SPRING 1997 ISSUE No. 68

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Journal of the International Map Collectors' Society

SPRING 1997 ISSUE No. 68

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Cover map: Detail from 'Hungariae Descriptio' by Wolfgang Lazius, from Abraham Ortelius: *Theatrum Orbis Terrarum*, 1570 (Courtesy of László Gróf).

Copy and other material for our next issue (Summer) should be submitted by 1 May 1997. All items for editorial use should be sent to The Editor, Susan Gole, 3 Aylesbury Road, Wing, Leighton Buzzard LU7 0PD. Tel: 01296 681 071. Fax: 01296 682 671.

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From the Editor's Desk

As we begin a new year, the seventeenth for IMCoS, we have a new map on the front of our Journal — illustrating the location of our International Symposium in the autumn. It has been supplied by László Gróf, who will be one of the speakers in Budapest and is a renowned scholar on maps of Hungary, especially those in the atlases of Abraham Ortelius. He suggested the map by Wolfgang Lazius (1514–65), 'Hungariae Descriptio', which Ortelius included in the first and all subsequent editions of his *Theatrum Orbis Terrarum.* As Gróf described the map in *The Map Collector* (1979, no. 6, pp 2–11), the arms of Hungary and 'Cum Privilegio' appear in the top left corner while in the lower right hand corner the circular strap work cartouche contains explanatory text to help the reader with Hungarian pronunciation.

Lazius used as his model a manuscript map by Lázár the Clerk (Eleazurus), secretary to Tamós Bakócz, Archbishop of Esztergom, whom Ortelius mentions amongst the best cartographers in the 'Catalogus Auctorum'. Unfortunately when the map was published posthumously in 1528 by Tanstetter in Vienna, he made the fateful mistake of not recognising the correct orientation of Lázár's manuscript. As a result he distorted the angles of rivers and also latitudes in the eastern part of the country. These errors were copied by Lazius and all other cartographers for the following two hundred years.

Wolfgang Lazius (Lazius Farkas in Hungarian) could have been Hungarian, Transylvanian or Austrian, depending on the different authorities who have written about him. He was a man of many talents: cartographer, court surgeon, historian, and professor of medicine at the University of Vienna. In addition to the map of which a detail from the centre is on the front of the Journal, he also drew a ten-sheet map of Hungary in 1556, prepared at a time when political events in the country permitted only limited survey work.

We look forward to learning more about maps of Hungary in September, when I hope that a large number of IMCoS members will take the opportunity to visit the country, and see many maps that are rarely available for study.

This issue of the Journal is larger than usual, since I have received more articles from members, and I actually have two stashed away for the Summer issue — something that has not happened before in the years I have been editing it. This is a very welcome change, and I am sure that all our members will enjoy the increased information that it contains. However, there are still large areas of the world that have interesting maps, and we have little up-to-date material to read about their history. We can only publish in English at present, but do not be afraid to send in articles in translation from your own language; they can always be tidied up here. There is a plea elsewhere for more articles from USA, since we have many members across the Atlantic, but research must be going on in other countries too, and members would like to hear about it.

Captain Bartholomew Sulivan and British Hydrography in the Baltic War of 1854/56

When war broke out in 1854 between Great Britain, France and Turkey on the one hand and Russia on the other, Europe had been at peace for 40 years, an unusually long period for the times, while 'peace' at sea had reigned for even longer. For it was half a century since the battle of Trafalgar had established Great Britain as the acknowledged maritime superpower, much as the United States is today. There was a fresh generation of naval officers with little or no experience of sea warfare, while new weapons and new types of ships, in particular steam-propelled, were waiting to be tried. Also the British Admiralty, for the first time in its history, had a fully developed Hydrographic Service staffed with a trained corps of surveyors serving in specialist ships.

The problem for Britain and France was how best to prosecute war against Russia. Having no common land frontier they could only attack Russia by sea, on her two flanks — the Baltic and the Black Sea. Due to the extensive, and badly mismanaged involvement of their army in the Crimea the attention of the British public became concentrated on the Black Sea, an effect sometimes called 'crimocentricity', to such an extent that it is still commonly known as 'The Crimean War'. But both to the Allies and Russia the Baltic was potentially the most critical area for on its shores lay Russia's centre of government, St Petersburg, and it was in this theatre that the war could essentially be won or lost.

On the outbreak of war the Admiralty despatched battlefleets to both areas, but by far the most powerful was sent to the Baltic. The fleet, which sailed in March 1854, totalled 23 ships manned by just over 13,000 men, and these included 12 of the latest screw-propelled steam battleships (only two steam battleships went to the Black Sea). This was shortly joined by a French force which included 8 battleships of which only one was steam powered. Heavily outnumbered and outgunned, and with no steam warships available at all, the Russian fleet, hardly surprisingly, took refuge behind its fortress of Kronstadt, off St Petersburg, where it stayed unmolested for the duration of the conflict. In the years leading up to the war the Russians had established a chain of strongly fortified anchorages extending their power southwards into areas less restricted by winter ice, although the last of these, Bomarsund in the Aaland islands was still only half completed. The history of the war thus comprised the successive destruction of these fortresses leading towards an eventual threat to St Petersburg itself.

To Beaufort, the Admiralty's fourth, and most renowned Hydrographer, the coming of war was a supreme challenge to the service he had done so much to create. He had been in office for 26 years and was now 80 years old and anxious to retire, but he was so respected that he was persuaded to remain for at least the initial stages of the emergency. The Office had been caught unprepared for a Baltic campaign. At the onset of the crisis it had only 12 charts of the Baltic in publication and

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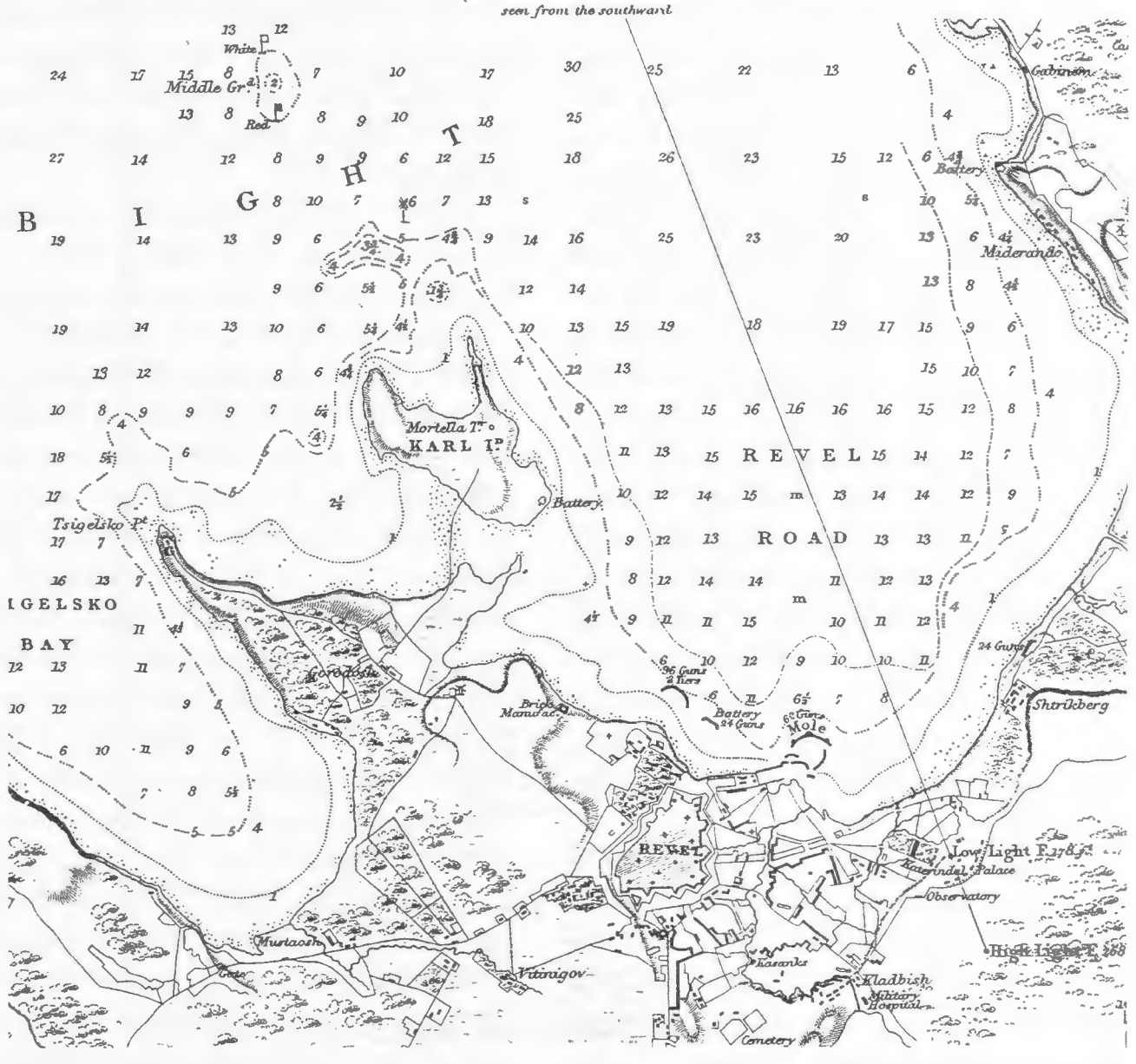
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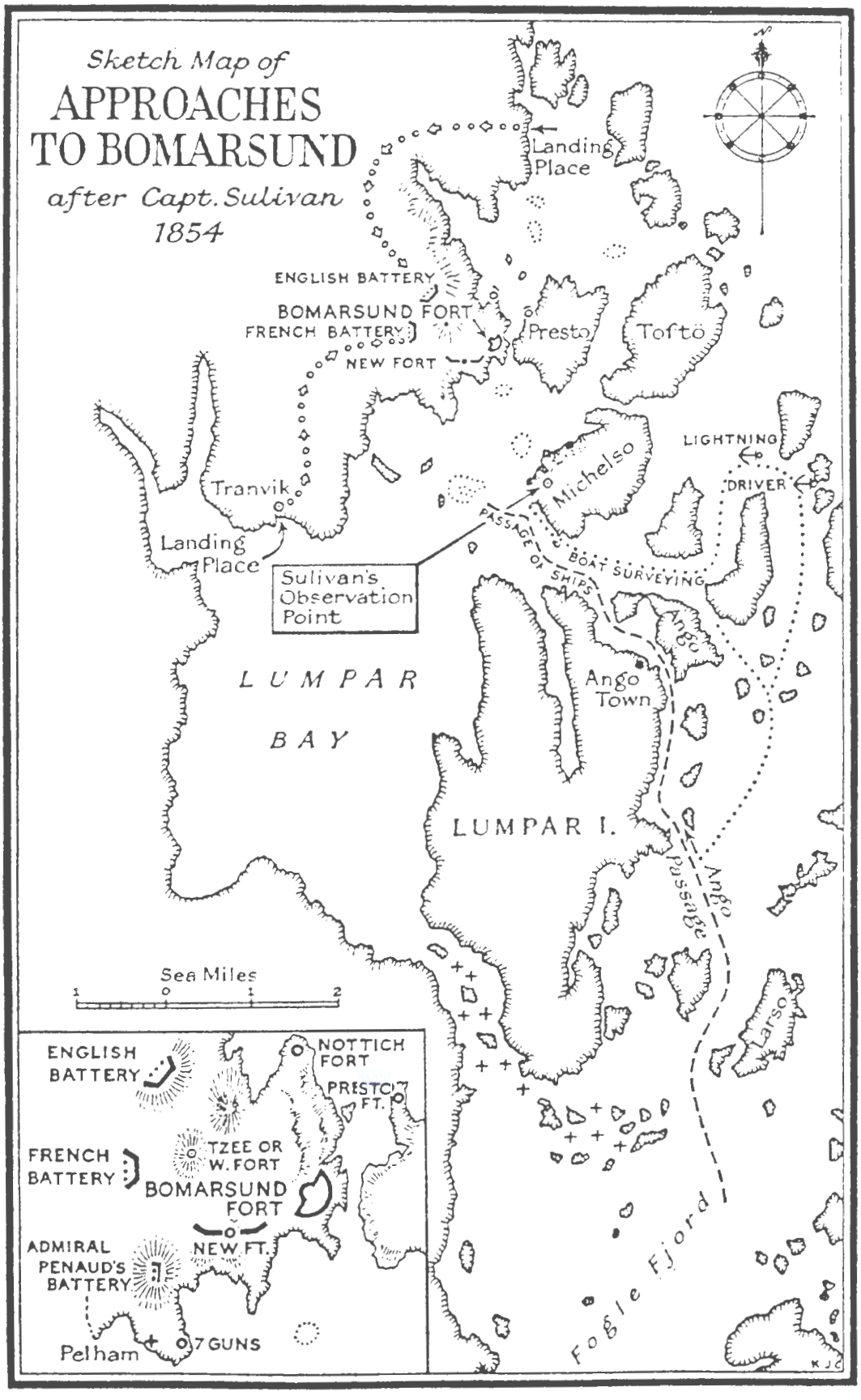


Two details from Admiralty chart 2227, 'Revel Roadstead', published by Beaufort in December 1853, compiled from Russian charts and issued to the combined fleets before they sailed.

of these eight were nearly 40 years old. Almost prophetically Beaufort had published four charts of the entrance to the Baltic in 1852; apart from these there was no up-to-date British chart coverage whatever and the Office had to shift into top gear in order to fill the gap and to provide the great number of both British and French warships with boxes of newly-printed charts before they sailed in the spring of 1854. To achieve this Beaufort had to rely entirely on surveys of other nations, and here he was in fact well served with most areas covered by recent Swedish, Prussian or Russian charts. The coasts of Sweden, the Aaland islands and the gulf of Bothnia were covered by the work of Gustav Klint; a superb set of Prussian government charts, the *Preussen See-Atlas* of 1841, covered the south and east shore of the Baltic from Kiel Bay to the southern entrance of the Gulf of Riga; while good, up-to-date Russian charts covered the waters of the Gulf of Finland from the Gulf of Riga to St Petersburg. All these were available to the British Admiralty because of the policy of free international exchange of Hydrographic information first advocated by Great Britain in the 1820s and which most nations with hydrographic potential ascribed to by this time, although the Russians might be pardoned for thinking they had been a little hasty in joining this particular arrangement.

