is an element which creates a special, immediate and direct relation between their author and the sailor, who, during his trips, would take advantage of the advice they contain. At the end of this report, I intend to revert, and make special reference to this last element.

Well, the Portolano of Zagora is a small book, leather-bound, with 87 leaves, written on both sides, divided into chapters, and numbered in Greek numeration; i.e., the letters of the alphabet. It has no title-page. The text begins with the following words: 'Beginning of the Portolano, which describes the capes – *ponente levanti*'.

The end of the manuscript is missing. The text comes to an end in the midst of the description of southern Italy. Up to this last page, it is somehow difficult to tell if there are parts missing or not. Personally, I believe not, but Admiral Soliotis, basing his opinion on a sort of index which exists on pages 27 to 29, considers that there are some parts missing.

We have no other information either as to who wrote it, or as to the date it was written. Dyovouniotis considered it had been written in the 18th century, but Delatte, who made a more thorough investigation, assures us that it is much older, and must have been written around 1600.

Its dimensions are approximately 10.5 by 16.6 centimetres. It is in very good condition – better than that of the *Atheniensis* – so that it can be read more or less easily. It is written throughout by same scribe, with steady handwriting, the same from beginning to end, without any signs of either haste or weariness. This is in contrast to the untidy and quite often illegible portolano of the Bibliothèque Nationale in Paris.

One can find but few corrections made by the same hand. Each page has eighteen lines, with strict observance of the margin on the left, and only minor transgressions on the right side.

However, whereas the writing is uniform and especially careful, the opposite applies as far as orthography is concerned, although, from this point of view, the Zagora Portolano is not the worst among the other Greek portolanos. Quite a number of identical words are written in different manners. For instance, the mountain is spelt βουνί, but also βουνή, the small island νυσόπουλο, νησόπουλο and νισόπουλο, the anchor σίδερα and σήδερα and quite a few others. An explanation was given for these differences, namely that probably some other person was dictating the text to the scribe.

On a number of occasions, we can find two words united in one, such as δεξιάσου (to your right), λέγουντο (they say), πλώρησου (your bow), as well as some others.

The numbers are mentioned in two different ways: either with the Greek numeration, miles ιε, fathoms ιβ etc., or in full letters, such as fathoms seven, six islands, etc. In one single case, in the description of Astypalaia, I have found the two methods '...water there reaches fathoms η, ὀκτώ (eight).' But this, I think, is an exception.

Abbreviations are used quite often. Most of them appear in a consistent way in connection with words used frequently, such as τρεμουντάνα, λεβάντε, νισόπουλο (small island), οργιαις (fathoms), ἀκρωτήρι (cape), μίλλια (miles), etc. The writing almost looks like a symbol. The first or the first two syllables are normally written, whereas the remaining look like decorative conventional signs. One can also find words such as πλορήσι (rope), or ἐκκλησία (church), which are usually normally written, but in some cases, have a termination

written in an abbreviated manner.

The language of the Portolano of Zagora, just the same as the language of all Greek portolanos, is basically what we call the 'common' language of the time. The influence of the Italian language, as far as nautical terms are concerned, is quite evident. The same applies to some non-nautical words as well. This, of course, is a natural consequence of the presence of Venice and Genoa in this part of the Mediterranean at the time the Greek portolanos were written and, further, of the fact that these latter are based on pre-existing Italian portolanos.

Others, more competent than I, have examined this matter and, more specifically, N. Svoronos who – among other comments – makes an interesting comparison between the Greek portolanos and the Portolano of Pirei Reis. Many Italian nautical terms are thus generally used, such as πουνέντε, σιρόκο, τρεμουντάνα, ἀλάργκο etc., and are found unchanged, in their normal form. Others are hellenised, and became nouns or verbs, such as σπλάντζα (beach), which also appears in a diminutive form as σπαντζοπούλα or the verbκοσταρίζω or κοστάρω (to land) etc. One striking example of hellenisation, which is quite interesting, is the word τζιμαρόλο, which is used very frequently to portray the island with summits (cima). I must confess that I was not able to find such a word in Italian dictionaries.

However, in the parts which refer to Greek waters, the use of Italian terms and the Italian influence, in general, seem to be less extensive. They can be found only in connection with nautical terms and very seldom as to other words. This does not mean that purely Greek terms are not used. For instance, the word κάτεργο is used for the ship, the word λιμιόνας for the safe port or the word πλορήσι for the rope used to moor the ship.

Comparatively, however, the purely Greek terms rather constitute a minority. In this connection, we must not forget that, notwithstanding the four centuries which have elapsed since, the use of Italian nautical terms by our sailors continues on a large scale.

At any rate, we Greeks should specifically underline the fact that these portolanos, too – just as in other texts – indicate to what stage of development stood our language in those days, and how nearly it already was to the *demotike*, the language which is spoken nowadays.

Words, expressions, syntactic forms of the portolanos could – without exaggeration – have well been written today. I believe that these texts, perhaps unsophisticated and in some ways primitive, can serve as the best evidence of the overall evolution of the modern Greek language. They do not merely show, as has been held, what language was spoken by our sailors, even if the nautical terms and expressions constitute the major part of their contents.

We have numerous examples throughout the text: words such as χαμηλός, which means 'low', ζερβά (left), σπίτι (house), κουκουβάγια (owl), ψωμί (bread) and many others, which obviously are not nautical terms, are being used instead of the learned words of the language which was later called 'purist', and was considered and imposed as the 'official' language of this country.

Another remark could be made in connection with the names of various smaller localities: apart from the official names – e.g. of the Aegean Islands (the index of said islands can be found on page 28), – we can read names of various

less important spots or localities, which presumably inform us how they were called by the indigenes themselves.

Usually, these names are accompanied by the words 'they call it', which, I believe indicate references to purely local denominations. Near Sikynos there is an islet, small and black, and 'they call it' Pariotissa. Near Milos, there is a broad island and 'they call it' Prasonisi (the island with leeks), and three other islets in the direction of the south west, and 'they call them' Ktenia ('ktenia' means 'comb').

I referred earlier to the practical purpose which was at the origin of the portolano texts, just as for the portolano charts. I likewise referred to the element which I called 'human', which is so lively in the texts, and I said I would revert. However, before proceeding, let us very briefly bring back to our minds the situation which prevailed prior to the appearance of the portolanos.

As we all know, towards the end of the 13th, but mainly in the 14th century, something very important started changing as far a cartography was concerned. In older times – by which I mean the beginning of the Middle Ages – without my wanting to allege that the notion of the specific area was not an element which cartographers took into consideration, their main objective was, as a rule, to define the boundaries of the Universe – what the Greek word οἰκουμένη designates as the part of the inhabited world as a whole.

The remarkable theories of Anaximandros and Eratosthenes on the sphericity of our planet had long been forgotten, whereas on the contrary, the peripheral ocean which surrounds the Earth had survived.

From the dawn of the Middle Ages, and for quite a few centuries, as we likewise know, the creation and the organisation of the world in general were considered to be the result of God's will. The Church imposed – while combining them within the framework at the same time – both knowledge borrowed from ancient days and elements drawn from the Bible, solely of the goals it wished to obtain.

Cartography, as a rule, was compelled to obey. To mention one example only. Jerusalem, as we all know, had become the centre of the Universe, which was subject to the Kingdom of Heaven – more specifically to Jesus Christ still around 1240 – if we bring back to our memory the Ebstorf map. The same phenomenon can be observed in the Mohammedan world, where, obviously, cartographers merely substituted Mecca and Medina for Jerusalem.

Then, within only a few years, something changed, thanks to a number of well-known Italian and Catalan precursors; the *Carta Pisana* (1290), Petrus Vesconte (1319), Angellino Dulcert (1339) and a few others. The time had come when empirical knowledge and experiment took the upper hand, expelling the barren theories which had been dictated by finalistic concepts.

Thus, the method of word and, above all, the objective of the cartographers started acquiring a different *raison d'être* when projecting a specific area on paper. The portolano charts, with some timidity at the beginning, but with ever-growing pretensions, became tools to serve practical needs, and no longer either theocratic teleology or prescribed religious objectives. The appearance of the first portolanos (texts) coincides with these charts – as a matter of fact, some, mainly Catalan charts combine the two elements – because both are imposed by the developments and the conditions which have now appeared: the expeditions undertaken by western

Europe, the growth at sea, mainly of Venice and Genoa, and the progress made by science.

It is the time when Roger Bacon proclaims that empiric research and observation of natural phenomena must be given prominence.

All the above considerations are, of course, generally known, and if I am referring to them today, to this expert audience, it is only because I want to stress that, in my opinion, perhaps even more than the purely cartographic achievements – as a complement to them, if you wish – the portolano text definitely served this practical purpose mentioned above.

A text is not bound to comply with the restrictions imposed on a chart by the graphic delineation, notwithstanding a number of advantages this latter offers, namely, the overall image of a region which it can give us. However, by speaking with words, and not through symbols, the text reduces the doubts and uncertainties a chart cannot always exclude. It becomes lively in an unique manner by giving a vivid image of reality, and at the same time, I believe it can be considered as one of the most trustworthy representatives of this turn towards the practical way of envisaging the problems related to navigators.

Before concluding, I would like to make one more comment. Either because the portolano text, usually also gives information of a more general nature, or because it addresses the seaman in the second, singular person – thus creating a very direct relationship between them – or because it shows that it is concerned with this latter's safe voyage, endeavouring to protect him and give him courage, as a matter of fact in quite a number of instances (without, though, making any concessions to either its seriousness or its objectivity) the portolano text, somewhere along the line – and I hope you will allow me to give such a romantic interpretation – goes beyond its own objective, and, one could say, from a simple guide, becomes a real friend and comrade in arms of the sailor.

To revert now to the Portolano of Zagora: just the same as in our other portolanos, one can find in its text numerous and eloquent examples of this special relationship. Maybe this does not belong to the field of the *stricto sensu* geography, or, even more, to cartography. If you wish, one could say that it does not constitute any sort of 'scientific' consideration. However, in my mind, it belongs to the sphere of human collaboration and community, aiming at achieving progress which, in the last place, concerns humanity as a whole.

I would like to read you some excerpts which refer to the Aegean Sea, and make evident human relationship I mentioned before.

In Naxos, the portolano soothes the sailor: 'Approach the land up to half a *plorisi* (rope). Don't be afraid, because it is all clear.' This expression, 'don't be afraid' is, no doubt, worthy of notice. The portolano does not use any impersonal expression, such as 'there is no danger' or anything of that sort. It converses with the particular sailor whom it is guiding and seconding.

Again, at some other point of Naxos: 'You will find a cape which is thin and red on the side of the *levante* (the east), and you can approach. Don't be afraid.'

Near Tilos and Nisyros, when coming to a strait which probably looks difficult to sail through, the instructions try to dispel any apprehension the skipper might have by telling him 'there are two small black islands, and you can cross anywhere. Don't be afraid.'

Once again, we have the same *leitmotiv* for Kounoupi, on the island of Astypalaia: 'It is a good harbour to go wherever you wish.' A little further, at this same spot: 'The other mouth in the direction of Kounoupi is a good entrance. Be on the watch as you enter. Don't moor near the cape of Astypalaia; on your right there is a reef.'

When reaching St George at Milos, and after having given the usual instructions for the vessel to moor safely, the portolano also envisages the possibility that there might blow a 'wind from the south and hamper the entrance from the mouth of the sirocco.' It then tells the sailor: 'Be also aware of this... you go (usual instructions follow) and you reach Milos near the land' to conclude with the classical 'don't be afraid'. But this time, not knowing how to face a situation that might be difficult, the portolano adds something else. 'If the wind blows from ahead, then moor whenever you can.'

Upon arriving at Seriphos, we can find another way of warning the navigator, so that the voyage comes safely to an end '... don't moor to the left, because there, the cape with the church has a reef, half a mile and it can dupe you.'

The assistance, however, extended to the seamen by the portolanos is more general, and not solely restricted to merely nautical instructions.

In numerous cases, it indicates, for instance, where water can be found. In Naxos, one can read: 'There, below the church, you can find water ('you', and not 'water can be found'). Similarly, in Milos, it explains that 'when you turn around the big cape, you can see the fig-trees, and there is a well and water, as much as you want.' Same comments for the way the information is given.

Apart from the frequent references to places where water can be found, Delatte has observed that in the portolano of the Bibliothèque Nationale in Paris, alone, there is one additional and very interesting piece of information. It explains that, apart from water, on the opposite coast in the direction of the south west, on the island of Chios 'there is a village, and there you can also find wine.'

With just a little imagination, we can, thanks to this tip, follow the author of the portolano and the crew seated together and drinking, after having safely moored the vessel. Do we need any better proof of the human relationship between them, which I have tried to elucidate?

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Continued on page 33

The Cartography of the Shores and Islands of Greece

ALTHOUGH the title of our Seventh Annual International Symposium organised by the Society for Hellenic Cartography in Athens may seem rather formal and unexciting at first, a moment's reflection proves otherwise. Just think of those early Greek geographers: Heredotus, Eratosthenes, Strabo, Claudius Ptolemaeus and many others.

Remember the great Greek maritime traditions, Homer's list of 164 places which are said to have sent ships to Troy, the great naval victory at Salamis, the journeys of St Paul, and today's large commercial fleets (even our hotel was called the Chandris!).

One never forgets lovely holidays in and around the Greek islands. Our honorary secretary, Harry Pearce, joined us straight from a cruise, which he certainly will not forget. He lost his suitcase, and had to borrow some clothes until he could buy replacements!

A party of some twenty-four of us, English and American, flew from London and arrived at Athens on Thursday evening in pouring rain and high winds, feeling somewhat depressed. However, we cheered up when we were met by Dimitris Tsitouras, one of the organising committee. He soon ushered us to one of the coaches kindly provided by the Hellenic Navy throughout the Symposium, which took us to our hotel. We cheered up still more when we met our fellow participants from some thirteen nations, including many old friends from previous symposia, at a reception later that evening.

The Symposium was held at the Eugenides Amphitheatre adjacent to our hotel. The facilities were excellent. Papers were given in Greek or English, and there was a very good simultaneous translation service. Professor Catherine Koumarianianou, President of the Society for Hellenic Cartography, opened the proceedings, followed by a welcome from the Mayor of Athens.

Professor Dilke of Leeds University then set the scene with an assessment of ancient sources for Greek coastal topography, followed by Rear Admiral George Papatheophanous, Director of the Hellenic Navy Hydrographical Service, talking about the hydrographical-cartographic survey of Greek waters. Over the two days, twenty-four papers were given by participants from nine nations, several dealing with contributions to Greek cartography made by their fellow countrymen. It is not possible to summarise all the papers, which covered a variety of related subjects.

On Friday evening, we were taken to the Gennadius Library for the inauguration of the first of the three special exhibitions arranged to coincide with the Symposium. We were guests of the American School of Classical Studies. This one covered the Ptolemy maps of Greece, and was extremely interesting. A generous buffet followed, which was another chance to make new friends.

The inauguration by Mrs Dolly Goulandris of the second exhibition took place on Saturday evening, when we were guests of the Bank of Cyprus Cultural Foundation. The subject was Cypriot Cartography from Claudius Ptolemaeus to Kitchener, and was held at the Museum of Cycladic and Ancient Greek Art, N.P. Goulandris Foundation.

Before the inauguration, we were

given a short tour and a brilliant explanation of early Greek art in the museum. This was the first occasion on which our hosts had exhibited all the maps which they had acquired over the past five years during which the Foundation has been in existence, and it was much appreciated.

We were then transported to the Vouliagmeni Nautical Club, some 23 kilometres south of Athens, for a 'celebration dinner'; and it *was* a celebration. Food and drink were excellent, speeches short, companions cheerful, and we had much to celebrate after such an enjoyable symposium. Our president, Dr Helen Wallis, was struck speechless, not, one hastens to add, because of the hospitality, but of a bad cold.

However, the Royal Navy came to the rescue in the person of Christopher Terrell, who read her speech with great panache. Our chairman, Susan Gole, impressed us all, especially our Greek hosts, by thanking them in their own language; and an engraved salver was presented to Themis Strongilos, of whom more anon. But this was not the end of the programme.

The next morning, we were taken to the National Gallery for the inauguration of the exhibition of the Cartography of the Shores and Islands of Greece, which had been assembled by the indefatigible Themis. This was really exceptional. To mark our visit, and as a souvenir of the symposium, we were each presented with a beautifully prepared book containing some fifty or so maps and charts, many in colour, together with a most interesting and clear history of the subject in Greek and English, written by Takis Papoutsanis. The production of this book was made possible by a generous grant from the City of Athens, to whom we are very grateful.

The final event of the programme took place on Sunday evening, and was a masterpiece of planning. It was a visit to the Vorres Museum at Paiania. This meant nothing to most of us as we set out aboard Hellenic Navy coaches in pouring rain. This got steadily worse as darkness fell, and the narrow country roads became torrents. We appeared to have been travelling for ages, when the rain suddenly stopped, and we arrived at the museum.

It seemed like a Greek drama, travelling through Hades to arrive at Elysium, for this was full of light, life, beauty and colour.

Gleaming white traditional buildings had been skilfully restored and extended to contain an airy gallery of modern Greek art, important pictures and sculptures, with separate rooms containing traditional functional domestic items. These dated from the periods of antiquity to the last century, and were used regardless of date to furnish the rooms and make them places of beauty.

Outside, the apparently informal gardens had been carefully arranged to show off the native flora with cunningly placed lighting. As we wandered around gallery, rooms and garden feeling their beauty and tranquility, we became refreshed and relaxed after the ardours and concentration, albeit enjoyable, of the symposium. Asklepios, the god of healing, must have presided over this place.