Finally, and this was another new venture for the British Navy, Beaufort despatched to each theatre of war a survey vessel, manned with trained survey officers and fully equipped with instruments, sounding gear and temporary buoyage. To the Black Sea went the *Spitfire* and to the Baltic went the *Lightning* under the command of Captain Bartholomew James Sulivan. The ships were side-paddle steamers, a type of vessel which, although in the process of being superseded for fighting purposes by the screw steamer, had proved very successful for survey work. They were of shallow draught, extremely manoeuvrable with good stopping power, and the paddles were less vulnerable to damage from accidental grounding. Sulivan had learnt his surveying under Captain Fitzroy in the *Beagle* during the voyage that made Darwin famous, and more recently had distinguished himself in surveying and opening for trade the Parana river in South America during operations in support of Uruguay against General Rosas of Argentina.

The *Lightning* joined the Baltic fleet in Kiel Bay on 29th March 1854, and Sulivan reported with his orders to the Commander-in-Chief, Admiral Sir Charles Napier onboard his flagship the *Duke of Wellington*. On reading them Napier said, 'I do not know what you have come out for, or what is the use of a surveying ship, unless to make a fire-vessel of!' It is not difficult to imagine the effect this remark had on Sulivan, made in front of several senior captains of the fleet, and also how much it must have upset Beaufort when it was reported to him. However the origin of the comment, if not its actual wording, probably lay elsewhere with the Master of the Fleet, Mr George Biddlecombe. In the British navy at that time, the ship's Master was traditionally the navigational expert, responsible to the Captain for the safe conduct of the ship as well as carrying out any survey work that may have been thought desirable. The advent of a professional corps of surveyors was thus regarded by many Masters as a



The approaches to Bomarsund, from 'The Admiralty Chart' by Admiral G.S. Ritchie, reproduced by kind permission of the author.

threat to their status. Judging from the tone of courteously irritable correspondence between the Hydrographer and the Master of the Fleet at the time, it seems very probable that George Biddlecombe was one of these.

The first days with the fleet were spent by the *Lightning* on duties normally required of a lieutenant: carrying despatches, ferrying stores, and trying to hire pilots. The British naval command was obsessed with the need for pilots, and it is not difficult to imagine the irritation of Sulivan being sent to find pilots when he knew he had the trained officers and equipment to survey and mark the channels for the fleet in restricted waters inshore, and that Beaufort had already supplied adequate charts for offshore navigation. As he was quick to point out one could only assess the skill of a pilot at his own valuation initially, nor could his honesty be guaranteed; the possibility of a pilot being in the pay of the enemy could not be discounted, and there was also the problem of language. There were several instances during the campaign of ships running aground with local pilots in charge.

For a time Sulivan considered applying for a transfer and confided in Beaufort on the matter; however the Hydrographer urged patience and waiting to see if matters improved. Fortunately they did and the Admiral suddenly started taking more advice from Sulivan, especially on the subject of engaging fixed shore defences, a matter in which Sulivan was much experienced from his South American service. It is also possible that someone had been having a word in the Admiral's ear about the talents of this particular officer.

Then early in July the Admiral despatched him with a second paddle frigate under his command, the *Driver*, to investigate and report on the possibility of an assault on the fortress of Bomarsund in the Aaland Islands. It was Sulivan's great opportunity. Taking with him Major Nugent of the Engineers from the Admiral's staff and a Swedish army officer, Lieutenant Theorel, as interpreter, he spent two weeks surveying the islands,. When the weather was suitable, that is when the water was not too wind-ruffled for the worst of the submerged rocks to be visible, he and his officers searched for an alternative route into the Bomarsund anchorage avoiding that covered by the guns of the forts. When the wind blew too strongly he and Nugent landed on the islands overlooking the fortifications noting the number and position of the guns and making drawings for inclusion in their report. For information on their actual strength he relied on the local islanders who had been forced to work on their construction, although paid for their labours. The Aaland islanders were of Swedish origin and little in sympathy with the Russian cause. At first they were most reluctant to make any contact as more aggressive British warships had taken and burnt many of their ships on which their livelihood depended, but Sulivan gradually gained their confidence and was soon happily exchanging gifts and buying eggs, chicken and sheep. Sulivan's views on relations with the islanders are contained in his final report: 'I trust, sir,' he wrote, 'that you will approve of my having refrained from destroying any of the coasting-vessels, the property of these islanders, and of my having assured them that they need not look upon us as enemies

so long as they do not take up arms against us.' One girl who had been employed carrying sand to the roofs of the forts was able to inform them of the exact depth of sand put there to protect them from mortar fire. One group of villagers complained bitterly about the local Russian policeman who made life difficult for them so Sulivan obliged them by arresting him and deporting him in the *Lightning*, an act which earned him many bouquets of flowers. Finally an alternative, very tortuous and narrow, passage into the anchorage was successfully surveyed and marked with buoys. This, known as the Angö channel, and at the time as 'Sulivan's Trail', became the key to the success of the eventual assault. All this time the Russian Governor, having no craft of his own, seemed unable to prevent the *Lightning* and the *Driver* doing what they pleased, for which he was summarily, if rather unfairly, shortly relieved of his post.

The gist of Sulivan's recommendations was that Bomarsund could be successfully assaulted without breaking the blockade of the Gulf of Finland only if additional land troops and siege artillery were sent out. The Admiral was delighted with the report which was forwarded to the ministries in London and Paris together with the drawings and charts. Sulivan's position was now completely transformed. The Admiral turned to him for advice continually, frequently inviting him to breakfast and seating him beside himself at staff conferences. Beaufort in particular was naturally delighted. 'My Dear Sulivan', he wrote, 'All your letters charm me, but especially your last from Seskar, for it gave me the very agreeable intelligence that you had at last found your due level, . . . Your Bomarsund adventures also much gratified me, and your soundings were quickly inserted in the Aland chart . . .' To Beaufort the charts were what really mattered!

The British and French governments acted with very creditable speed on Sulivan's and Nugent's proposals. As British reserves were all involved in the Crimea, 9,000 French troops were made available. These sailed from Calais on 16th July, the greater part embarked in four British sailing line-of-battle ships which were towed by paddlers all the way across the North Sea and through the Baltic to the Aaland islands where they arrived fourteen days later to parade, the troops fallen in on deck, through the assembled fleets and their cheering crews.

Everyone knew the troops were coming but their destination was a well-kept secret known only to a select few: the Admirals, Major Nugent, Captain Sulivan — and Mrs Sulivan. Sulivan found time to write a long letter home each week giving every detail of his daily actions and his opinions of his brother officers and superiors. These were later published in his biography and form easily the most vivid and entertaining source of information for the whole campaign. Fortunately he had complete faith in his wife's discretion: 'Of course you know how secret all this must be kept', he writes. 'I believe few men have such perfect confidence in the secrecy and judgement of their wives as I can show to my darling wife on these points'.

The attack on Bomarsund had commenced a week before the arrival of the troops with Sulivan and the *Lightning* leading five steam battleships through his newly-found channel into the anchorage



'Lightning' leading a squadron of screw battleships through the Angö channel for the assault on Bomarsund. From a drawing by Oswald Brierly, RA.

confronting the forts. The passage was very narrow and tortuous with the yards of the ships occasionally almost touching the trees and the incident was recorded in a famous picture by Oswald Brierly for the *Illustrated London News*. Even Sulivan describes it as 'the prettiest sight by far yet seen in the Baltic', and the unexpected appearance of these great ships with their array of heavy guns can have done little for the morale of the defenders. From then until the fortress fell Sulivan in *Lightning* and his fellow surveyor Commander Otter in the *Alban* were constantly at work, piloting troopships to the landing places, instructing ship's masters in the intricacies of the Angö channel, and acting as a Headquarters ship for the French and British Commanders. The French were even more impressed by his abilities than his own superiors and eventually would only accept orders to move their ships directly from him. The forts, although gallantly defended, were forced to capitulate one by one under the combined effects of the sniping fire of French 'chasseurs' through the gun embrasures and the battering by French siege artillery and British naval guns landed from the ships and dragged four miles over rocky ground on wood sledges by hundreds of barefooted sailors, played on by ships' bands. Later when on shore and having a look at the results of his efforts Sulivan narrowly escaped being killed when one of the abandoned forts blew up as he was approaching it, and only saved himself by some nimble footwork dodging the larger lumps of flying granite.

The Bomarsund affair was a remark-

able example of a successful international combined operation. It was not a particularly bloody battle, the largest casualties were from disease and suffered by the French who lost 800 men from cholera. It had been noted by observers that, after three weeks on salt meat in their British transports the French soldiers avidly devoured every edible fresh greenery they could find as soon as they got ashore. The massive naval force deployed by the Allies had at least achieved something that summer, and that was largely due to Sulivan. Beaufort had no doubts who deserved the credit. 'So you have at length accomplished the Aland job, and in a very workman-like manner', he wrote. 'I am firmly persuaded that but for you it would not have been done at all — at all events not this year.'

With the arrival of winter and with much of the Baltic iced over the allied fleets returned home, their blockade function superfluous. For Sulivan there was no respite however and he was much in demand for his views on how best the war could be prosecuted during the next year. The British Admiralty had not been slow to learn the lessons of sea warfare in the Baltic and had already put in hand a building programme of shallow draught gun boats and mortar vessels. Sulivan was asked by the First Lord to produce three plans together with the equipment he considered necessary for their success; first, and most ambitious, an assault on Kronstadt and St Petersburg; second the neutralising of the fortifications at Sveaborg protecting the anchorage at Helsinki; and finally merely maintaining the blockade of the Russian fleet and local commerce. In the event the specialised craft needed for the most difficult of these options, the attack on Kronstadt, were just not available in sufficient numbers, but enough were available by mid-summer 1855 to meet Sulivan's requirements for an attack on Sveaborg.

When the fleet returned to the Baltic in the spring of 1855 it was under the command of a new chief; Admiral Dundas had replaced Admiral Napier who had been relentlessly attacked by the British press for being too unenterprising. Sulivan would have none of this campaign and remained staunchly loyal to Napier; on one occasion he became suspicious of the line of questioning being pursued by a civilian and on discovering that he was the correspondent of *The Daily Herald* ordered him off the ship. He was given a new ship, the *Merlin*, another paddler but larger and with much more powerful engines, although he complained that their vibration made it almost impossible to write his letters unless at anchor. He quickly established close relations with the new Commander-in-Chief and during the weeks spent waiting for the arrival of the newly-constructed mortar vessels and gunboats he was employed probing Russian defences and surveying inshore channels on the southern side of the Gulf of Finland as far as the entrance to the Gulf of Riga. Revel he found well defended, while the unexpected appearance of his two ships close inshore off Hapsal, a fashionable watering place for the Russian aristocracy, caused a minor panic and much hurried packing of trunks for a quick return to St Petersburg and Moscow.

A curious incident occurred when, approaching the island of Dago at the entrance to the Gulf of Riga, he saw a white flag of

truce flying onshore. On landing he was met by the local feudal proprietor, a Baron Sternberg, who stated that he had been asked by the area military commander to raise a militia but that he had declined preferring instead to attempt to persuade the British not to land on the island. Sulivan was happy enough to agree to this, whereupon he and his officers were invited out to dinner and were driven in handsomely appointed carriages complete with uniformed footmen to the Baron's residence. They were shown round the castle, gardens and stables by the young baroness, who spoke perfect English having had an English governess. Sulivan described every detail in his letter home: 'It is a splendid house', he wrote, 'shaded over the entrance with fine horse-chestnuts, beautiful grounds round and inside like a fine English country house . . . the flowers just the same as in our gardens, were rather poor, but the roses numerous and beautiful and we got fine bunches of them. It really seemed like a dream; three miles inland in an enemy's country and going over all these English-like scenes with a nice young lady speaking as good English as I did . . .' On being driven back to the landing place, to find his ships in the process of assembling an armed party to march to their rescue, he was invited to revisit the island with his wife in happier times.

By the end of July the new mortar vessels with their artillery crews had arrived and the combined fleets moved to attack Sveaborg. For three days and nights the paddlers under Sulivan's direction closely surveyed the area facing the forts, sweeping for mines, buoying dangerous rocks and marking the precise positions for the mortar vessels to anchor. The Russians observed all this going on but as it was all in an area marked on their secret charts as too rock-encumbered to be navigable they took no action, and when the Allied vessels took up their positions for the bombardment Governor General Berg in command of the fortress at first refused to believe it. Sulivan's plan of attack, carefully drawn and copied to all the vessels involved, shows 16 British and 14 French mortars, all placed in an arc at a precise range of 3,300 yards, and protected from return fire by gunboats circling inshore. At 7 am on 9th August they opened fire and over the next two days and nights some 5,900 bombs were lobbed into the various forts, the firing only ceasing when most of the British mortars began to break up, the result, according to Sulivan, of poor quality ironfounding. Considering the weight of missiles exchanged casualties were surprisingly light: 55 of the Russian garrison were killed while the Allied side suffered only a few wounded. The burning storehouses and exploding magazines made a spectacular firework display watched with enthusiasm by the Allied fleets anchored offshore, and with apprehension by the inhabitants of Helsinki, who, fearing they would be the next target, fled into the country. Some of the Allied side, including the French Admiral, were in favour of burning the city, but Sulivan and others regarded this as an uncivilised act which would achieve little, and fortunately their view prevailed. His reputation had never been higher, even the Admiral when congratulated by his officers remarked, 'It was all due to Sulivan!'

Sveaborg was the final act of the Bal-

tic war. When the ice returned in November the great mass of ships left the Baltic not to return, to the intense relief of the maritime communities of Finland and the Baltic states. For them it had been a miserable experience, involved in a conflict in which they had little interest. Over-zealous British Captains, frustrated by any chance of earning battle honours engaging Russian warships, had roamed the coast taking as prizes or burning the trading vessels upon which their owners' livelihood depended. In desperation many ships were deliberately sunk in shallow water when half, or even fully completed to preserve them for re-floating when hostilities were over. Peace negotiations continued through the autumn and winter and were given impetus by the fall of Sevastopol in September, but it was the example of Sveaborg that did most to influence Russian acceptance of the Allied terms. For it was clear that if the war continued into a further year Kronstadt would almost certainly be assaulted and St Petersburg itself threatened. When the Treaty of Paris was signed in March 1856 Great Britain alone had 100 mortar vessels and 220 gunboats built and available for service in the Baltic that summer, a piece of intelligence that might well have influenced Russian decisions.

The direct hydrographic products of the war were slim. Many of the surveys made by Sulivan and the Masters of the British fleet were of fairly obscure anchorages of little commercial importance and were used only to amend the existing charts. Only three of Sulivan's Baltic surveys survived as permanent charts in the Hydrographic Department's list. On the other hand the general coverage of the Baltic by Admiralty charts increased dramatically, from 12 charts at the outbreak of the war to over 80 by 1856. What is certain, however, is that it is difficult to find a campaign in which the skills of hydrography, especially as practised by one man, played a more central role.

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The Fordham Collection in the Royal Geographical Society

On his death in 1929 Sir Herbert George Fordham left an important part of his cartographic collection to the Royal Geographical Society. My paper discusses the background to the bequest, and briefly describes the collection.*

Fordham was born in 1854 at Odsey, a manor on the Cambridgeshire side of the border with Hertfordshire, near Royston. The manor stands on the Icknield Way, part of the prehistoric track which crossed southern England from the South Devon coast through Wessex, calling in on *The Map Collector* at Tring (and sadly finding it absent) and so on to the Wash. He was born into a brewing family, and was educated privately and then at University College, London, where he studied chemistry and geology. He was elected Fellow of the Geological Society at the age of eighteen and read a paper to the Society only one year later; then he became a life-member of the British Association for the Advancement of Science at the age of twenty-one.

After leaving U.C.L. he joined the family firm at Ashwell, near Odsey, but left in 1882 to study law, and was called to the bar in 1885. Three years later, he took his family to live in Switzerland but in 1891, on the death of his father, he returned and, as the eldest son, took over both the running of the family business and the farming of the Odsey estate.

The legal aspects of local government had already interested Fordham and, despite his responsibilities, he managed to create some spare time and was able to pursue a career in this field. In 1893 he was elected to the Cambridge County Council and served as its Chairman for fifteen years from 1904; he became Deputy Lieutenant of Cambridgeshire, a magistrate for both Cambridgeshire and Hertfordhsire and was knighted in 1908. He was also High Sheriff of Cambridgeshire and Huntingdonshire in 1918–19 at the age of 65.

As we would say today he was, well and truly, one of the great and the good. He had wide interests outside politics and at one time or another he was Chairman or President of Societies devoted to the study of Agriculture, Natural History and Archaeology. But around his 65th birthday, in 1919, he seems to have given up public duties and confined his activities to farming and his great love, cartobibliography.

From the dates of acquisition appearing on the inside covers of the books in the Fordham collection here at the R.G.S. it seems that he first began seriously to collect maps, atlases and road-books at around the turn of the century. But he was studying cartographic materials before this date. In February 1900 he wrote that he had 'no collection of maps to speak of — my studies are based upon the collections of others'. This was soon to change, for it was from this date that Fordham

* This paper was read by Donald Hodson at the IMCoS Annual Symposium in June 1996, held at the Royal Geographical Society, London

became an avid collector of atlases and road books; an analysis of the dates of acquisition show that he collected steadily, with a peak just before the First World War, but a major part of his collecting occurred after his retirement and, in particular, from 1922 to 1928 in the last seven years of his life. The make-up of the collection will be discussed later in this paper, but it is worth observing at this point that Fordham looked upon it primarily as a working tool to help him study the development of cartography.

His early studies enabled him to publish the first part of the catalogue of Hertfordshire maps in 1901, and in the introduction he also provided a summary of the main lines of development of the English county atlas, from Saxton onwards; an analysis which is still valid today. This catalogue was published in parts, and subsequently he was successful in reaching an audience by publication of papers he read to various learned societies mostly, but not exclusively, on cartographic subjects. However, his publishing activity is marked by what he saw as a frustrating inability to persuade organisations to print his more substantial works in volume form, and this had an important bearing on his early relationship with the R.G.S. A number of threads come together.

First, the Hertfordshire catalogue represents Fordham's single-handed invention of the science of cartobibliography, the systematic listing of maps and atlases, a subject that he spent the next twenty-five years, until his death, promoting: in his own words 'my little propagandist movement in favour of the study of the cartographic art'. Fordham coined the word cartobibliography and it is clear that he fully realised that he had invented a new discipline: he wrote that he had worked for 'many years as an explorer in an unknown field'. But he knew that his subject was 'rather obscure' and a constant theme of his letters is his anxiety 'to promote the public interest in my subject'. As is characteristic of evangelists he felt that he had a mission to convert the sceptic and became quite irritated, not to say angry, when his efforts were met with indifference.

The next thread in the pattern is also important. Fordham did not see himself as a rich man. Yet here he was: a landowner, a magistrate, a notable political figure; able to build a fine library and to travel widely and often. We must look at this paradox more closely.

As to his farming activities, Fordham is full of woe; almost obsessively so. You may reply that it is notorious that being full of woe is what farmers are best at. However, from David Smith who is both a member of IMCoS and an economic historian, I have had a most illuminating account of the economic plight of agriculture in the depression years of the 1920s. Unfortunately there is no time to do more than offer a short summary of what David told me.

Briefly the story is that during World War I the importance of a healthy farming industry was recognised by a statute guaranteeing minimum prices for corn: consequently farming flourished. This happy situation continued only until the post-war slump of 1921, when world prices for cereals fell dramatically and free-trade Britain was threatened by cheap American grain imports. Guaranteed minimum prices were now too costly for government and the subsidies were withdrawn, leaving farmers unprotected against foreign imports. This had a disastrous ef-

fect on the industry. Wheat prices steadied from 1922 to 1925 but fell slowly to 1929, the year of Fordham's death.

This sad story is mirrored most faithfully in Fordham's letters to officials at the R.G.S. There are very many examples of his complaints of which the following are only a selection.

1922 The disastrous year we have had on the land [is leading to] the immediate prospects of poverty.

1925 I am quite clear that arable agriculture on the poor & moderate lands must be closed down . . . One can work at a loss for a time — living on the meagre diet of hope. [Then priorities reassert themselves and he ends his letter:] However — this is not carto-bibliography.

1926 I have about a square mile . . . to work on. We have had an unsatisfactory harvest & I fear, I shall lose money on the year. Arable agriculture, except on the best lands — seems doomed in this country

1927 The weather is magnificent, the meadows a blaze of gold . . . but, all the same the situation in agriculture is a very distressing one. The last year has been disastrous. I have put in accounts to obtain the repayment of Income Tax, & the Inspector of taxes has allowed me a <u>loss</u>, on the year of £844! I see no future for arable agriculture in this country

As I have said, Fordham did not see himself as a rich man. The perception of wealth is, of course, subjective. At this distance, about seventy years, it is difficult to put ourselves in Fordham's shoes and see his financial circumstances that dictated his actions. Some idea of his concerns and fears in the recession can be gathered from another selection from his letters.

1922 these are times for a severe economy

1923 [the agricultural situation has] reduced my personal income to a <u>minus</u> quantity. In these circumstances I am obliged to remain at home & work for a living!

1924 just now, I have cut off nearly all my subscriptions — on account of poverty.

1925 I hope you will come, [to see me at Odsey] & not in mid-winter — as this house is partly shut up on account of the difficulties of the land, & is not heated or lighted . . . at present I am struggling . . . with a very moderate harvest, charged with excessively high wages — out of which I expect to get, in the end, nothing or less than nothing.

1927 really the agricultural situation is so disastrous, & I am losing so much money, that I have to be very careful in expenditure. I am just completing the painful task of making up a year's accounts & calculating my losses. It is the worst year on the land in modern times — & the future looks very black. I am restricted in both printing & in travelling — my principal interest in life now.

I hope that I have now persuaded you that Fordham really believed himself to be relatively impoverished; consequently it

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is all the more surprising that it was at this precise time in the middle of his farming difficulties that he carried out a major part of his map collecting and, at first sight, perhaps even more surprising that he was prepared to give away the collection of which he was so proud. The explanation has been hinted at already: Fordham's absolute belief in the importance of his discovery, cartobibliography, and his determined efforts to bring it to the attention of a wider audience.

After completing his bibliographies of Hertfordhsire and Cambridgeshire in 1908 Fordham tired of county maps: he had now discovered the delights of road-books and itineraries and for the rest of his life these became his chief study. More than that he had discovered John Cary who, at the turn of the 18th and 19th centuries, was the leading publisher of both county atlases and road-books, as well as geological maps and maps of the new canals. Fordham rightly saw Cary as a key figure in the development of cartography and as the founder of a distinctive English national school and he turned his attentions to the man and his maps. In 1909 he read a paper on Cary and by 1911 he had written a combined biography and bibliography. His letters reflect the pride that Fordham, in his enthusiasm, felt for this piece of work. He had produced a proper book and not just learned papers. I have already said that Fordham knew that his subject was 'rather obscure' and unfortunately this was a view shared by publishers. He approached Stanford but they would only publish the book, as he wrote later, upon terms which would certainly have involved me in a larger expenditure than I then cared to undertake'. To Fordham's keen disappointment the book lay in the drawer for fourteen years until 1925 when it finally appeared.

So, to summarise, Fordham saw himself as a propagandist for his new science of cartobibliography but felt that, as a man of only middling income, others should be prepared to finance the printing of his writings. He was successful in producing learned papers but became increasingly frustrated at what he saw as the lack of vision of those he approached with a view to publication. There was probably, also, an element of pride involved. He was prepared to foot the bill for the private publication of his many papers because he recognised that they were of limited interest. But he knew that his unpublished book on John Cary was a different matter. This book was a first-class piece of work, and Fordham believed that it would be a valuable weapon in his campaign to popularise the study of historical cartography. More than that: he felt confident that it was good enough to be worthy of unsubsidised commercial publication.

By 1913 Fordham saw the R.G.S. as a possible conduit for some of his propaganda efforts and in that year he began a long correspondence with two officers of the Society, first the librarian, Edward Heawood and, later, Arthur Hinks, the Secretary.

The relationship got off to a poor start. He failed in an attempt to persuade the R.G.S. to exhibit his French material and three years later he was again unsuccessful. This time it concerned his book on Cary and his approach was a little ungracious: 'I don't suppose the R.G.S. would give any encouragement or assistance as I have never found them interested

in Carto bibliography, but I am writing to enquire'. At this time Fordham's intention was to leave the topographical works in his library to the Bodleian where they would, as he said, 'be associated with the Gough collection . . . I owe the University of Oxford a debt of gratitude for taking up & publishing the "Studies in carto-bibliography".'

This was a collection of his essays issued in 1914 and here is a clear example of how strongly he felt about bringing cartobibliography to the public notice and of how appreciative he was of any help he received.

For another eight years Fordham and Heawood continued to correspond about cartographic matters and the two men became increasingly friendly, but Fordham made no progress in his 'propaganda movement'.

In 1924, however, came the breakthrough when the secretary of the R.G.S., Arthur Hinks, agreed to stage an exhibition of John Cary material from Fordham's collection here in the Society's house. Fordham was surprised and delighted at this development and the exhibition seems to have been a success. What was probably more important was that he found Hinks to be very accommodating in the agreements for the mounting of the exhibition and notably in the matter of the associated publicity; something, as we know, very dear to Fordham's heart. Consequently relations between the two men were cordial; significantly for observers of the delicate relationships between Englishmen of a certain class it was at this time that Fordham's letters were addressed no longer to 'Dear Mr Hinks' but now to 'Dear Hinks'.

Soon his newly-minted benevolence to the Society had practical results. First he applied to become a Fellow and then in August 1924 he wrote to Hinks to explain that he was remaking his will and that he was minded to leave the cartographic part of his library to the R.G.S. instead of the Bodleian. Further he had

> a fancy for associating my name . . . with some permanent award — [a] medal, premium, or something of that sort. I have a little money available for such a purpose & I thought perhaps £100 or £120 invested to produce (say) £5 per annum would be sufficient to endow a presentation every third year — for cartographic work.

By coincidence Hinks owned a weekend cottage at Royston and he arranged to visit Fordham down the road at Odsey to discuss the proposals in more detail. On his visit Hinks apparently suggested that the money should be used not for a medal but to sponsor a lectureship. This idea was to become a bone of contention between the two men right until Fordham's death, leading to some bad feeling, and almost resulted in Fordham withdrawing the bequest altogether.

Shortly after the Odsey meeting Fordham wrote

> I don't care for the lectureship idea at all. It seems to me that such lectureships . . . have not much of propagandism about them. I want to promote the continuance of the special studies which I have commenced . . . Nor [he added ominously] am I wedded to the R.G.S.

Hinks did not take the hint and asked that Fordham should consider further the possibility of endowing a lectureship. This was unwise, and Fordham was tem-

perate, but firm, in his reply and, though he confirmed that he would leave the collection to the R.G.S., he withdrew the offer of the cash.

From now on relations between Fordham and the R.G.S. and especially with Hinks deteriorated. It has been said of Hinks that he was a man of massive intellect and unsound judgement. But in his defence it must be said that all fault was not on one side. Fordham was by this time a man of mature years — he was 70 — with strong, and, no doubt, fixed opinions; and he was used to having his own way. He was also not above using his proposed bequest as a lever as, for instance in 1925 when he asked Hinks for assistance in promoting the sale of the newly-published *John Cary* volume, and wrote that as a 'prospective benefactor [to the R.G.S.] — I hope a point may be stretched in my favour'.