And so the symposium came to an end. We had learned a lot, we had made new friends and renewed old friendships, and we had enjoyed ourselves. We again thank our hosts, the Society for Hellenic Cartography, for all the detailed planning which had made it so enjoyable, and the many generous

Continued on page 16

IMCoS Library

as at October, 1989

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IMCoS Library

Members are informed that we have a new Librarian and Reviews Editor in John Goss. His address is:

J.J.S. Goss,
16 Selbourne Avenue,
Bletchley,
Milton Keynes,
MK3 5BX

IMCoS Eighth International Symposium

at the Library of Congress, Washington, D.C., U.S.A.

from 1st to 4th October, 1990

The theme of the eighth annual International Symposium of the International Map Collectors' Society (IMCoS) will be **Mapping America**. Sponsored by the Washington Map Society, the Symposium will be held from 1st to 4th October, 1990, at the Library of Congress in Washington, D.C., in the United States. Highlights include presentations of professional papers by eminent speakers, tours of major map depositories in the nation's capital, a Map Fair (1st and 2nd October), and a Map Auction (3rd October), receptions and a banquet.

The Library of Congress will be the site of the presentations of professional papers, a reception on 2nd October, and tours of its Geography and Map Division and of its conservation facilities. The programme includes papers on the dealer, collector, and institutional curator aspects of the antiquarian map trade by Donald Cresswell, Seymour Schwartz and Ed Dahl, respectively: *Charting the Great Lakes*, by John A. Wolter; *Designing a Capital City: L'Enfant and the Planning of Washington*, by Richard W. Stephenson; *The Bodleian Copperplate Maps of the Americas*, by Dr Helen Wallis and Pearce Grove; *Des Barres and the Atlantic Neptune*, by Christopher Terrell; and *The Maps of Columbus and the Great Discoveries*, by Kenneth Nebenzahl. Professor John Brian Harley, co-editor of the History of Cartography project at the University of Wisconsin, will be the banquet speaker; his topic will be *Reading Between the Lines of a Map*.

There will also be visits to the National Archives, the National Geographic Society, and to George Washington University.

Until 1st May, 1990, the registration fee for the Symposium is $95 ($75 for accompanying persons) and covers all Symposium events. After 1st May, the fee is $115 ($95 for accompanying persons). Early registration is advised.

A special conference rate ($95 per room, single or double, plus 9.5% tax) has been arranged at the Westpark Hotel in the Rosslyn section of Arlington, Virginia. The hotel will be the site of the Map Fair, the Map Auction, and of a 'get-acquainted' reception on the opening night of the Symposium.

Located just across the Potomac river from historic Georgetown, the hotel features three restaurants; parking and local phone calls are free, as is the use of the hotel's swimming pool, sauna and exercise room. Symposium participants should reserve their rooms early. Convenient transportation between the hotel and the Library of Congress is provided by direct Metrorail (underground) connection.

For additional information, please contact Eric W. Wolf, 6300 Waterway Drive, Falls Church, VA 22044, United States of America.

Arrangements are being made for a flight from London on Sunday, 30th September, 1990, and for return flights

on Friday, 5th October or Monday, 8th October. For further details, please contact:

IMCoS Advertising Manager,
Warwick Leadlay Gallery,
5 Nelson Road,
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London, SE10 9JB
Tel: 01 858 0317 (Gallery)
01 852 7484 (Home)

Participants interested in touring the United States before or after the Symposium should contact the above, or:

Mark Moseley's Travel,
11519 Sunrise Valley Drive,
Reston, Virginia 22091
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Tel: (703) 476 1301

The Cartography of the Shores and Islands of Greece

Continued from page 12

sponsors who had made it possible. Particularly we are grateful to Themis Strongilos, who in his quiet and efficient manner, and despite his heavy professional commitments, had devoted himself for many months to ensuring its success.

A final thought: Mrs Beševliev from Bulgaria, whose husband gave one of the papers, told us that she is a journalist with a teenage magazine in that country, and was thinking of writing an article for it, describing our proceedings. In years to come, we may had a stream of young members from that land! Caroline Batchelor – be prepared!

JIM WEBBER

Forthcoming Diary Dates

1990	
10th January:	IMCoS Executive Committee Meeting.
25th January:	Members' Evening: 'My Favourite Scarce Map'; Buffet Supper.
14th February:	IMCoS Executive Committee Meeting.
14th March:	IMCoS Executive Committee Meeting.
11th April:	IMCoS Executive Committee Meeting.
9th May:	IMCoS Executive Committee Meeting.
13th June:	IMCoS Executive Committee Meeting.
15th June:	London Weekend.
11th July:	IMCoS Executive Committee Meeting.
12th September:	IMCoS Executive Committee Meeting.
14th November:	IMCoS Executive Committee Meeting.
1st–4th October:	Washington Symposium.

Advance Dates/ Venues under Discussion

4th–6th Nov 1990	Singapore
10th–12th Nov 1991	Sydney, Australia
1991 October:	Copenhagen Symposium.
1992 October:	Portugal or Istanbul Symposium.
1992	Istabul, Turkey
1993	Mainz and Duisburg, Germany

NOTE: Committee Meetings are held at the Farmers' Club, 3, Whitehall Court, London, SW1A 2EL, in the Oak Room.

IMCoS Meeting at the National Library of Wales

on Saturday, 31st March, 1990

Arrangements have been made by Alan Hulme of Chester for an IMCoS meeting to he held at the National Library of Wales, Aberystwyth.

Location	The Council Chamber, National Library of Wales, Aberystwyth, Dyfed, SY23 3BU.
Tentative Programme	10.15 – 10.45 a.m. Arrival, informal coffee at reception.
	10.45 a.m. Welcome to the National Library of Wales (Librarian). A resumé of the National Library of Wales and its position as a major map repository.
A. *The Collections*	11.15 a.m. The early printed maps of Wales, with special emphasis on Saxton proof – DHO.
	11.45 a.m. Informal tour of the Printed Maps. Small groups with departmental heads of staff.
	12.30 – 1.30 p.m. Buffet lunch at the Library.
B. *The Collectors*	1.30 – 2.15 p.m. 'Merfyn Pritchard'. An example of a map collector. The largest single collection of Atlases and Geographies in the National Library of Wales. A guide to treasures in his collection – Robert Davies, assistant keeper Department of Pictures and Maps.
	2.15 – 3.00 p.m. Olwen Caradoc Evans and her collection of Welsh Sea Charts. Guided by Gwilym Tawy.
	3.00 – 3.30 p.m. Tea break and final question session.
	Estimated cost: £5.00 per head.



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The Maps of William Tunnicliff, Reluctant County Map-Maker

THE HANDFUL of English county maps by William Tunnicliff, 'Land Surveyor', are little known and rarely appear on the collectors' market. However, they deserve consideration as examples of that myriad of maps produced by the non-specialist map-maker to accompany road books, commercial directories and so on.

Tunnicliff's maps are interesting as examples of the genre, created before such production reached its heyday in the nineteenth century with the maps and plans of Edward Baines, George Alexander Cooke, Frederic Kelly, Samuel Leigh, William Lewis, James Pigot and others, [1] and as examples of yet another incomplete series of county maps.

The maps, are surprisingly large for maps produced to accompany what was, in effect, a combination of road book and directory. The first three maps produced, averaging 10 $^1/_2$ x 13 $^1/_2$ inches in size, are significantly smaller than the later maps, which measure roughly 15 – 19 x 17 – 21 inches. The resulting scale of about 3 – 6 miles to the inch (depending on the size of the map) is again surprisingly large for this type of map, being represented by 'A Scale of Miles' or 'A Scale of Statute Miles 69 $^1/_2$ to a Degree' marked on a scale bar divided into miles (Worcestershire, though, has no scale bar).

Since few topographical features are shown, this large size and scale created a rather bare landscape whose emptiness is accentuated by the clear engraving. The conventional signs defined in the 'EXPLANATION' of the pre-1791 maps vary slightly, covering market towns, villages, gentlemen's seats, parks, 'Great Roads', turnpike roads, mines, and the 'Bounds of the County and Divisions of the Hundreds'. However, the explanations of the 1791 maps were standardised to define only market towns, villages, gentlemen's seats, turnpike roads, parks and county and hundred boundaries.

Market towns are represented by church towers; villages by circles; gentlemen's seats by squares; mines by triangles; and boundaries by dotted lines, where applicable, without differentiation between hundred and county boundary. Somerset only, when re-engraved in 1791, has the smaller hundreds and detached parts numbered with a reference table in two columns. Somerset and Lancashire did not show hundreds when first issued, and Gloucestershire never showed them at all, despite defining the sign for their boundaries in its explanation.

Other features are depicted on the map face either by an unidentified conventional sign and/or by labelling. Relief, which is shown only on the pre-1791 maps, and then very rarely, is shown by crude hachuring and usually the label 'Hill', generally named. The coast is indicated by flow lines. On the pre-1791 maps the rivers are named and grossly over-emphasised in the landscape. In contrast, the 1791 maps show no rivers except for a very few short unnamed rivers in south-east Devon. Maps variously identify woods, plantations, moss, moors, forests, downs, coppices, commons and so on, either by name and/or label, and generally, by shading. Stippled areas, sometimes with

trees and fences, were presumably intended to indicate the extent of features, but this is clearly grossly inaccurate. The obviously intentional variations in shading patterns go unexplained.