Later in the same year he criticised proposals to restrict access to the R.G.S. Library to Fellows and threatened that if this policy were to be adopted 'it may involve my cancelling my present bequest to the Society, & the making of other arrangements for the future disposal of my collections.'

These intrusions into the affairs of the Society must have been most irritating to Hinks, but he seems to have held his tongue. After twelve months of ever more friendly correspondence with Heawood, Fordham seems to have mellowed and in June 1926 wrote to Hinks that

> if my affairs improve . . . & I have a good hay-time and harvest, I might be in a position to pay over the small sum of money . . . in support of my bequest . . . Indeed I might make up the gift to £200

But more storms were to follow.

In August 1926 Fordham read a paper to the geographical section of the British Association and complained to Hinks that he had been cut off before he had finished by the arrival of the Prince of Wales. Hinks replied, rather tartly, that Fordham's paper 'was a little too much of a catalogue for reading at the meeting, but you had your full half hour I think, having begun five minutes before your time.'

Fordham was quiet for three weeks, then he wrote

> My idea of paying over to the R.G.S. a sum of money . . . has now disappeared with the partial destruction of the harvest . . . Please consider my former letter as to the benefaction entirely withdrawn.

Now, it may be altogether true that his penury was the cause; but do we detect a little pique? Whatever the truth, a year later, in November 1927 Fordham had found that 'Altho' the agricultural situation does not improve, another source of income is now more hopeful, so that I have made up my mind to pay over the £200.' Two days later he amplified his ideas and added, rather charmingly, 'You will see that all this hangs together in my mind with a spice of personal vanity & of desire for posthumous fame in this little department of human interest'.

Then he added, rather less charmingly

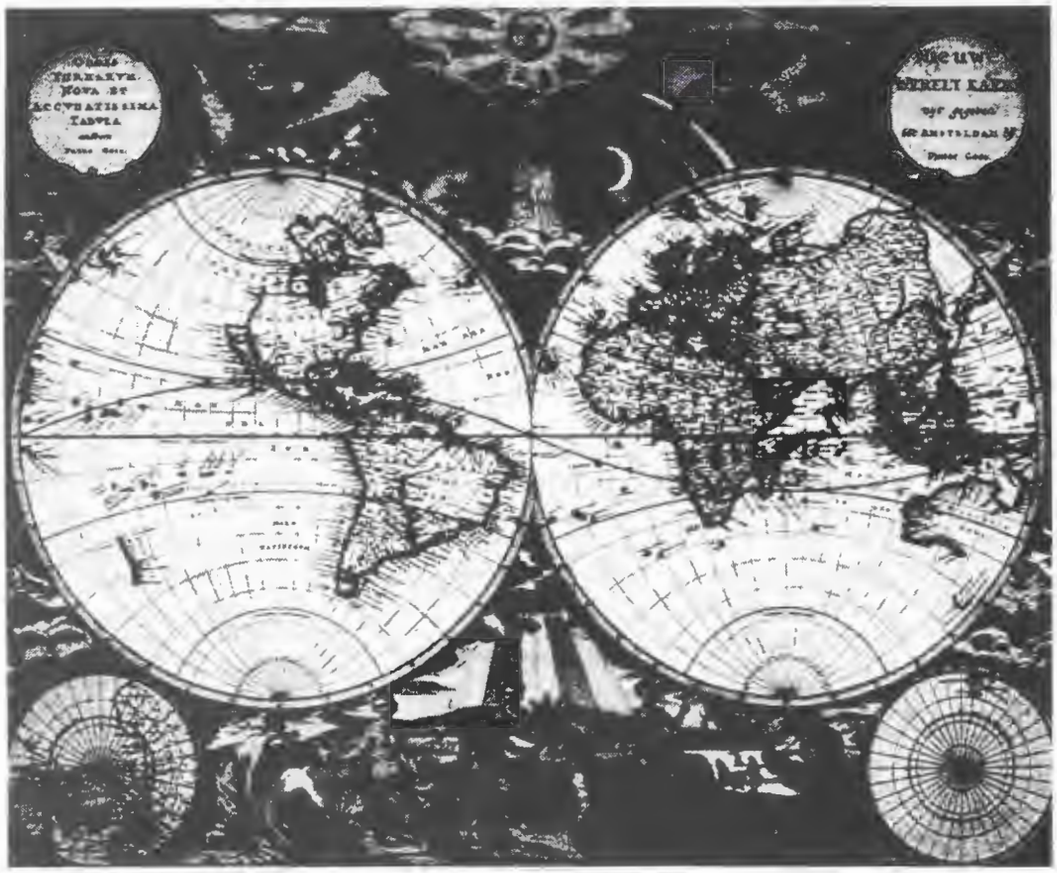
> PS If the Council have any hesitation in adopting my ideas —as I hope they will not — I would make other arrangements. I have hesitated, at different times, as to what would be best to do in this matter — the accessibility to students is a great point with me in respect of my special collections

This is, of course, a clear reference to

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the earlier quarrel about access to the R.G.S. Library. In his reply Hinks put his foot straight in it again. He welcomed the new offer but then noted that after three years the accumulated income would provide about £30 'as an honorarium for a lecturer'. Fordham erupted

> It is not specially a "lecture" — but a fund for the maintenance, improvement, cataloguing & "advertising" of my special collections, when you have them. That is the primary object. The secondary object . . . is the promotion of the study of carto-bibliography, as a science.

Almost unbelievably Hinks, in his reply, hoped that 'in the meantime we may prepare the interests of students by a lecture.'

Fordham sent the cheque for £200, but he remained displeased. In May 1928 Hinks, obviously trying to be pleasant following the receipt of the money, wrote 'I envy you working in the Library of the Paris Observatory: a building which I greatly love, having stayed there several times with the late Director.' Fordham replied 'The Observatory of Paris is an ugly building'.

In the same letter Hinks wrote: 'You have a wonderful habit of getting large pieces of work done, and I envy you very much'. Now here, of course, he had, probably unwittingly but certainly unerringly, found a sore point. Fordham replied

> I have never regarded my work as being in "large pieces", I have always considered what I managed to publish as rather in snippets, & as laying the foundations for more complete studies

The relationship deteriorated further. By what seems to have been a genuine oversight Hinks managed to omit any reference to Fordham's gift of £200 in the *Geographical Journal* and the Reports to Council. The cheque had been sent in November 1927 and thirteen months later, on Christmas Eve 1928 Fordham, unsurprisingly, lost patience and sent a most un-Christmas-like letter which he followed in the New Year by a two-and-a-half page letter of complaint ending

> To be frank in the matter. The Society's silence in the twelve months since I, with difficulty, managed to pay over . . . my little gift has made me doubt whether my collections will be any more welcome, & I have had some passing idea of altering my will in favour of some other body

Of course, this led to a letter of abject apology by Hinks, but Fordham was not to be mollified and took his complaint to the President of the Society.

On 10 January 1929 Fordham sent an unfriendly letter to Hinks ending with a mention of the imminent publication of his new book *Some notable surveyors*

> You will have a review copy so I have not arranged for a presentation copy for the Society's Library. My list of such copies is, in any case, already long enough, & I dare say, if you want another copy, you will be able to buy it

This was Fordham's final missile though, in February, Hinks sent another conciliatory note in which he, at last, withdrew the contentious idea of the lectureship as Fordham had wished all along. Fifteen days later Fordham died from pneumonia. It is clear that Hinks was fearful that he had managed to forfeit the bequest, and his relief when he heard from Fordham's son that Sir George had indeed left his collections to the Society is clear in his letters. So, for the R.G.S. the story ended happily.

Now, what is this collection that had such an eventful history?

As I have said Fordham spent about 28 years putting it together. He thought of it in terms of three collections. First, the road-books and itineraries; secondly, John Cary publications; and thirdly, items published by Cary's great rival Daniel Paterson. In all there are about 750 separate items. Geographically they cover a dozen countries but the great bulk relate to Britain and France. The earliest is a road-book published in Paris in 1553; the latest an English county atlas from 1885.

The collection is very varied, with something for almost everyone; but I must not dwell too much on a detailed description for fear that I shall merit Hinks's criticism of Fordham's paper which, you will remember, 'was a little too much of a catalogue for reading at the meeting'. In any case a modern catalogue of the Fordham collection is available from the R.G.S.

Instead I will concentrate on what I believe to be its great strength — its key importance: the collection of road-books and itineraries, and especially those relating to Britain. Compared with the extensive cartobibliographical work that has been carried out since Fordham's time on English county maps it is undeniable that the study of road-books and itineraries has been neglected. While those whom Francis Herbert has been known to refer to as 'the county map brigade' have pursued their interests, very little has been written about the English road-book. It may be argued that a road-book is not as decorative as an atlas, but it is self-evident that a modern and scholarly bibliography of these delightful productions is much overdue. When the time comes for the bibliography to be compiled, the Fordham collection, here at the R.G.S., with its rich holdings should be the first port of call for the bibliographer.

I should like to end on a personal note. When I worked on my bibliography of Hertfordhsire maps back in the 1960s Sir George Fordham's work on the same subject, written more than half a century before, served as my guide. At that time I read some of Fordham's letters, preserved in St Albans Library, and I remember very clearly that what came across was a strong impression of a scholar of great ability who was always ready to help others in their researches; and we have seen today that he was prepared to go to great lengths in his work of propaganda on behalf of cartobibliography. Thirty years later the preparation of this paper has been, for me, something of a voyage back in time and a considerable delight. Reading, and sometimes laughing out loud at the Fordham archive here at the R.G.S.; re-reading Fordham's works; but most of all having had, two weeks ago, the great good fortune of visiting, for the first time, Odsey Grange, Fordham's family home; and there being most kindly welcomed by Mr Jeremy Fordham and his wife. Jeremy Fordham is the present owner of the house and farm and is the great grandnephew of Sir George.

Yes, preparing this paper has truly been fun. Thank you, Sir George for inventing cartobibliography for the innocent pleasure of people like me. Thank you for leaving you collections to the R.G.S. so that we can all use them. And thank you, the audience for listening to me this afternoon.

DONALD HODSON

The Map that misled German tourists

Last summer in Copenhagen German tourists could often be seen staring in despair at a street plan of the Danish capital. Locals in a small and insignificant side street far from th city centre were amazed when Germans asked them: 'Excuse me, can you tell me where the royal castle is?'

Not surprisingly, many Danes began to wonder what was wrong with the Germans.

The mystery was soon solved. It was all the fault of the Copenhagen Tourist Board. In its free booklet *Copenhagen City Guide 95/96* (print run: 100,000), all the tourist sights are wrongly labelled. This official city plan places Amalienborg Castle, the residence of Queen Margrethe II, in a side street in the student quarter Nörrebro, where the social-democrat 'Workers Museum' is actually situated. The Geological Museum is on the Castle Square, and the famous 'Round Tower' that King Christian IV built specially for Tycho Brahhe in 1642 stands in the middle of the equally famous Gefion fountain. The huge National Museum is housed in the tiny City Museum. And the site of the National Museum is labelled as the seat of the Danish government and the Danish broadcasting authority.

The daily newspaper *Politiken* heard the story of the lost German tourists and went to town making fun of the Copenhagen Tourist Board. 'It is an old wartime stratagem to send the enemy the wrong way by turning signposts round. Although it is actually a long time since the Second World war came to an end, the City of Copenhagen has scored an exemplary success with this trick,' scoffed the paper. It advised all German visitors to get hold of an English city guide.

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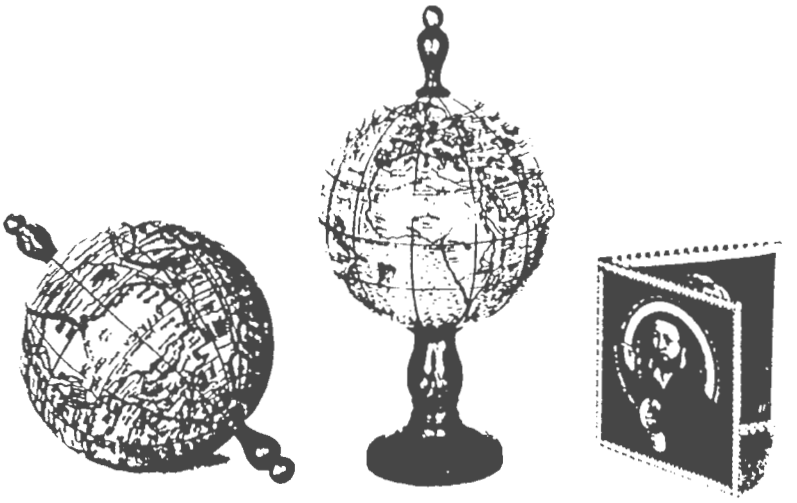
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KEY DATES

1519-22 Magellan's voyage. **1523-32** wood block for Magellan's gores made (engraver unknown). **1533** London, Hans Holbein copies and edits a Magellan's globe into his 'Ambassadors' painting. **1533** Jean de Dinteville returns home to 'Polisy' with painting (see 'Holbein's globe' or forthcoming book). **1600-1800** 'Ambassadors' painting 'restored' several times incorrectly depicting the Baccalaos peninsula as an island. **1808** 'Ambassadors' painting sold to Earl of Radnor for 1000 guineas (equiv. today **£31,515**) and in **1809** returns to England. **1885** Original gores sold by Rosenthal of Munich to Stevens of Vermont for £500 (equiv. today **£23,000**). **1898** Given to New York Public Library (see forthcoming book). **1890** Holbein's 'Ambassadors' sold to National Gallery with two other paintings for £55,000 (equiv. today **£2,609,750**). **1934** Spink, London, sell *rare* 'Magellan' globe to Greenwich Maritime Museum for approx. £750 (equiv. today **£22,500**). **1970** extensive research by Arthur Baynes-Cope proves the 'Spink' globe to be a fake - as well as other 'Magellan' globes found in important collections world-wide. **1995** Greaves & Thomas 'pull' Holbein's globe from canvas of 'Ambassadors'- globe depicts restored Baccalaos peninsula. **1995** Greaves & Thomas republish New York gores as 'Magellan's globe' –rrp. of **£115 inc. vat (saving of £22,385!)**. **1996** National Gallery restores Holbein's 'Ambassadors' -Restorer Martin Wyld uses Greaves & Thomas 'Holbein globe' as reference for restoration of Baccalaos peninsula. **1997** (Summer), accompanying book 'Magellan's globe' including: biography of Magellan; Baynes-Copes study of the New York gores (Imago Mundi 33); New research (Francis Herbert R.G.S.) as well as events surrounding the gores- possible makers etc. **1997** (Summer), accompanying book for 'Holbein's globe' including biographies of: Holbein; Dinteville; de Selve; Schoner; hidden meaning/symbolism (Robert Baldwin M.Litt,BA.); Events; Maps; etc.

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MATTEO PAGANO'S MAP OF THE BRITISH ISLES, 1555.

In the Winter 1996 *IMCoS Journal* I wrote about 14 rare sixteenth-century woodcut maps by the Italians Matteo Pagano and Giovanni Vavassore. The full title of the article was 'Something Old, Something New from Paris and Nancy: yet more early and rare Italiana including 14 maps by Pagano or Vavassore'. These particular maps were in a composite Italian atlas in the Sorbonne Library, Paris.

Photographs of the maps in this atlas, several unique, have now been received and in this issue I show the map of the British Isles by Matteo Pagano printed from two woodblocks. This map has not been reproduced before and although as a unique example it is unlikely to come the way of any collector it deserves a brief description.

It is derived from the seminal map of the British Isles published in 1546 by George Lily, a Catholic exile at the Papal court. Lily's map spawned a whole series of derivatives extending over almost 60 years, as listed in the attached table.

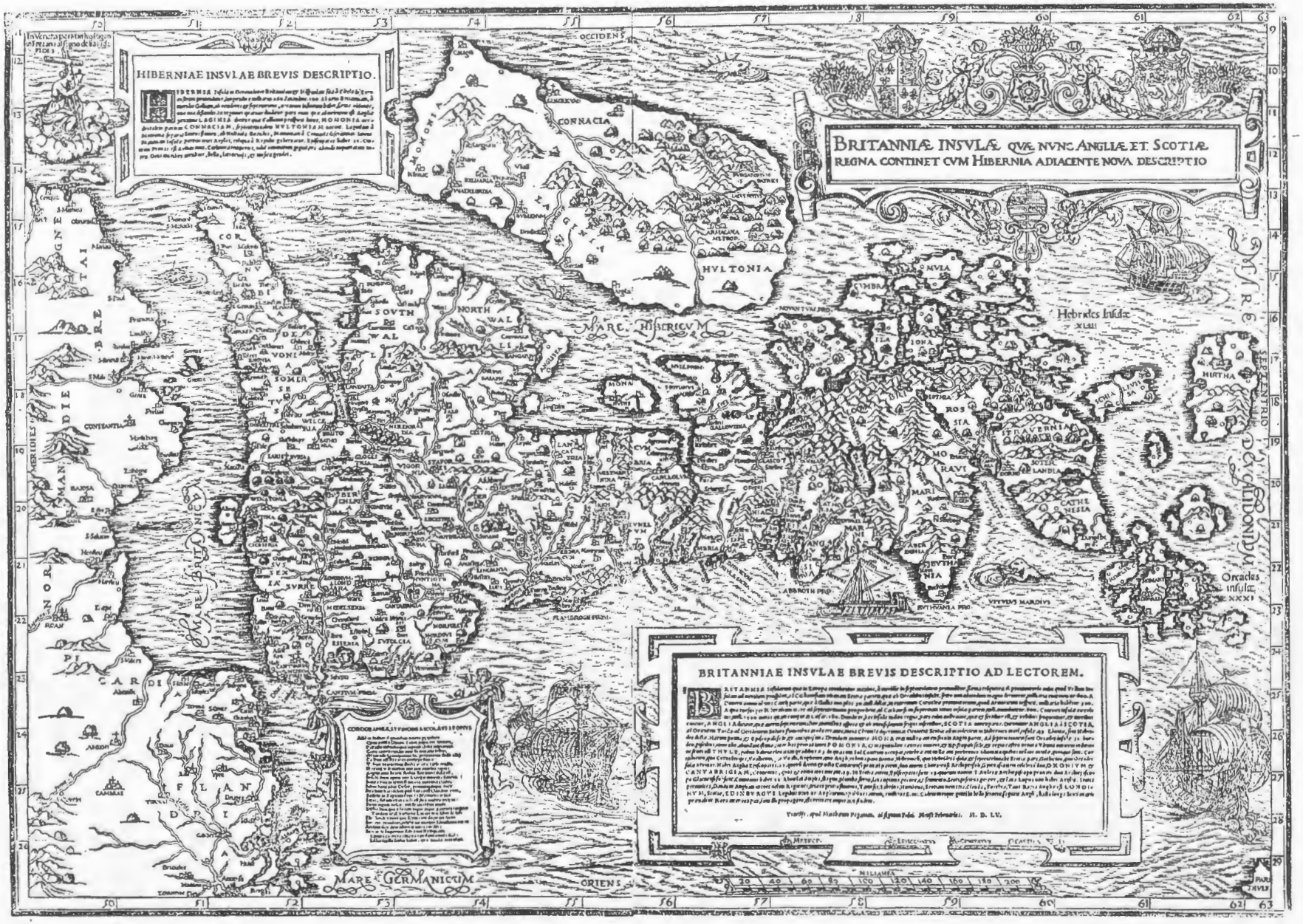
Italian Maps of the British Isles 1546-1602

1. George Lily, Rome, 1546 [original prototype]
2. Jan Mollijns, Antwerp, 1549*
3. Matteo Pagano, Venice, 1555*
4. Thomas Gemini, London, 1555 [second state of no.1]
5. I.H.S. [monogram] (1), Rome, 1556
6. I.H.S. [monogram] (2), Rome, 1556 [different plate to no.5]
7. Giovanni Vavassore, Venice, 1556*
8. Sebastiano di Re da Chioggia, Rome, 1558
9. Ferrando Bertelli, Venice, 1562
10. Giovanni Camocio, Venice, 1563 [has unidentified initials 'M R']
11. Anon, Venice, 1585 [second state of no.10]
12. Donato Bertelli, Venice, 1589 [third state of no.10]
13. Marcus Clodianus, Rome, 1589
14. G.R., Rome, undated--c.1589? [second state of no.13]
15. Giovanni Orlando, Rome, 1602 [second state of no.8]

Note: Those asterisked are woodcuts; the remainder are from copperplates. Pagano follows Lily's 1546 map more closely than any of the others.

Apart from the Antwerp woodcut by Jan Mollijns (1549), Pagano's map was almost certainly the next earliest derivative. It is dated February 1555, the same year as Lily's two original plates were brought to London and there re-issued by Thomas Gemini, one of the surgeons to Henry VIII.

The title is the same — 'Britanniae Insulae Quae Angliae Et Scotiae Regna



British Isles by Matteo Pagano, 1555, based on George Lily's map of 1546.
Size of the original 520 x 725 mm. Courtesy of the Sorbonne Library, Paris.

Continet Cum Hibernia Adiacente Nova Descriptio' — and although the size (520 x 725 mm) is slightly smaller than the original it is still considerably larger than the other derivatives. As with Lily's map, west is at the top. There is the same armorial design above the title, similar textual panels and identical topographical features. Even George Lily's emblem and monogram is retained at the foot of the main block of text, just above Pagano's imprint: 'Venetiis, apud Matteum Paganum, ad signum Fidei. Mense Februarius MDLV'. To the left of the main block of text Pagano has added a panel of text containing dedicatory verses addressed to Nicolaus Stopius and in the top left corner is a further imprint 'In Venetia per Matthio Pagan in Frezaria al segno della Fede'. Immediately below is an vignette of the figure of Faith holding a large cross, and in the sea just off Scotland is placed a large galley with lines of oars — a typical Venetian craft. Neither of these decorations appear on Lily's original.

As to be expected from blocks from Pagano's workshop, the wood cutting is of high quality, with no less clarity than the 1546 copperplate engraving. The unique impression in the Sorbonne happens to be a dark well-inked one giving an attractive appearance of robustness and solidity. The map is printed on strong paper and is in excellent condition. Pagano's Venetian contemporary Giovanni Vavassore sometimes copied his work but in this instance Vavassore's map of the British Isles dated 1558 is quite differently oriented with north at the top, perhaps following the examples with the Jesuit monogram 'I H S' which had appeared in Rome two years earlier.

It is unlikely that any comparable sixteenth-century map of the British Isles will come to light in the forseeable future.

NOTES:

1. The British Library Map Library has a microfilm of all the maps in theSorbonne atlas (presssmark RRa 72) and it is through the courtesy of the British Library that the illustration photograph has been provided.
2. Most of the derivative plates are illustrated in Rodney W Shirley, *Early Printed Maps of the British Isles 1477-1650*, revised edition, East Grinstead, 1991. In the description of Lily's 1546 prototype (entry 41) John Elder is mentioned twice as a possible source for the outline of Scotland but his name is inadvertently spelled 'Elden'.

RODNEY SHIRLEY

IMCoS at the Miami Map Fair

IMCoS was represented this year at the Miami Map Fair by our International Liaison Officer, Caroline Batchelor, already well known in the map world as she was our Membership Secretary for many years. The organisers kindly granted us a well-placed stand, and Caroline was able to renew old friendships, and introduce many newcomers to the Society. She reported that our US members would like to have more articles on American themes, but this is dependent on members sending material to the Editor. We welcome articles about the history of cartography and map collecting from all parts of the world, since they reflect our wide-spread membership, in more than fifty countries.

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IMCoS Bulletin No.1
Judging a Map's Condition

Compiled by Rodney Shirley

This pamphlet lists some considerations to be remembered when buying an antique map. When you buy from a reputable dealer, he (or she) should be able to respond satisfactorily to most of the questions asked. The same information may not be available if you buy from other sources and you, the purchaser, will have to make your own checks. For instance, at auctions the catalogue entry is likely to be abbreviated and may not adequately describe the condition of the map being offered.

A. Overall Impression

The first visual impression that a map gives to you is important. Does it strike a chord in terms of attractiveness, historical relevance, and interest? Does the map look and feel genuinely old? A positive first impression may be tempered later. However, a first impression which is unsatisfactory is not usually changed for the better.

B. Condition

Is the map undamaged and in clean condition? Here are some of the questions about possible imperfections to consider:

- Are there any wormholes, creases or tears to the paper? Have any of the margins been trimmed and then perhaps renewed? Is the centrefold worn? Can superficial creases or tears be easily repaired? More important, has any of the printed surface been lost?
- Has the map been repaired before or laid down on a backing? Always look at both sides against the light, and always take a framed map out of its frame for examination. Has inappropriate adhesive tape been used for repairs, or to secure the map to an old mount? If the map looks too white and pristine it may have been over-cleaned and possibly the paper has been unacceptably bleached.
- Is the paper discoloured by overall browning? Are there any stains such as those caused by wetness or candle wax? Can such stains be removed without the potential for causing wider damage? Is there any evidence of off-setting of the printing ink or of the colour pigments, if the map is coloured? Does text printed on the back of the map show through because of the thinness of the paper? Little can be done about these last two defects.
- Has the paper become brittle (e.g. as in the case of many 19th century maps) or has the paper been eroded by colour pigments (typically by oxidation of the old

copper sulphate used for the green pigment in 16th/17th century contemporary colour)?

- Is the printing dark and sharp? Be cautious about accepting a weak, faded or blurred printing impression. It is likely to be either a late state from a worn plate or a poor quality pull, resulting from insufficient ink or inadequate printing pressure. But bear in mind that in general printings from wood blocks are likely to be less sharp than those from copper or steel plates.

C. Multi-sheet maps

Maps printed from two or more plates may have had the sheets of paper joined to form a larger single item. Are the sheet joins cleanly aligned and is the printing uniform? In the case of wall maps, the sheets are likely to have been laid down on thicker paper or on canvas. Is the backing secure and appropriate in relation to the map's age and condition? Are the supports (e.g. rollers) strong? Nineteenth-century wall maps were often varnished and this has sometimes led to discoloration and cracking.

D. Historical information

An appreciation of the historical information on a map will help indicate whether it is an early or a later state. A first state, or one with a short lifetime representing a limited print run, may be of greater value; on the other hand a later state which includes additional information may be of greater geographical importance.

There are four areas of the map to examine in detail:

- Does the title give the name of the map maker, and possibly his address? There may also be a named dedicatee. Sometimes the dedicatee's title or heraldry may provide a pointer as to the map's date.
- Is there an imprint which gives the name of the publisher or map maker, and his address? A date may appear in either the title or imprint.
- Can the name of the engraver be discerned, usually inscribed somewhere along the foot of the map, or within a decorative cartouche?
- Is there a page number or text on the verso which may help to identify the edition of the atlas or book from which the map derives and hence the date of printing?

With the aid of a good reference book, these four indicators may help show whether the map is a first state, or a later issue where some or all of this information has been amended or erased. No great reliance should be placed on the date, which (for instance in maps by John Speed) may be retained for many years after the first printing. Thus, a map can never be older than the date it shows but it may have been issued many years later.

Depending on the local knowledge of the viewer, the topographical information on the map should also be scrutinised carefully to determine if there have been additions or amendments. Parts of the map may have been re-drawn or (for instance on nineteenth-century maps) new railway lines inserted. These changes may provide clues as to the map's actual date.

Manuscript annotations on a map's surface can adversely affect its appearance. Conversely, they may add to its interest; e.g. sailing notes on a sea chart or relevant contemporary marginalia. Provenance marks may be those of an important owner or institutional collection.