Lettering generally is attractively engraved with the names of the larger hundreds printed in bold letters on most maps. Roads are shown by double lines which have directions noted at points where they cross the county boundary; even the low-tide routes across 'Lancaster Sands' to Cartmel, Furness and further are indicated on the map of Lancashire. Roman roads are also marked and named. The lettering on the first three maps issued is generally smaller and more restrained than the the larger, exuberant lettering of maps issued later.

Tunnicliff seems to have paid particular attention to the canal system since this was the most obviously dramatically developing feature of the contemporary landscape, showing 'The Duke of Bridgewater's Canal' in Cheshire, the Thames-Severn canal linking Lechlade, Cirencester and Stroud to the Severn in Gloucestershire, and the complex interlinking Midland canal system centred on Birmingham and branching out from the Trent and Mersey Canal in Staffordshire. In Hampshire canals were shown but not rivers. So significant did Tunnicliff consider canals to be that the addition of the Lichfield-Tamworth canal to the map of Staffordshire was the only alteration made for its reissue in 1787. [2]

Similarly, amongst extensive changes made to Lancashire for reissue in 1787, not only was the canal system linking Manchester to the Mersey added, but also the 'intended' Leeds-Liverpool Canal with its connections to Wigan and Formby.

The representation of mines, notably the differentiation of copper and lead mines in Staffordshire, suggests at least minimal reference to recent large-scale county surveys. Tunnicliff identified the same copper mines north of Grindon and lead mines south of Grindon and on Stanton Moor as had Yates's large-scale map of Staffordshire (1775), [3] but no others in areas where Yates simply located mining by a common sign for lead and copper mines.

However, despite the depiction of the occasional other feature, such as the location of 'The Stocks' in Lancashire, Tunnicliff's maps are essentially records of place-names and main roads, as would be expected of maps constructed to accompany descriptions of roads, mileages and gentlemen's seats, and lists of subscribers, 'WITH THE NAMES of the SEATS of all the NOBILITY AND GENTRY'.

The decoration of Tunnicliff's pre-1791 maps is reminiscent of a slightly earlier style rather than of the austere plain style just coming into vogue, particularly through the influence of Cary's work. His title cartouches of classical ruins and monuments within a rural landscape are similar to those of Joseph Ellis or 1765 and the foliated, flowered, beribboned wreaths of those of the smaller maps of John Seller of c.1694. However, by the appearance of the maps produced for the 1791 survey, Tunnicliff had adopted the new, plainer style with the titles being simply presented on the map face in slightly decorative script and capitals without any embracing cartouche.

In the case of Somerset, which was the only map issued in 1791 to have been published earlier, it was necessary to create conformity with the new style by engraving a totally new map, omitting the original title with its cartouche of stonework, ruins and trees, from the top left corner and replacing it with the

new, plainer titlepiece in the bottom right corner.[4] Apart from the titlepiece, the only other decoration is the north point, which varies in style, being usually a variation of a decorative star or rose with a fleur-de-lys pointed indicating north, and sometimes a cross marking east on the pre-1791 maps, and a plainer cruciform with a fleur-de-lys pointer and the cardinal points labelled with letters on the 1791 maps.

Again, in order to create conformity, the decorative star north-point was omitted from the new map of Somerset, and replaced by the cruciform for its reissue in 1791. Frames are plain, being simply a thick and thin line, sometimes with an inner double-line to which latitude and longitude graduations were added on the maps issued in 1791, again in the case of Somerset to create conformity. Maps of 1791 were generally hand-coloured in hundreds.

The engraving history of maps is unclear. Of the early maps, Lancashire and Cheshire bear the engravers' signature of Woodman & Mutlow of Russel Court, Covent Garden in London. However, this signature was erased from Cheshire at about the time the price and date were erased. 'Messrs WOODMAN and Co., Engravers, LONDON' are also noted as sellers of the 1787 and 1789 surveys, but not that of 1791, perhaps indicating their withdrawal from the project. (Woodman & Mutlow of Russel Court also engraved maps for the *Voyages made in the Years 1788 and 1789, from China to the North West Coast of America* (1790) by John Meares.[5]).

Of the later maps, only Somerset in its first state is signed by an engraver: the title cartouche incorporates the signature 'Engd. by Ames, Bristol'. However, Somerset, Worcestershire and Gloucestershire seem to have been engraved by the same hand in a rather bolder, cruder style than the earlier three maps, with much more grandiose title cartouches and lettering. Possibly Woodman & Mutlow ceased to engrave maps for Tunnicliff after the appearance of the first survey in 1787, but retained their selling interest in the later use of the maps they had been involved in producing and presumably financing.

The 1791 maps are more finely engraved than the earlier maps, obviously by different, neater hands again, producing clearer maps on which detail is much sparser on the larger sheets than on the more crowded, smaller maps produced for the 1787 survey, and to a lesser extent on the 1789 maps.

The early history of Tunnicliff's first county maps is not yet clear, but it seems likely that Staffordshire, Cheshire and Lancashire at least were designed to be issued in individual county directories, possibly even as separate sheet maps. Staffordshire certainly seems to have been issued in this form c.1786 without title-page and dedication.[6] All three county maps were first issued dated 1786 in the title 'Price 7 Shills.' engraved beneath the title-piece. The pricing of these maps suggests that they were intended to be sold separately. However, the price and date were certainly erased from Lancashire very early, for it is known in the 1787 survey without either, and with clear signs of erasure. They may also have been erased from the other two counties at about this time.

These first three maps were then brought together with appropriate text in 1787 in *A Topographical Survey of the Counties of Stafford, Chester and Lancashire*, containing 'A new-engraved MAP' of each County, with a complete Description of the GREAT, DIRECT, and CROSS ROADS; the Situation, Bearing, and Distances of the SEATS of the

NOBILITY and GENTRY upon or near such ROADS, together with elegant Engravings of their ARMS.' This work was essentially a cross between a road-book and a commercial directory, with detailed descriptions of the major routes 'accurately describing the Situations and Distances of Places, adapted to the Use of the Gentleman and Traveller.'

An 'Index' named 'every Market Town, Gentleman's Seat, and principal Village, on and near the Great Road' with distances between. A 'Directory' listed 'the principal MERCHANTS and MANUFACTURERS, MARKET TOWNS, and DAYS on which their MARKETS are held, and PRINCIPAL INNS in each TOWN.' However, the lists of names were short and included only the principal inhabitants in each of a few towns, although not without interest, particularly in the Potteries.[7]

The road descriptions and directory abound with historical detail, which supplements the sparse content of the maps, although most is the customary sycophantic record of gentlemen's seats. Most useful is the identification of industrial sites (a topic generally all but ignored by map-makers [8]). Thus, for example, Tunnicliff records salt works on the roads from Coventry to Manchester and Newcastle to Northwich; 'the *Soho*, an extensive Manufactory of *Matthew Boulton*, Esq.' on the Birmingham-Manchester road, where Watt's steam engines were first produced in numbers; and the 'very extensive Calico printing Manufactory of Messrs *Clayton* and *Co.* at Bomberbridge on the Warrington-Hawkshead road.

Similarly, the seat of Josiah Wedgwood at Etruria was identified on the Whitchurch-Buxton road, as was 'the Seat of *Mr Cooke*, the sole Inventor of that very useful Sowing Machine, now very much esteem'd by the principal Nobility, Gentry, and Farmers of this Kingdom, and well known to be an Implement of Husbandry superior to any other ever offered to the Farmer in general' on the Stockport-Clitheroe road. Thus, Tunnicliff's maps locate industrial and other information by showing places whose significance is explained only in the text of the survey, sometimes providing additional information not noted in the text. Etruria, for example, is identified as Wedgwood's seat in the text only, and is located on the Trent-Mersey canal on the map only.

It is not always appreciated that maps produced to illustrate and supplement written material can only be fully understood and utilised within the context of and in conjunction with the accompanying data. They should never be separated from that material, even for the collector! Thus, Tunnicliff's maps are merely adjuncts to the main written contents of his surveys.

Despite the confusing of old stock in copies of the 1787 survey, it is clear that Staffordshire was marginally up-dated between c.1786 and 1787 by the addition of the Coventry and Birmingham & Fazeley Canals, linking Lichfield and Tamworth to Birmingham and further afield. Lancashire was more extensively amended during the 1787 issue period, with very many more place-names added; moors and fells added by shading and labelling; and roads added or altered. Although the explanation of the maps in all states notes the sign for hundred boundaries, these were added only in the second state, as were the hundred names. The canal link between Manchester and the Mersey was also added, as was the 'intended' Leeds-Liverpool canal. So limited is the information shown on the first state of Lancashire in comparison with the maps of Cheshire and Staffordshire, that it is clear that the

map was first issued in an unfinished or inadequate state. A further alteration to Lancashire during the 1787 issue period was the crude deletion of the date and price in the title-piece, replacing them with very rough shading out of keeping with the original delicate engraving. In contrast, the map of Cheshire appears to be unchanged throughout this period.[9]

Tunnicliff's *Topographical Survey* was financed by the tried and trusted subscription system, in which the 'nobility, gentry, etc.' of the area were induced to fund the project. The vanity of the potential subscribers was flattered by the traditional attractions of the promise of listing the 'Principal Subscribers' Names' and portraying the arms of the county's nobility, 'knights and baronets', and gentry. As in the case of some early county maps, [10], Tunnicliff's illustrations of heraldic shields in the text of his surveys included many blank shields to allow for up-dating, as with the arms of Bowles, Eld, Kynnersley, Robinson, Whieldon and Wilkinson progressively added to the Staffordshire survey after 1786.[11]

These devices to encourage finance were evidently successful, as evidenced not only by the appearance of the 'arduous and expensive' *Survey*, but also by Tunnicliff's profuse thanks 'for... generous subscription' which he 'publicly' expressed his 'great obligations for' with 'a heart overflowing with a sense of... kindness.'

The *Survey* was duly published in Nantwich, 'PRINTED AND SOLD BY E. SNELSON: Sold also by Mr B. LAW, Bookseller, and Messrs. WOODMAN and Co., Engravers, LONDON; and by the principal Booksellers in the above Counties.' The Lancashire section of the 1787 survey was certainly sold alone, as probably were the other county sections.[12]

Tunnicliff then decided to enlarge the project by adding similar surveys of Somerset, Gloucestershire and Worcestershire to the three existing county surveys. However, in order to make the original maps justify the continued description of a 'new-engraved MAP' it was necessary also to erase the dates and prices from the title-pieces of Cheshire and Staffordshire, so that Worcestershire was the only map to be dated (1788) in the new publication.

These six maps, plus the other printed and engraved material appeared in 1789 as *A Topographical Survey of the Counties of Somerset, Gloucester, Worcester, Stafford, Chester and Lancaster*, published in Bath and 'Printed and sold by R. CRUTTWELL; sold also by B. LAW, Bookseller, and Messrs WOODMAN and Co., Engravers, London; S. HARWARD, Gloucester and Cheltenham; and J. TYMBS, Worcester.' The new material was simply added to the original material without altering the original pagination, so that effectively, the work is divided into two sections of three counties, each with continuous pagination.

Possibly Tunnicliff's long-term intention was to produce a series of over-lapping surveys, presumably eventually to cover the whole country. Two years after the appearance of his survey of the six western counties, he published, in Salisbury in 1791, a survey of the south-west, or 'Western Circuit', which covered only Somerset in common with the 1789 survey. *A Topographical Survey of the Counties of Hants, Wilts, Dorset, Somerset, Devon, and Cornwall, commonly called the Western Circuit* appeared in octavo 'Printed for the Author, by B.C. COLLINS, and sold by him; also by S. CROWDER, PATER-NOSTER-ROW, LONDON; Messrs TRUEMAN and SON, EXETER, and all other Booksellers.'

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However, it is apparent that by this time, Tunnicliff was beginning to lose interest in the project, for the 1791 survey is superficial in comparison with that of 1787, containing only 'An Alphabetical List of the Principal Nobility and Gentry in the County' with a list of the 'Subscribers' Names and Places of Abode', descriptions of a mere handful of roads, and 'A Travelling Index of the Great Roads' in the county. It cannot, thus, be classed as a directory or road book proper.

The new survey was 'Embellished with new and elegantly engraved maps of the several counties, taken from actual surveys, and laid down with great accuracy on a large scale.' Although the county maps purported to show 'a Variety of Corrections and Improvements, and all the modern Additions taken from actual Surveys,' they depicted the same relatively bare landscape as before. Nevertheless, the new map may well have been constructed from original field survey combined with reference to contemporary large-scale surveys and other up-to-date sources; Cornwall, at least, seems to have been based partly on new survey and partly on Martyn's large-scale survey of 1748.[3]

A number of stylistic alterations were made in the design of the new maps, notably the elimination of the title cartouche so that the title was simply presented in lettering on the map face, dated 1791, and the addition of latitude and longitude graduations to the inner frame-line. In order to bring Somerset into line with the new map design, it was necessary to replace the original map with a new-engraved version, with latitude and longitude markings added to the inner frame-line; the compass star changed to a plain cruciform with pointer, and the lettering of cardinal points; and the title and cartouche replaced by the plainer 1791 title in the opposite corner.

In addition to the county maps, the 1791 survey contained 'to render' it 'more complete', a 'small neat Map of the Western Circuit, which exhibits the whole Six Counties at one View', measuring 7.9 x 13.3 inches, and following the new county maps in general style.

Although the signs of disillusionment with the project only appear in the *Survey* of 1791, it seems that, in truth, Tunnicliff's heart was never in it from the start, and that it was only a stop-gap whilst he sought more attractive employment. Even at the start of publication of the full surveys in 1787, Tunnicliff was advertising for more agreeable work: 'Wanted, by the Author, W. TUNNICLIFF (who humbly presumes he is qualified for such undertaking) the Place of Steward to a Nobleman or Gentleman, where an intire Management, on a large Plan, in that Capacity, is required; he can have substantial Recommendations with Respect to his Ability and Integrity. . An Active Situation would be preferred; should have no Objections to go to *Ireland*, or any Part of *England*, where Improvements, on large Plan, may be required...'

Tunnicliff certainly presented his talents and qualifications for such a post impressively: 'He has been accustomed to the Practice of Surveying Land, Measuring, making Plans of and estimating the Expence of erecting Buildings; can measure and value Timber, and allot it to its proper Uses; understands the Farming Business, feeding, buying, and felling Stock, and keeping Accounts in the various Departments, in a clear, concise and satisfactory Manner... Or he is qualified for, and willing to undertake the Place of a Clerk to a Merchant, or very capital Manufacturer, to whom

Security for the Trust reposed would be given.' Tunnicliff suggested that replies to his advertisement should be 'addressed to the Author, at the Post-Office' in Manchester, where they would 'be duly attended to'.

Presumably, Tunnicliff's search for a permanent post was eventually successful, for no surveys are known after 1791. Much is known about the high-profile map-makers of the period, such as Jefferys [14], the Armstrongs [15], George [16] and William [17] Yates, Burdett [18], and Cary [19], but there is also something to be learned from a study of others whose work was by and large insignificant, and has not warranted individual consideration in the past. The makers of maps were a very mixed band, bring to the task diverse skills and perceptions which determined the nature and quality of their maps.

Only by knowing the makers can the maps be understood, and only by illuminating the background and work of lesser practitioners (albeit sketchily) can the nature and character of map-making be more generally appreciated. It is known, for example, that amongst the makers of the fine large-scale county maps of the eighteenth century, there were a 'Teacher of the Mathematics and Natural Philosophy on Newtonian Principles' [20], an artist, an enclosure commissioner, a landscape gardener [21], an army officer on half pay, a schoolmaster/clergyman [22], and a Liverpool Customs' officer, as well as the professional full-time surveyors.

However, little is known of many lesser map-makers, particularly those who dabbled with map-making for limited periods, producing just a handful of maps which frequently cause severe headaches for the present-day cartobibliographer. Tunnicliff's desperate advertisement at least provides his personal assessment of the skills and qualifications which he brought to county map-making, and his maps and surveys provide the physical evidence of his success and failure in their production, and of his commercial concerns and practices.

DAVID SMITH

ACKNOWLEDGEMENTS

Special thanks are due to Geoffrey L. King, Divisional Librarian of Staffordshire County Council, and author of *The Printed Maps of Staffordshire, 1577-1850* (1982) for help freely and generously given in providing information on Tunnicliff's publications.