The paper on which the map is printed should be examined to see if the watermark is discernible. Not all paper was watermarked, and sometimes the detail may be obscured by colour. Some papers (usually post-1800) are conveniently dated. With the help of one of several standard reference works the watermark should if possible be confirmed as appropriate to the date and national origin of the map. It needs to be remembered, however, that genuinely watermarked paper might be stocked and then used many decades after its production.

E. Colour

With a few notable exceptions all maps published before the 1830s were printed in black ink only. Colour may have been applied shortly after first printing (contemporary colour), or at any time subsequently. Not all contemporary colour was well applied and a map apparently in early colour may have been enhanced by a later owner. In addition, the tints may have faded and some colours (especially green) may have eroded the paper underneath or have offset. The existence of colour offsetting, or erosion of the colour green, is usually a reliable indicator that the colour is old, but lack of these features does not necessarily mean that the colouring is modern.

Contemporary colouring techniques varied by country and over time, and there are no absolute rules for evaluating colour in relation to a map's condition. Also, since the 1950s many loose maps have been coloured by dealers or by professional colourists (modern colour). Sometimes modern colour is so well applied as to be almost indistinguishable from contemporary colour. In other instances, poor modern colour seriously detracts from a map's condition.

'Good' colour is appropriate to the national origin of the map and its date, and enhances the appearance of a map without obscuring the fineness of the engraving. Contemporary colour was rarely applied to Italian and German 16th-17th century maps whereas it was more commonly applied to Dutch maps from the 1570s-1730s, and to some French maps of that time. The finest examples were executed by professional colourists and enhanced

with gold. German maps by Homann, Seutter and Lotter (first half of the 18th century) were typically wash coloured with the cartouches left uncoloured. Early coloured maps from English atlases are scarce, until the latter part of the 18th century when tinting became more common. Very few maps derived from books of geography, history or travel were contemporarily coloured, in whichever country they were published.

In assessing the colour of a map as a factor of its condition, the viewer must make his or her own judgement as to whether the map's colour is appropriate to its age and origin, and whether its condition is thereby visually enhanced. In many cases a sharp black ink (uncoloured) impression may be the most desirable state to have.

F. Authenticity

Examination of the paper on which the map is printed, the visible watermark, and the printing method used may possibly raise questions as to a map's authenticity. Guidance on distinguishing a genuine map from a fake or a modern facsimile is given in IMCoS Bulletin no.2.

G. Summary

It is for each viewer to determine whether a map, whatever its condition, represents value for money. Seekers after mint condition, as in all antique fields, usually have to pay a high price. Maps were made to be handled, and evidence of fair wear should not necessarily discourage a purchaser. There may be a chance to upgrade the quality by buying an example in finer condition later on.

The IMCoS Series of Occasional Papers

Following the publication last year of the first IMCoS Bulletin, *No. 3 Looking after Antique Maps and Prints*, we now issue the second, *No. 1 Judging a Map's Condition*, compiled by Rodney Shirley with Hans Kok. It appears here as part of the Journal, but will be sent to all members as a separate 6-page leaflet with the Summer issue of the Journal. The separate issue will have space for dealers to add their name, and they are welcome to make copies to give away to customers, to help new collectors look after their collections. Copies are also available for purchase from the Editor, at £0.50 each. The following titles are planned:

1. Judging a Map's Condition
2. Distinguishing Fake from Real
3. Looking after Antique Maps and Prints
4. Photographing your Maps
5. Framing & Hanging Maps
6. Small Repairs to Antique Maps
7. Cataloguing Map Collections
8. Insurance for Map Collections
9. Libraries & Museums with Maps
10. Map Societies Worldwide

The Interpretation of Cartographic Publishing Imprints: The case of the Wylds

In my article on the 'Wyld Family Firm' in *The Map Collector* (55; 1991), I noted the confusion concerning the location of the Wylds' various business premises. A study of authorities reveals contradictions concerning addresses and dates of occupation, which are not resolved by reference to Post Office and other contemporary directories. In fact, directories often further confuse understanding by introducing more contradictions. Directories frequently contradict each other concerning addresses in a particular year. Conflicting addresses may even appear in the same directory for a single year. Misprints and misinterpretations of address are also frequently apparent, as are other errors such as Wyld being referred to as 'Wild' and 'George Wyld'. In the case of the Wyld premises, an extensive search of London directories has yielded several addresses which disagree in a number of years.

Evidence of location is also offered by the firm's imprint addresses. However, the interpretation of map imprints and their use as evidence of a firm's whereabouts is fraught with difficulty. Cases are known in carto-bibliography in which a change of premises has been recorded in an imprint alteration without any change of date, thus locating a firm incorrectly at a specific date.[1] Conversely, an imprint might be re-dated without an appropriate alteration of address, producing a similar falsehood inviting misinterpretation. The nature of the Wylds' imprints warrants discussion as a comment on the interpretation of imprints generally and on the locational habits of map-publishing firms. The problems and dangers of imprint interpretation are highlighted by relating the firm's imprints to its movements which have been reconstructed from a variety of primary sources.

Wyld Senior completed his apprenticeship under William Faden in 1811, being made free as a map seller of Shepherds Market. Possibly he subsequently occupied Faden's premises along with Faden for a handover period prior to the latter's retirement in 1823.

Wyld certainly took over Faden's business and premises at 5 Charing Cross[2] in 1823,[3] leasing them from the Bethlem hospital which owned Nos. 5–9 inclusive. Faden's imprints had usually given his address simply as 'Charing Cross' referring to the T-shaped road junction of that name. The numbering of Charing Cross at this time was confusing since both the north and the south side were numbered from 1–10, with the southern numbering extending further, running from Northumberland House at the south-west corner of the Strand south towards Whitehall, then on the other side of the road north to Cockspur Street. Throughout most of its life the Wyld firm was also to use just 'Charing Cross' or 'Charing Cross East' to identify the general area or street where its premises was or were to be found, thus creating the difficulties which face the cartographic historian trying to trace the firm's movements.

Wyld's address at 5 Charing Cross continued to appear in directories until 1832.[4] At this time the area was in the

process of being redesigned and redeveloped in order to create Trafalgar Square and its environs, and, thus, open up 'the noble portico of St. Martin's church'. Nash's improvement scheme necessitated 'the removal of the whole of the lower part of St. Martin's Lane, and the improvements were extended in the direction of the Strand.'[5] Consequently, the Commissioners of Woods, Forests, and Land Reserves bought up '515 houses and buildings in and near Charing-Cross, St. Martin's Lane, and the Strand', in preparation for demolition as far east as No. 364 (inclusive) on the north side of the Strand. Wyld was one of the last seven, along with John Dobree, pawnbroker, at 3 Charing Cross, of the 'Leaseholder's and Occupiers' Interests' to sell out to the Commissioners. On 21st May 1831, he settled for £405 for the lease on 5 Charing Cross which was not due to expire until 'Lady-day 1843'.[6] However, the sale of the lease did not mean that Wyld and others had to vacate their premises immediately because the Commissioners let the premises after purchase pending demolition. Nos. 1 and 2 on the north side of Charing Cross disappeared from the directories in 1831, No. 3 in 1832 by which time all the buildings to the west of Wyld's premises had been demolished, and Nos. 5–10 in 1833.[7] Although Wyld moved from Faden's old premises c.1832/33, the address '5 Charing Cross' continued to be quoted in the firm's imprints until at least c.1842.

There was and is much confusion concerning the Wyld firm's whereabouts in 1833 following the move. Directories variously re-locate it at 5 Charing Cross East, 5 Charing Cross South and 6 Charing Cross East. In fact, it seems that Wyld moved into the prestigious, newly-completed triangular block at the westernmost end of the north side of the Strand, bounded by Trafalgar Square and Duncannon Street (which began to be occupied from 1833 according to the directories). In this new block 'Mr. Nash assigned stations for the Vicar's House, the Athenaeum, and the Golden Cross inn, with its extensive stables.' A new Golden Cross Hotel replaced the earlier inn, located behind Wyld's premises at 5 Charing Cross 'at the door of which Charles Dickens represents Mr. Pickwick to have had the memorable encounter with the philosophic cabman.'[8] The original inn, demolished along with Faden's old premises, had 'stood several yards to the west of its present position, and was removed to make way for the laying out of Trafalgar Square.'[9] Wyld occasionally specified his new location exactly as '5 Charing Cross East' in imprints but more commonly simply generalised his address as 'Charing Cross East', as did some of the directories.[10] Confusion is clearly encouraged by the close similarity between Wyld's old and new addresses.

Although the westernmost section of the Strand was still commonly referred to as 'Charing Cross East', it seems that the eastern spur of Charing Cross had officially disappeared in the redevelopment.[11] Directories make it clear that Charing Cross East and West Strand were the same stretch of street, e.g. 'Charing cross east. See west end of Strand'; 'Charing cr. West Strand'; 'Charing cross East, Part of West Strand'. The addresses were commonly interchangeable both at the time of redevelopment and, to a lesser extent, later.

Robson's directory of 1834 reveals this duality of address by placing Wyld at 5 Charing Cross East in its trade section and at 454 West Strand in its street directory. By numbering in reverse from the last building in West Strand, 454 West Strand becomes 5 Charing Cross East. No. 454 Strand appears in the directories as Wyld's premises from 1834, being occupied by the firm until 1852. Although the address 454 West Strand gradually deposed the older 'Charing Cross East' address in directories, particularly after the later 1830s, Wyld apparently never used this specific form of the address in his cartographic imprints.[12] However, 'Charing Cross East' in imprints is sometimes clarified as 'nearly opposite Northumberland House', later as 'opposite Northumberland Street', and, most specifically, as 'Four Doors from Trafalgar Square'.

From 1853 to 1883 Wyld's address is given in directories as 457 West Strand which was the last but one premises at the westernmost end on the north side of the Strand. Prior to 1853, No. 457 had been occupied by a variety of traders, including G. Watkins, 'importer of pictures', John Plummer, 'bookseller', Francis Coghlan, 'bookseller', Frederick Williams, 'tobacconist', Gawan Thomas, 'truss maker', and the 'E. & W. Lond. Coal Co. Western Office'. No. 454 West Strand was subsequently occupied in the 1850s by the Manchester & London Life Assurance & Loan Association and the London General Omnibus Co.

The location of 457 West Strand was clarified in imprints, as for 454, as 'opposite Northumberland Street' and later as 'next door to the Post Office', the 'General Post Branch Office' being the westernmost building (Nos. 458/459) of West Strand. Despite this move three premises back westwards along the Strand, Wyld generally still noted his address only as 'Charing Cross East'.

By about 1862, the firm was also established at 11–12 Charing Cross which was on the eastern side of the southern spur running into Whitehall. The firm occupied these premises until its demise in 1893. These premises were sometimes identified as being 'next door to the National Bank' which was located at 9/10 Charing Cross. This address was usually separately specified in imprints, particularly of newly-published material. Later, it was specified as '11–12 Charing Cross East S.W.'

Thus the firm's general imprints of 'Charing Cross' and 'Charing Cross East' covered premises at 5 Charing Cross, 454 West Strand (5 Charing Cross East), 457 West Strand, and sometimes 11–12 Charing Cross, all in the same tiny area, which were occupied either consecutively or concurrently. Additional premises, usually separately specified in imprints, were also acquired in the traditional heart of London map selling[13] at 2 Royal Exchange c.1845.[14] These remained in use until the firm was wound up, but other, possibly temporary, premises at 210 Regent Street seem only to have been occupied c.1839–41.

NOTES

1. Campbell, T.: 'Understanding engraved maps' in *The Map Collector*, 96; 1989.
2. As with the location of the Wylds' premises, there has been confusion over the precise location of the premises which Faden took over from Thomas Jefferys. Jefferys used a variety of de-

PREMISES OF THE WYLD FIRM

Post Office and other directories		*Authority*
	Corner St. Martin's Lane	pre 1823 Tooley: Dict.
Robson 1824	3 Charing Cross	
1825–1832	5 Charing Cross	1823–c.1830/32 How.
	Imprints place the firm at this address from 1823 until at least c.1842.	
Critchett & Wood 1824–1828	5 Chancery Lane (almost certainly an error)	
Robson 1830–32	51 Charing Cross (certainly a misprint)	
Robson 1833–1834	5 Charing Cross East	pre 1823 Tooley: Dict.
	Imprints place the firm at this address c.1838–1850.	
Pigot 1832–1834	5 Charing Cross South	
Critchett & Wood 1834–1836	Charing Cross East	
Kelly 1837		
Critchett 1833	6 Charing Cross East	1832–1839 Boase
c.1833–1852	454 West Strand	1836 How.
		1839–1852 Boase
		1841– How.
Robson 1838	434 Charing Cross East (certainly a misprint of 454)	
c.1852–1883	457 (West) Strand	1823 Tooley: Dict.
		1835–1860 Tooley: Dict.
		1836–1883 Tooley: Africa
		1852–83 Boase
1839–1841	210 Regent Street	1839 Tooley: Dict.
		1839 How.
c.1845–1893	2 Royal Exchange	1841–1893 Tooley: Africa
		1841–1891 How.
		1845– Boase
		1846–1889 Tooley: Dict.
c.1862–1893	11–12 Charing Cross	1854 Dict. Nat. Biog.
		1862– Boase
		1863–1889 Tooley: Dict.
		1863–1893 How.
	Imprints place the firm at this address c.1862.	

BUSINESS PREMISES OF THE WYLD FIRM

Thomas Jefferys

In partnership with William Faden until Jefferys's death in 1771. Premises at 487, Strand, which were described as being at the corner of St. Martin's Lane, Charing Cross.

William Faden

Continued in business as a publisher until his retirement in 1823. Moved premises in 1799/1800 from 487, Strand to probably larger accommodation at 5, Charing Cross, four doors from the south-western corner of St. Martin's Lane.

James Wyld I (1790–1836)

Acquired Faden's business in 1823. Premises at 5, Charing Cross from c.1823 until c.1832/33 when they were about to be demolished. New premises occupied c.1833 in a new building at 454, West Strand which also had the address 5, Charing Cross East.