NOTES

1. For details of these and other maps produced to illustrate road books, commercial directories and similar works, see:
   Smith, D.: *Antique Maps of the British Isles* (1982) [for maps issued before c. 1845.]
   Smith, D.: *Victorian Maps of the British Isles* (1985) [for maps issued between 1837 and 1900.]
2. See King, G.L.: *The Printed Maps of Staffordshire 1577-1850* (1982).
3. See: 'Phillips, A.D.M.: Introduction to *William Yates's Map of Staffordshire, 1775* (Staffs. Rec. Soc.; 1984).
4. Chubb, T.: *A Descriptive List of the Printed Maps of Somersetshire, 1575-1914* (Somerset Arch. Nat. Hist. Soc.; 1914) notes only the 1791 state of Tunnicliff's map of Somerset.
5. Tooley, R.V.: *Tooley's Dictionary of Mapmakers* (1979).
6. Burne, S.A.H.: 'Early Staffordshire maps' (Addenda). [*Trans. N. Staffs Field Club*, 60, 1926]. See also the entry in the American *National Union Catalogue* for a copy in the Peabody Institute, Baltimore.
7. Norton, J.E.: *Guide to National and Provincial Directories* (1950)

8. For discussions of the representation of industry on large-scale county maps of the period, see:
Smith, D.: 'The representation of industry on large-scale county maps of England and Wales, 1700-c.1840' (*Industrial Archaeology Review*, forthcoming).
Smith, D.: 'The representation of extractive industries on large-scale county maps of England and Wales, 1700-c.1840' (*Industrial Archaeology Review*, forthcoming).
Smith, D.: 'The representation of non-extractive industries on large-scale county maps of England and Wales, 1700-c.1840' (*Industrial Archaeology Review*, forthcoming).
9. Whitaker, H.: *A Descriptive List of the Printed Maps of Cheshire, 1577-1900* (Chetham Soc., 106; 1942)
10. For a discussion of possible reasons for incorporating blank shields into map design, see: Smith, D.: 'Blaeu versus Jansson. A study of competitive response in the production of seventeenth-century English county maps' (*Cart. Journ.*, 23; 1986).
11. Research by Geoffrey King on the addition of arms to the Staffordshire survey confirms that copies of the survey were sometimes made up, using old map stocks.
12. See entry in the American *National Union Catalogue*.
13. Quixley, R.C.E.: *Antique Maps of Cornwall and the Isles of Scilly* (Published by the author; 1966).
14. Harley, J.B.: 'The bankruptcy of Thomas Jefferys' (*Imago Mundi*, 20, 1966)
Harley, J.B. & Harvey, J.C.: Introduction to *A Survey of the County of Yorkshire by Thomas Jefferys, 1775* (1974).
15. Chambers, B.: 'M.J. Armstrong in Norfolk: the progress of an eighteenth century county survey' (*Geog. Journ.*, 130, 1964).
Strawthorn, J.: 'An introduction to Armstrong's map' in *Ayrshire at the Time of Burns* (*Colls. Ayrshire Arch. Nat. Hist. Soc.*)., 2, 5, 1959).
16. James, B., & Walters, G.: Introduction to *George Yates's Map of Glamorgan (1799)* (*South Wales Rec. Soc.*, 2; 1984).
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17. Bagley, J.J., & Hodgkiss, A.G.: *Lancashire: A History of the County Palatine in Early Maps* (1985).
Harley, J.B.: 'William Yates and Peter Burdett: their role in the mapping of Lancashire and Cheshire during the late eighteenth century.' (*Trans. Hist. Soc. Lancs. Cheshire*, 115; 1964).
Harley, J.B.: Introduction to *A Map of the County of Lancashire, 1786 By William Yates*. (Hist. Soc. Lancs, Cheshire; 1968).
Phillips, A.D.M.: *op.cit.*
18. Harley, J.B.: *op.cit.* (1964).
Harley, J.B., & Laxton, P.: Introduction to *A Survey of the County Palatine of Chester, P.P. Burdett, 1777*. (Hist. Soc. Lancs. Cheshire; 1974).
Harley, J.B., Fowkes, D.V., & Harvey, J.C.: Introduction to *Burdett's Map of Derbyshire, 1791* (Derbyshire Arch. Soc.; 1975).
19. Fordham, Sir H.G.: *John Cary, Engraver, Map, Chart and Print-Seller and Globe Maker, 1754 to 1835*, (1925).
Smith, D.: 'The Cary Family' (*Map Collector*, 43, 1988).
20. Ravenhill, W.L.D.: Introduction to *A Map of the County of Devon, 1765* (*Devon Cornwall Rec. Soc.*, 9; 1965).
21. Cooper, K.: 'John Rocque's map of Surrey, 1768 – a disregarded historical reference', (*Ball. Soc. Univ. Cartographers*, 6; 1971).
Hooper, W.: 'Rocque's map of Surrey' (*Surrey Arch. Coll.*, 40; 1932).
Laxton, P.: 'John Rocque's survey of Berkshire, 1761' (*Journ. Durham Univ. Geog. Soc.*, 8; 1965-66).
Laxton, P.: Introduction to *A Topographical Map of the County of Berks, by John Rocque.... 1761*, (1973).
Philips, H.: 'John Rocque's career', (*London Topo. Rec.*, 20, 1952).
Varley, J.: 'John Rocque, Engraver, surveyor, cartographer and map-seller,' (*Imago Mundi*, 5; 1948).
22. Welding, J.D. (ed.): *Leicestershire in 1777*, (Leics. Libs. Inf. Serv.; 1984).

International News and Events

THE VERY successful Athens Symposium will be reported elsewhere in this **Journal**. Our thanks go to the President and Committee of the Society for Hellenic Cartography for arranging such an instructive and well-planned event. Our thanks also go to the very many sponsors, who contributed to the success of the Symposium.

The Exhibitions at the National Gallery, the Gennadius Library and the Museum of Cycladic and Ancient Greek Art were of a very high standard, and of great interest to our members. The Cultural Foundation of the Bank of Cyprus are especially thanked for their Exhibition of Cyprus Maps.

Our special thanks go to Themis Strongilos, the instigator, the planner and the organiser of such a happy and enjoyable occasion; one we shall always remember.

Edward Newman of the Californian Map Society closed the Symposium in Athens with a warm welcome to members to come to Washington, D.C., U.S.A., on the 1st – 4th October, 1990. Please confirm your application as early as possible. Details will be found elsewhere in this issue.

Singapore, 4th – 6th November, 1991

Plans are well ahead for this Symposium. If you require advance information, contact

Michael Sweet:
21 Cuscaden Road,
01-02 Ming Parade,
Singapore 1024
Tel: Singapore 734 9351

Sydney, Australia, 1991

The Australian Map Circle has offered to host a meeting in Sydney, after the Singapore Symposium, provisional dates 10th – 12th November, 1991. Organiser:

Prof. Robert Clancy,
99 Carrington Parade,
New Lampton,
N.S.W. 2305,
Australia.

Istanbul, 1992

F. Muktar Katircioglu has kindly offered to organise an Symposium in Istanbul. Thank you, Muktar.

We are very pleased to welcome as our Bulgarian representative Bojan Beševliev, whom we met in Athens. His address is:

c/o The Institute of Balkan Studies,
ul. Kalojan 7,
1000 Sofia,
Bulgaria.

MALCOLM YOUNG

IMCoS London Symposium

The 1990 London Symposium will be held on Saturday, 16th June, 1990 at the Imperial War Museum, Lambeth Road, London, S.E.1, between 10.00 and 16.30 hrs. The theme will be aspects of military surveying and mapping, and the Map Librarian of the Museum will speak on his collection, and show us some examples.

IMCoS York Meeting

4th November, 1989

NEARLY forty participants and members of IMCoS gathered in the historic city of York in the beautiful precincts of York Minster at the 15th century St William's College for a most successful provincial meeting of IMCoS, the theme of the day's proceedings being Maps and Views of York and the East Riding.

Three local speakers provided fascinating insights into the cartography and history of the city and the surrounding area.

Ronald Butler, editor of the *Yorkshire Archaeological Journal*, opened the day with a splendid overview of maps, plans and views of the city, taking us from the purported view of York accompanying Geoffrey de Monmouth's description of York in his *History* of 1320 to the transformation of York by early 19th century town planners.

Hugh Murray, a well-known local historian, followed on from this with a detailed look at one of the finest 19th century views of York – Nathaniel Whittock's wonderful *Bird's Eye View of York* dated through a series of fascinating comparisons with other contemporary records and photographs to 1857-1858.

Herman Ramm, president of the Yorkshire Architectural and Archaeological Society, and to whom we are much indebted for arranging the speakers for the day, completed the afternoon session with a study of John Haynes' 18th century map of the 'stupendous' Roman remains along the line of an East Riding Roman road across the Yorkshire wolds.

Thanks to the co-operation of Mark Dorrington and Bernard Barr at York Minster Library we were able to view many of the original maps and plans used to illustrate the three talks in an excellent exhibition, now open to the public, at the beautiful Minster Library, a short stroll from St William's College.

These included a super originally-coloured Saxton atlas, maps of the Ridings of Yorkshire by John Speed, superb 17th and 18th century prospects of York by Lodge, Barker, Haynes and Buck, and a fine original of Whittock's *Bird's Eye View of York*.

The convivial surroundings, the fine lunch (!) and the smooth-running organisation of Stuart Jackson made it a most enjoyable and entertaining day that holds much promise. It indicates IMCoS' continuing strength from the grass roots provincial meeting to the heady heights of an international symposium.

RODERICK M. BARRON

Current Exhibition

Togail Tir Marking Time, the Map of the Western Isles Exhibition is on display in An Lanntair throughout October. It will then tour through the Western Isles during the rest of 1989, and on to venues in Glasgow, Edinburgh and Aberdeen during 1990.

The three speakers at the York Meeting have very kindly agreed to contribute articles to the Journal on their subjects. The first appears below. The second and third will appear in our next issue.

Plans and Views of York

ALTHOUGH many of the churches and other important buildings of mediaeval York and most of those built during the 18th and 19th centuries still stand, evidence of plans of the city, whether engraved and printed or only preserved in manuscript, is important for the understanding of the changing appearance of what was for long the second city of England.

A pioneer study of 'The Plans of York' was made in 1927 by George Benson (*Associated Architectural Societies' Reports and Papers*, XXXVIII, 331-350), and Dr John Harvey, in preparation of the York City Inventory of the Royal Commission on the Historical Monuments of England, made a thorough search for additional plans and old views in every likely collection (see RCHME, *City of York*, III, xxix-xxxvi).

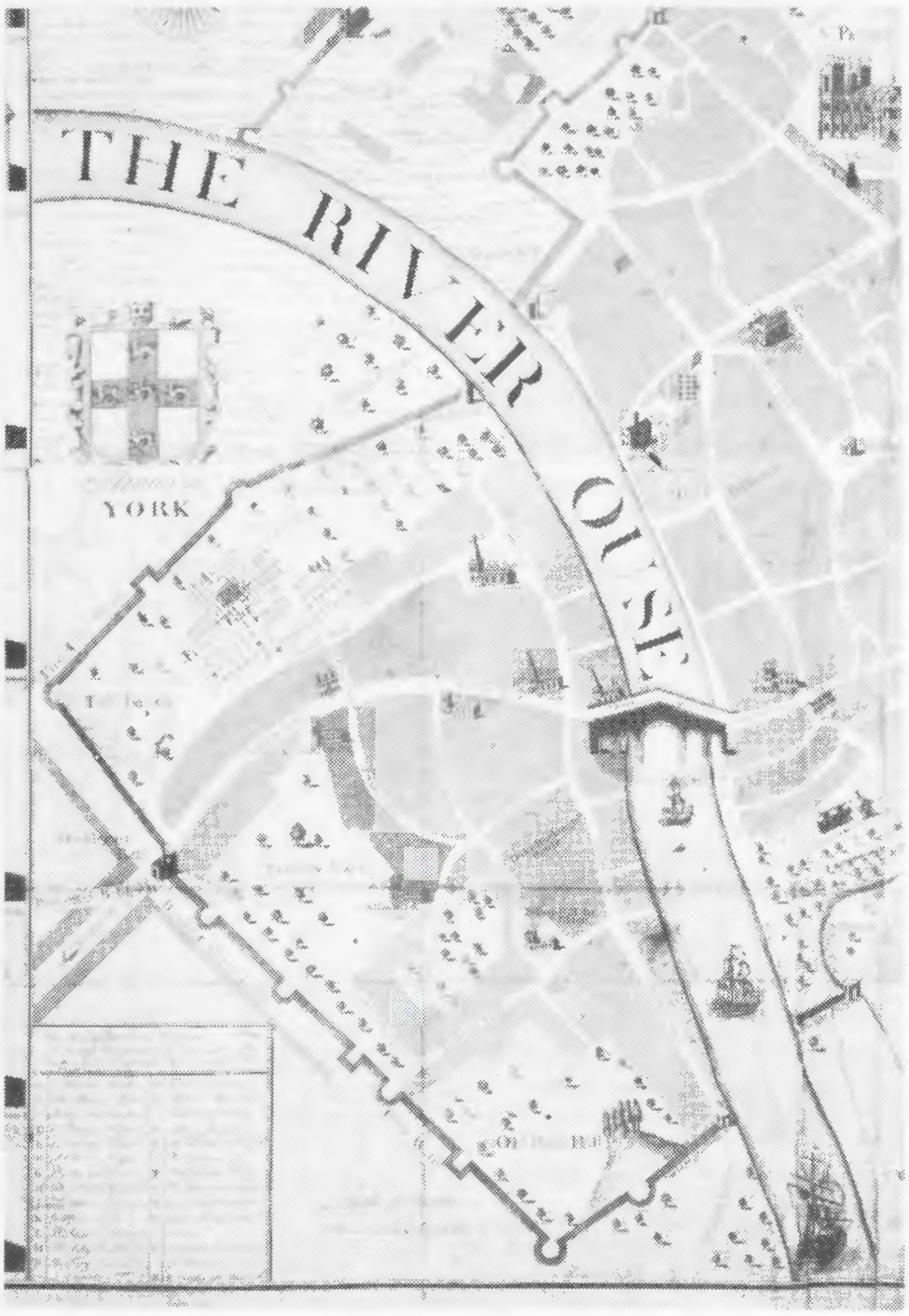
The earliest view of York may be a marginal illustration in a manuscript of Geoffrey of Monmouth's *Histories*, perhaps showing the towers of the Minster and St Mary's Abbey *c.* 1320. The first known plan is one in the Public Record Office, probably of 1541 and intended to show a proposed sanctuary area around Thursday Market (St Sampson's Square).

John Speed's plan of 1610 is more familiar, appearing in slight different versions in his map of the West Riding and in Vol. VI of Braun and Hogenberg's Atlas published in 1618. Although accurately surveyed, its tiny bird's eye views of buildings are not always correct. A manuscript plan of the Manor of Dringhouses to the southwest of the city, drawn in 1624 by Samuel Parsons, shows strips in the open fields, the gibbet beside Knavesmire and Bishopthorpe Palace.

Daniel King and Wenceslaus Hollar engraved views of the Minster in 1656 and 1672 respectively, but the first general prospects of the city were made by Gregory King when he accompanied Sir William Dugdale on a heraldic tour in 1666. James Archer, an Irish captain in Charles II's engineers, drew, probably in 1673, the large-scale manuscript plan now in York Reference Library. It depicts accurately the castle, city walls and earthworks thrown up during the siege of 1644, but has an error in the north point and omits St Andrewgate altogether.

A colourful version of Archer's plan was drawn by Jacob Richards, another royal engineer, in 1685; it is in the Earl of Dartmouth's manuscripts in Stafford County Record Office. Both these maps remained unknown to all York historians until after 1940. More infiuential, therefore, is the accurate plan of 1694 made by Benedict Horsley, a painter-stainer of York. It has the awkward convention of showing built-up areas within the city walls as stippled, but using the same method to represent roads outside the walls.

The next two published plans were based on Horsley's. John Cossins made plans of Leeds and Scarborough in 1725. His plan of York of *c.* 1727 has the useful addition of elevations in the margins of 16 recently-built mansions of city notables. The plan illustrating



John Cossins' plan of York, c. 1727; detail of Micklegate area S.W. of the Ouse.

Francis Drake's essential history of York, *Eboracum*, published in 1736, adds some details of new buildings and sites of antiquities to features marked by Horsley.

From about 1670 until a few years before his death in 1728, Francis Place from Dinsdale near Yarm was making topographical drawings of York, some of them engraved as illustrations to Drake's history. He had associated with Hollar in London, and was a member of the York Virtuosi. Sketches made by Place and by his friend William Lodge (1649-89) were used by the latter for his engraved prospect of 'The Ancient and Loyall City of Leeds'.

In 1750, Peter Chassereau produced a



Thomas Jefferys' plan of York, 1772, from his Atlas of Yorkshire.

plan based on a fresh survey. His earlier plans include Carthagena, Havana, Malta, Ipswich and Shoreditch. By the time of his survey, the first new street since the 15th century had been laid out between Coney Street and Davygate, while the prison building in the castle had been rebuilt.

His marginal views show nine public buildings or monuments and a map of the Ainsty – the area to the south-west of York administered by the city until 1835. The aspect of the city at this time viewed from the Old Baile and from Lamel Hill to the south east was recorded by Samuel and Nathaniel Buck. Earlier, more crudely drawn prospects by Edmond Barker and John Haynes, a saddler and engraver, had appeared in 1718 and 1731 respectively.

Thomas Jefferys' plan of York, which accompanies his Atlas of Yorkshire of 1772, is based on Chassereau's, and Francis White's plan of 1785, published

together with a map of the Ainsty and a view from the west, is more accurate in representing the churches. Manuscript plans of the four strays surrounding the city were made in the 1770s by James Lund.

The many changes in the city, including the new streets of St Leonard's Place and Parliament Street, the rebuilding of Ouse Bridge in 1815 and the coming of the railway in 1841, meant that artists were more assiduous in recording the picturesque houses and antiquities threatened with destruction – in 1800, the City Council wanted to demolish the walls. Especially useful are sketches and engravings by Henry Cave, Joseph Halfpenny and George Nicholson, to be found in the York City Art Gallery collection.

Before most of the great 19th-century changes, Alfred Smith from Little Preston near Leeds, produced in 1822 the first plan of York to show accurately the outline of the buildings, the shapes of the yards, and the width of lanes. This was published in Edward Baines' *Directory* of Yorkshire. Such projects as the formation of St Leonard's Place, the rebuilding of Minster Yard and the building of the new county gaol in the Castle caused the publishing of engraved plans of the proposals. In 1853 the Ordnance Survey published its plan of the city at a scale of 5 feet to one mile, superseding all previous plans of York in accuracy and comprehensiveness.

R.M. BUTLER

Forthcoming Collectors' Evening

MAKE a note in your diary for Thursday, 25th January, 1990! This will be the occasion for another Collectors' Evening, similar to the very successful event two years ago. The venue will be at 6 p.m. at the Farmers' Club, 3, Whitehall Court, close to Trafalgar Square, London; nearest tube station: Charing Cross on the District/Circle line.