James Wyld II (1812–87)

Joined his father's business c.1830, the firm trading as 'J. Wyld & Son'. Occupied premises at 454, West Strand until 1852. Premises at 454, West Strand until 1852. Premises at 457, West Strand from c.1852 to 1883. Additional premises acquired c.1845 at 2, Royal Exchange, remained in use until the firm was wound up. Also acquired 11–12 Charing Cross c.1862 until 1893. Premises at 210, Regent Street were probably temporary c.1839–41.

James John Cooper Wyld III (1845–1902)

Took over business on his father's death in 1887. The firm closed c.1893 when the business and stock were acquired by George Washington Bacon.

scriptions to identify the location of his premises: 'corner of St. Martin's Lane'; 'St. Martin's Lane, Charing Cross'; 'Charing Cross'; 'Strand'; 'near Charing Cross'; 'at the corner of St. Martin's Lane; in the Strand'; and so on. However, his most common description of his location was at 'the corner of St. Martin's Lane (near) Charing Cross' which he used extensively in imprints and catalogues as well as on his trade card. Whilst occupying these premises, Faden also noted his address as the 'corner of St. Martin's Lane'.

The confusion has arisen because it has never been understood that in 1799 or 1800 Faden moved from Jefferys' old premises at the corner of St. Martin's Lane to different premises at 5 Charing Cross. The exact date of the move is uncertain because the St. Martin's parish poor and paving rate books offer conflicting evidence. Directories locate Faden at 487 Strand ('near Charing-cross'; 'Strand, Charing-cr.') until 1800 and thereafter at 5 Charing Cross. Since the rates on 5 Charing Cross were very much higher than those on the premises at the corner of St. Martin's Lane, it appears that the move was made in order to acquire larger accommodation.

Thus, I. Darlington & J. Howgego in *Printed Maps of London circa 1553–1850* (1964; rev. ed. 1978) muddle the two premises when they equate 'the corner of St. Martin's Lane, Charing Cross' with Faden's 'shop . . . four doors from the corner'. Directories consistently place Faden at 5, Charing Cross and nowhere else in the 1800s and the location of those premises four doors from the corner of St. Martin's Lane is confirmed by the issues of Horwood's map of London in 1792–909, 1807, 1813 and 1819 (for a facsimile of Faden's third edition of the map—1813—see: *The A to Z of Regency London*. Introduction by Paul Laxton. London Topographical Society Publication No. 131; 1985). Since Faden was prepared to make extensive up-dating revisions to the original built-up area of the map as well as introducing additional sheets, it is certain that his re-issue shows the correct contemporary numbering of the property which housed his premises. Hence, the premises occupied by Faden that Wyld took over were at 5 Charing Cross which was located four doors from the south-western corner of St Martin's Lane rather than at the corner itself.

Likewise, 5 Charing Cross has been confused with No. 487 Strand which was the most westerly property on the north side of the Strand at this time and was located at the south-eastern corner of St. Martin's Lane. J.B. Harley in 'The bankruptcy of Thomas Jefferys: an episode in the economic history of eighteenth century map-making' (*Imago Mundi*, 20:; 1966) states that Jefferys moved in 1750 to '5 Charing Cross, where he remained until his death in 1771 (and where he was succeeded by William Faden)'. A footnote explains that this shop 'was on the north side of the Strand (No. 487) and four doors from"The Corner of St. Martin's Lane"' Thus 487 Strand is again confused with 5 Charing Cross. R.V. Tooley in his *Dictionary of Map-makers* (1979) similarly muddles addresses in his entries for Jefferys: 'St. Martins Lane 5 Charing Cross with shop 487 Strand'; Faden: 'Corner of St. Martin's Lane, No. 5 Charing Cross'; and Wyld: '1823 took over Faden's Shop and address 457 [sic] West Strand' and 'Corner of St. Martins Lane, 5 Charing Cross East'.

Maxted, I: *The London Book Trades 1775–1800* (1977) notes the following addresses and dates for Faden from directory and other sources:

5 Charing Cross 1711–1823
Corner of St. Martin's Lane 1783–1785 (Pendred)
487 Strand 1780 (Lowndes)–1800 (Pendred)

However, he then erroneously concludes that 'All these addresses presumably refer to the same premises'. He agrees that Wyld succeeded Faden in his shop on the latter's retirement in 1823.

In the records of the Clothworkers' Company, Faden is variously referred to as 'Map and Print Seller of St. Martin's Lane, Charing Cross' (1782) and 'of Charing Cross' (1787–1804). Ordnance Survey documents unspecifically identify Faden as being both 'of the Strand' and 'of Charing Cross'.

As explained, Faden moved from 487 Strand, at the corner of St. Martin's Lane, to 5 Charing Cross in 1799/1800. At the time of the sale of property in the area to the Commissioners of Woods, Forests and Land Reserves 1828–31, prior to demolition in order to create Trafalgar Square, Wyld occupied 5 Charing Cross and 487 Strand was owned by Rev. James Taylor and leased by George Purse, silversmith.

3. Incorrectly, Faden continues to be noted at 5 Charing Cross in Pigot's directory until 1824 and Critchett & Wood's directories until 1828, with, in the latter case, Wyld at 5 Chancery Lane.

Critchett relocated Wyld to 5 Charing Cross only in 1829 when Faden disappeared from those premises in his directory. However, the date of the change of occupation of the premises is confirmed in the St. Martin's parish poor rate accounts for 1823 where Faden's name is crossed through and 'Mr Wylde' substituted.

4. Directory addresses at '5 Chancery-Lane' and 3 and 51 Charing Cross must be assumed to be errors without any further evidence.
5. Gentleman's Magazine, March 1831. A map of the 'Improvements in the Strand and Charing Cross' portrays the re-planned area.
6. *The Ninth Report of the Commissioners of His Majesty's Woods, Forests and Land Reserves . . . 10th August 1832.* Appendix 14A.
7. George Scharf's sketches of Charing Cross show the north side of Charing Cross in the process of progressive demolition. See: Barker, F. & P. Jackson: *The History of London in Maps* (1990).
8. Walford, E.: *Old and New London* (1873–78).
9. *Ibid.* A similar example of relocation from the north side of West Strand to this new triangular block at this time is provided by 'an old house of business, Messrs. Gardner's, which has been established in the Strand for a century and a quarter' (Fry, H: *London in 1880* (1880)). Thomas Gardner, 'oilman', moved from the old No. 484 Strand to the new No. 453, which was actually further west. Even when map publishers did give specific addresses in imprints, interpretation can be complicated by renumbering of property. For example, compare the location of No. 456 Strand as shown on Horwood's plan with its position on Sulman's map of 'The Strand from Charing Cross to Fleet Street' in H. Fry (op. cit).
10. The commonplace sharing of all or parts of premises could well explain the confusion between nos. 5 and 6 Charing Cross East to be found in directories. These premises were adjacent in the new triangular block. Wyld seems to have shared these premises for at least a time with John Rastrick, civil engineer. No. 6 Charing Cross East should not be confused with the 6 Charing Cross occupied by Edward Stanford 1852–73 which was on the eastern side of Charing Cross running south to join Whitehall. Stanford's premises, which were a few doors north of Wyld's premises at 11–12 Charing Cross, were purchased by the Metropolitan Board of Works in order to construct Northumberland Avenue. Stanford then moved across the road to the west side to 55 Charing Cross.
11. Map evidence clearly illustrates this. See, for example: John Shury: 'Plan of London from Actual Survey . . .' (1832); George Frederick Cruchley: 'New Plan of London, Improved to 1832' (1832); Edward Mogg: 'New Plan of London' (1837); Benjamin Rees Davies: 'London. 1843 (1843); Kelly & Co.: 'Map of the London Postal Districts' (1860); Edward Weller: 'The Environs of London' (1862); Edward Stanford: 'Stanford's L:library Map of London and its suburbs' (1862). See also relevant Ordnance Survey sheets.
12. Robson's directory of 1838 notes Wyld's address as 434 Charing Cross East in its commercial section. However, in the street key, the premises are correctly located at 454 West Strand and 434 West Strand is identified as being occupied by W.B. Tiffin, Printseller.
13. Worms, L: 'Mapsellers at the Royal Exchange. Part One: Before the Great Fire' (*The Map Collector*, 34; 1986); Worms, L: 'Mapsellers at the Royal Exchange. Part Two: 1666 to 1714' (*The Map Collector*, 35 1986).
14. Wyld probably moved into these premises when the Royal Exchange was opened after rebuilding following the fire of 1838 which destroyed the building.

Additional References for the Table 'Premises of the Wyld Firm':

Boase, F: *Modern Englsh Biography*, Vol III (Truro: Netherton & Worth for the author; 1901) [and reprint: Gordon Press]

Howgego, J: *Printed Maps of London circa 1553–1850.* 2nd rev. edn. (Folkestone: Dawson; 1978)

Toooley, R.V.: *Collectors' Guide to the Maps of the African Continent and Southern Africa* (London: Carta Press; 1969)

Tooley, R.V.: *Tooley's Dictionary of Mapmakers* (Tring: Map Collector Publications; 1979)

ACKNOWLEDGMENTS

Thanks are due to Laurence Worms of Ash Rare Books whose research on William Faden for the *Missing Persons* supplement (1993) to the *Dictionary of National Biography* has unearthed new information concerning the location of Faden's premises.

DAVID SMITH

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18th-19th Century Table & Pocket globes

English County Maps in Jansson's *Atlas Minor*

This note is concerned with the maps of the counties of Cambridge, Cumberland, Devon, Essex, Hereford, Norfolk, Oxford and York, which first appeared in an edition of the Mercator-Hondius *Atlas Minor* in 1648, and the plates of which have an interesting subsequent history.

Following his publication of an enlarged folio edition of Mercator's *Atlas* in 1606, Jodocus Hondius engraved a new set of plates for a pocket edition, which was issued the following year as the *Atlas Minor*. Like the large *Atlas* this contained British, including regional, maps but no maps of individual counties.

In 1628 a new version of the *Atlas Minor* was published by Johannes Janssonius, with a new set of plates, which quickly went through several French, Dutch, Latin and German editions. It was in the German edition of 1648 that for the first time English county maps, but only the eight mentioned above, were included. The plates were engraved by van den Keere, who had already produced one series of miniature county maps much earlier; it would seem probable that a complete county series was intended, but that these plates were the only ones to have been engraved prior to van den Keere's death in about 1646 (Fig. 1).

Skelton[1] refers to these eight county maps as having been included first in the 1651 German edition of the *Atlas Minor*, but appears to have overlooked a reference in Koeman to an edition of 1648.[2] Although the maps in the two editions are the same they can be readily distinguished; the line of printed type 'VON ENGELANDT' above the maps is 600 mm wide in the earlier version and 800 mm in the later; also the text on the reverse of the maps differs slightly, one feature being the use of the word for town, 'Stadt' in 1648 and 'Statt' in 1651.

The plates for the maps next appear some 60 years later in the ownership of Pieter van der Aa, and it is a matter of conjecture what happened to them in the meantime.[3] There is some evidence that some intermediate publication may have been intended, based on changes to a plate which appear to have been made and then erased, but if so it has not been traced.[4] Many of Janssonius's plates passed to Frederick de Wit before being acquired by van der Aa, but I have not found any reference to county maps in any of de Wit's publications.

When the maps do appear again considerable alterations have been made to the plates. Most obviously English and Latin words were changed by van der Aa into French, so that, for example, County becomes Comté, Milliaria Anglica becomes Lieues d'Angleterre, Mare Germanicum becomes Mer Du Nord, and so on. In 1714 he produced a nine part Atlas under the name of *L'Atlas Soulagé de Son Gros et Pesant Fardeau*, Part 4 of which comprised twenty-six British maps, including the eight maps of the British counties (Fig. 2).[5]

It is clear from his catalogues and from advertisements contained in his Atlases that van der Aa made up atlases and sold his maps in various combinations, and the British maps contained in the *Atlas Soulagé* were offered separately

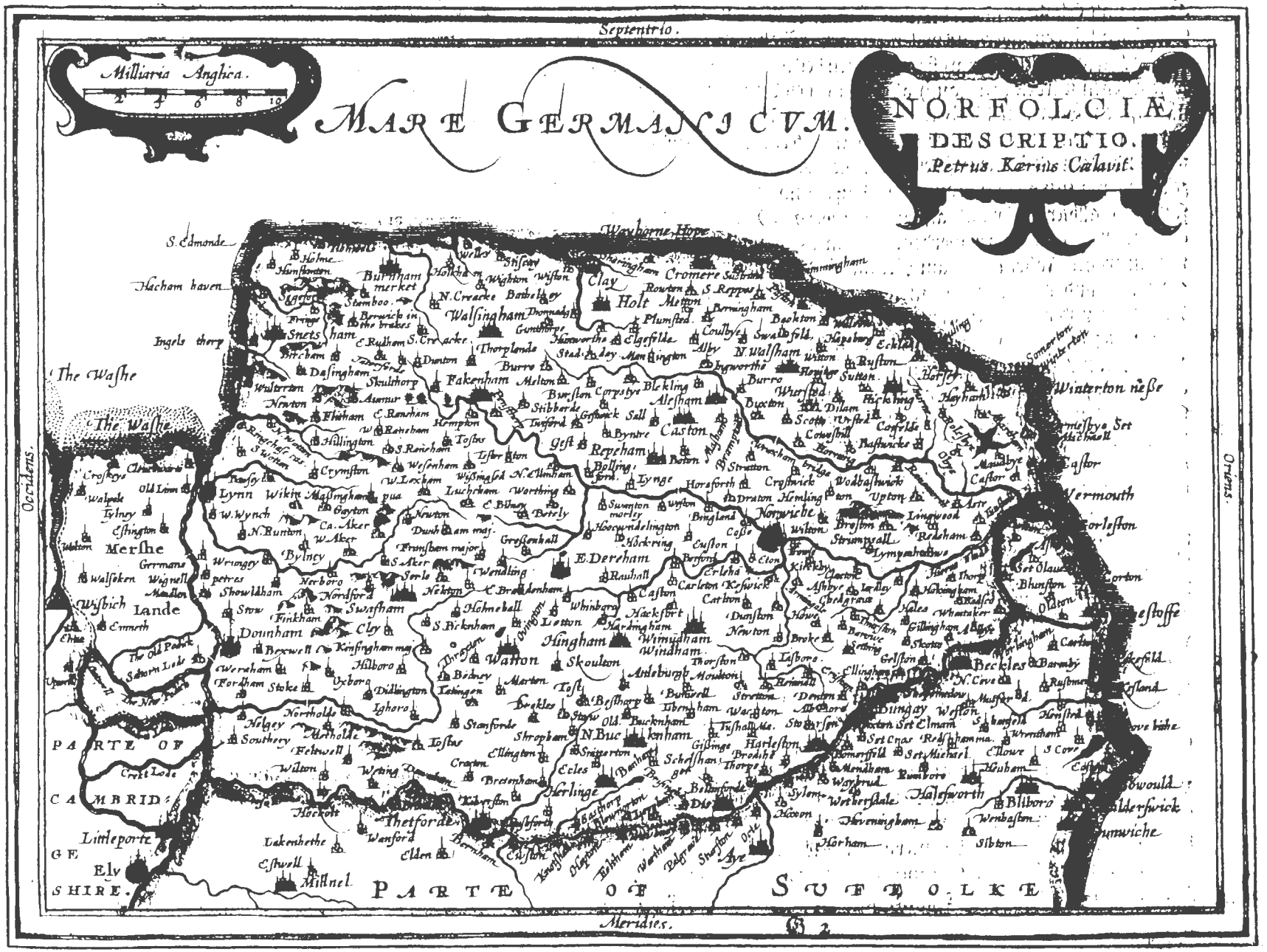


Fig. 1. Norfolk, Atlas Minor, German edition, 1648. (Raymond Frostick's collection.)