As before, there will be no formal speakers, but several collector-members will each be talking for a few minutes about one or two of their most interesting maps, special treasures or perhaps their most recent bargains. Dealer and curator members of IMCoS are, of course, welcome too, to tell us about anything unusual or rare that has come their way, or has been bought by their institutions.

Maps will be on show, and those attending are asked to bring along items as well. If you would like to be one of the speakers, please let either of the organisers know (Caroline Batchelor on 037284 3425 or Rodney Shirley on 0494 676450). This is an excellent occasion to bring along another member of the family, or a business colleague, or a friend.

Refreshments will be available at the meeting (wine or soft drinks and sandwiches and cheese) with a charge of £6 per head, collected at the meeting.

The Portolano of Zagora...

Continued from page 10

10. Monique de la Roncière et Michel Mollat du Jourdin: *Les Portulans*, Fribourg (1984).
11. V. Sfyroeras – A. Avramea – Sp. Asdrahas: *Hartes kai hartographi tou Aigaiou*, Athens, 1985 (in Greek).
12. H. Soliotis: *I Naftiki psyhi tou Genous*, Athens, 1987 (in Greek).

VICTOR MELAS



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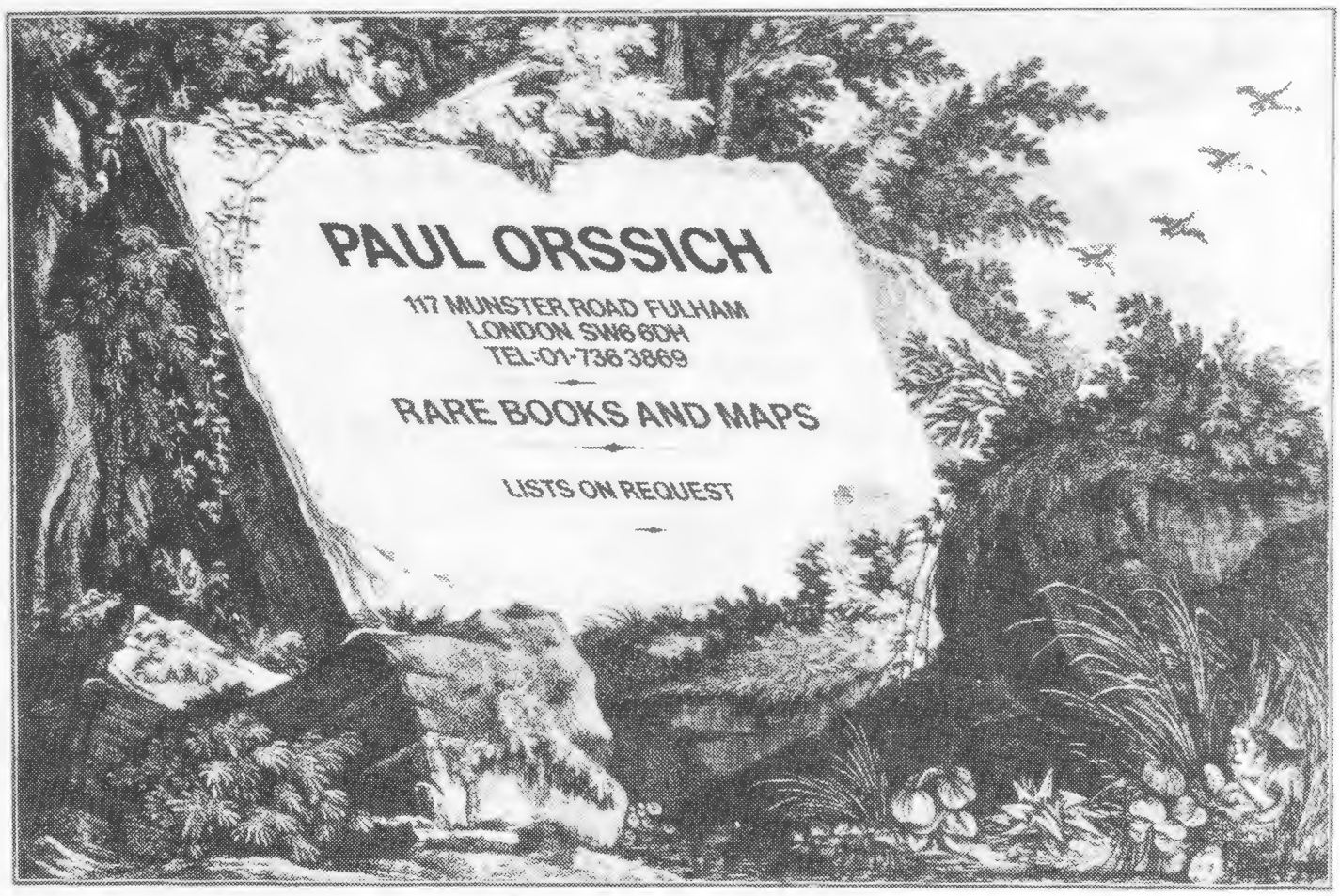
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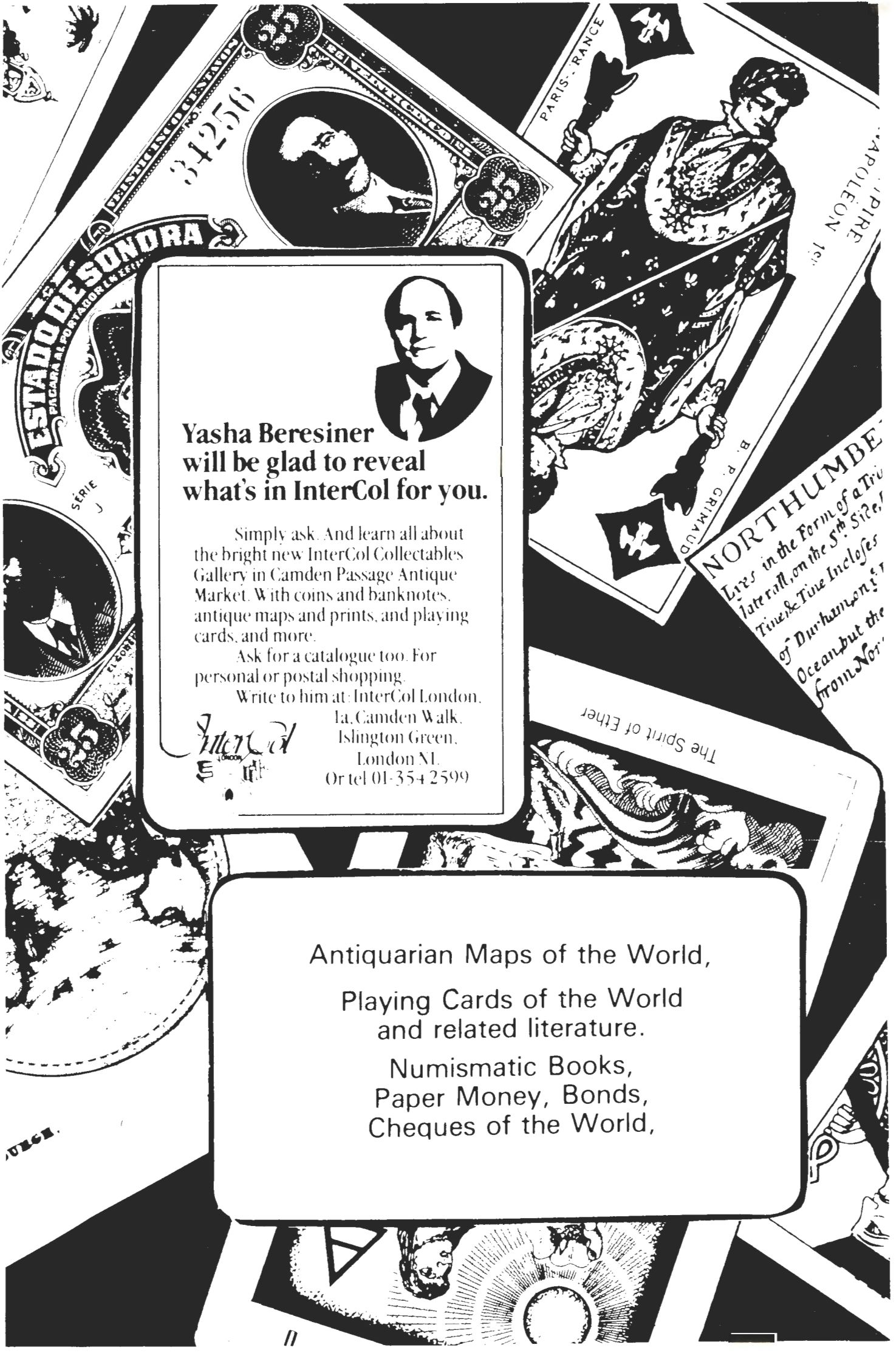
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