Fig. 2. Norfolk, Van der Aa, L'Atlas Soulagé, 1714. (By permission of the University Library, Leiden, Atlas 661.)

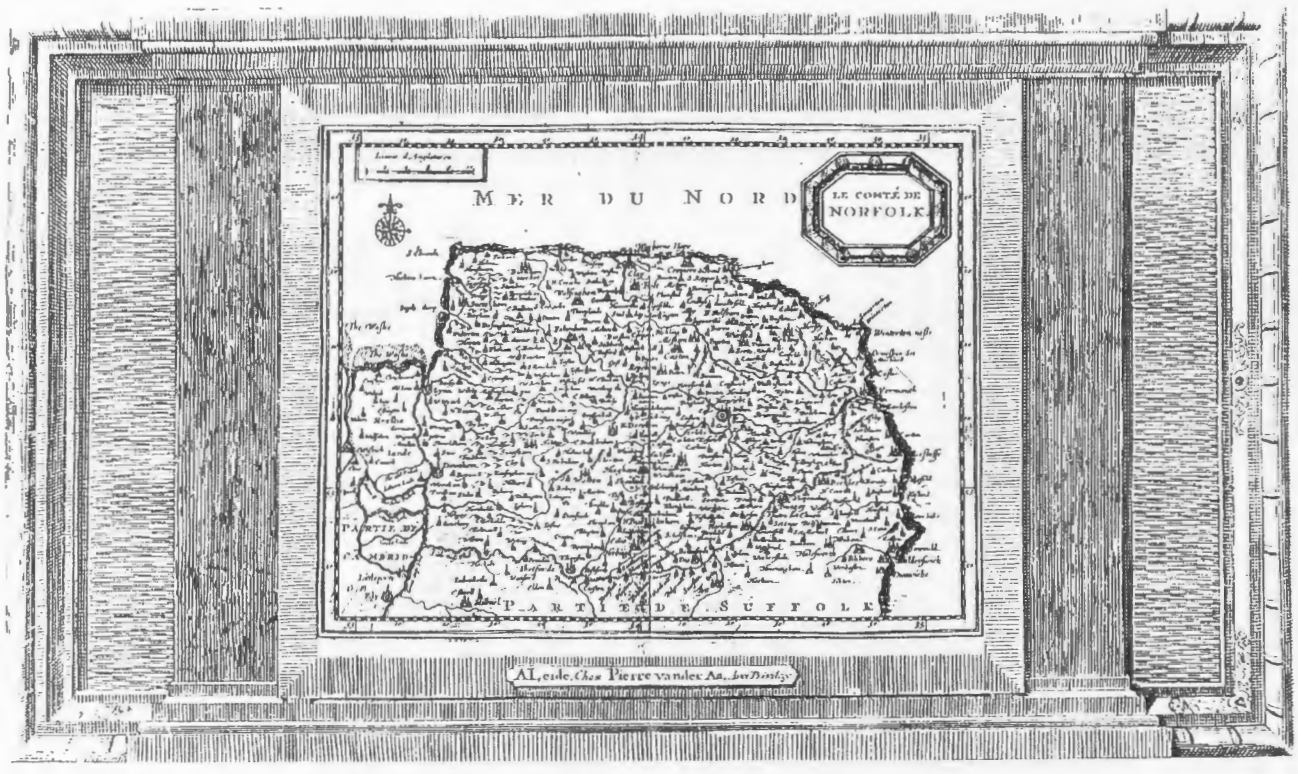


Fig. 3. Norfolk, Van der Aa, La Galerie Agréable, 1729. (R. Frostick's collection.)

over a number of years as a *Nouvel Petit Atlas . . . de la Grande Bretagne et Irlande*,[6] although I have not yet been able to trace an atlas in this form.

Van der Aa next used the *Atlas Minor* plates in his massive twenty-seven volume *La Galerie Agréable du Monde* published in 1729. The British section of this impressive work includes the eight county maps; while the actual maps have not been further altered, they now appear surrounded by an elaborate separately engraved frame or border, which includes words such as 'A Leide, Chez Pierre vander Aa, Avec Privilege' (Fig. 3).[7] Van der Aa stated in his introduction that only 100 copies of the *Galerie* were to be produced, although it seems likely that the maps with or without borders may well have been sold separately, or in made-up atlases, or (see below) by Covens and Mortier subsequently.

Van der Aa died in 1733, and most of his stock was acquired by Covens and Mortier. In 1738 they advertised maps from this stock, including 26 maps of England, Scotland and Ireland, which were offered as an *Atlas*, and also as part of a much larger work. It is apparent therefore that copies of the *Atlas Soulagé* and of the *Nouvel Petit Atlas*, or if not atlases then the plates for their maps, were included in the acquisition.[8] Covens and Mortier certainly published a number of van der Aa maps, merely removing his name and substituting their own,[9] although I have not traced the county maps in any of their atlases.

This is, however, still not the end of the story. An Amsterdam bookseller called Gerrit Tielenburg, in business there from about 1734 to 1774, published five books in a similar format, which contain the altered *Atlas Minor* maps, without frames, which had first appeared in van der Aa's *Atlas Soulagé*, and plans and views from the *Galerie*



N A A M L Y S T

DER

KAARTEN, STEDEN, GEBOUWEN &c.

Vervat in het VERHEERLYKT CAMBRIDGE.

1 Het Graaffchap Cambridge.
2 Plan van de Stad Cambridge.
3 Cambridge, in Profil.
4 Domkerk te Cambridge.
5 Openbaare Gehoorplaats en Bibliotheek.
6 Kleeding der Profeſſors, &c.
7 Het Collegie des Konings.
8 Kapel van 't Collegie des Konings.
9 Gezicht van dezelve Kapel, van buiten.
10 Gezicht van dezelve Kapel, van binnen.
11 Het Collegie der Koninginne.
12 Het Collegie van St. Pieter.
13 Het Collegie van Pembrok.
14 Het Collegie van St. Catharina.
15 Het Collegie van Clara.
16 Binnen-gezigt van het zelve Collegie.
17 Het Collegie van Gonevill en Cajus.
18 Het Collegie der H. Drie-eenheid.
19 De Hal der H. Drie-eenheid.
20 Het Hof van Nevill, in het zelve Collegie.
21 't Vertrek des Biſſchops, in het zelve Collegie.
22 Het Collegie van St. Jan.
23 Ander Gezicht van 't zelve Collegie.
24 Het Collegie van Magdalena.
25 Het Collegie van Chriſtus Lighaam.
26 Het Collegie van Sidney-Suſſex.
27 Het Collegie van Jeſus.
28 Het Collegie van Chriſtus.
29 Het Collegie van Emanuel.
30 Kapel van het zelve Collegie.
31 De Stad Ely.
32 Het Luſthuis Hatley St. George.
33 Het Luſthuis Maddingley.
34 Het Luſthuis Wimple.
35 Het Graaffchap Nortfolk.
36 Het Luſthuis Melton Conſtable.
37 Het Luſthuis Brigtwel.
38 Het Luſthuis Bromehall.
39 Het Luſthuis Buckingam.
40 Het Luſthuis Cashioburv.
41 Het Luſthuis Wreſt-Houſe.
42 Ander Gezicht van het zelve Luſthuis.
43 De Graaffchappen Wilt, Dorſet, &c.
44 Het Luſthuis Althrop.

EINDE.

Fig. 4. Tielenburg, Contents Page of 'Cantabrigia Illustrata'. (By permssion of the Bodleian Library, University of Oxford, Gough Maps 183.)

Agréable. Clearly he had acquired many of the plates used by van der Aa, or if not the plates then a stock of his prints, maps and plans. The works are all undated, but could perhaps have appeared around 1745 to 1750. Four of the five contain maps of the English counties.[10] The contents of these publications appear at first sight to be in no very obvious order, but the reason does become apparent if one compares them with the contents of the relevant sections of the *Galerie*. The county maps are found as follows:

1. A publication called *Gezichten der Steeden London Canterbury en Colchester, En anderen omleggende Plaatzen* contains various town plans, views, and maps, including the maps of Devon and of Essex, and also incidentally the *Atlas Minor* maps of the British Isles and of England and Wales, and the regional map of south east England.[11]

2 and 3. Two of the publications are very similar, called respectively *Oxonia Illustrata* and *Cantabrigia Illustrata*, mainly comprising views of Oxford and Cambridge, based on David Loggan's publications of the same name (Fig. 4).[12] However they also contain three of the county maps, the former that of Oxford, and the latter those of Cambridge and Norfolk, as well as another of the regional maps.

4. *Gezichten der Steeden Jorck en Lancaster, En ondere omleggende Plaatzen*, as the name indicates, includes plans and views mainly of the north of England. It also contains three regional maps, together with the county maps of Yorkshire, Cumberland and Hereford (Fig. 5).[13]

Thus of the original eight *Atlas Minor* county maps all eight, as altered by van der Aa, are to be found in one or other of these four Tielenburg publications.



Fig. 5. Tielenburg, Title Page, 'York and Lancaster'. (By persmission of the British Library, Maps c.18.a.6).

NOTES

1. R.A. Skelton, *County Atlases of the British Isles*, London, 1970, p. 228.
2. C. Koeman, *Atlantes Neerlandici*, Amsterdam, 1967–71. The 1648 edition is Atlas Me 203; a full description is given of the 1651 edition, Me 204. My thanks to the New York Public Library for information about the 1648 edition.
3. R.W. Shirley in *Early Printed Maps of the British Isles 1477–1650*, revised edition 1991, refers under Map 401 to a German edition of the *Atlas Minor* of 1662. Mr Shirley informs me that he now believes that this was included in error.
4. For the maps of Devon see K. Batten and F. Bennett, *The Printed Maps of Devon*, Devon Books, 1996, p. 28.
5. Koeman, Atlas Aa 5; a copy of the *Atlas* bound in three volumes is in the University Library Leiden, Atlas 661.
6. For example in van der Aa's *Nouvel Atlas Très-exact et Fort Commode* (Koeman Aa 8, University Library Leiden, Atlas 551).
7. Koeman, Atlas Aa 9; a copy of the complete work is held by the British Library, 213.f.6.
8. P.C.J. Van der Krogt, *Advententies voor kaarten, atlases, globes e.d. in Amsterdamse kranten 1621–1811*, Utrecht, 1985, entry 741, 13 February 1738.
9. Van der Aa's *Nouvel Atlas* of c.1714 (Koeman Aa 8) was republished by Covens and Mortier, their names replacing that of van der Aa on the maps, which were otherwise unchanged (Koeman C & M 12; British Library, Maps 40.c.83).
10. The other publication of Tielenburg, *Gezichten der Steeden... van Schotland en Yrland*, contains *Atlas Minor* maps (as altered by van der Aa) of Scotland and Ireland; Bodleian Library, Gough Maps 181.
11. My thanks to Mr Tony Burgess and Mr A. Baynton Williams for information about this work, sold as lot 65 in a sale by Sotheby's in December 1995.
12. Bodleian Library, Gough Maps 182 and 183. The views of Oxford by David Loggan were published in 1675, and those of Cambridge in 1690.
13. British Library, Maps c.18.a.6.

RAYMOND FROSTICK

OLD ATLASES IN THE LIBRARY OF VILNIUS UNIVERSITY—A POSTSCRIPT

In the Winter 1996 *IMCoS Journal* an article by Alma Braziuniene recounted some of the atlas treasures of Vilnius University. But, a little surprisingly, neither in her article nor in her talk at the IMCoS Conference in Riga was it mentioned that the Library had a rare Lafreri-type atlas that once belonged to the great 19th century collector Joachim Lelewel.

Fortunately this atlas was on display when IMCoS members visited the library, and was much admired.[1] So although a short notice appeared in *Imago Mundi* a few years ago, some further comments may be helpful.[2] The atlas is of Italian origin, one of a number assembled from separately printed maps which were then mounted and bound to a uniform size, usually according to a particular customer's requirements. These atlases are loosely called 'Lafreri' atlases although Antonio Lafreri in Rome was by no means the only publisher to offer such collections for sale. Venice was another important publishing centre. The Vilnius example is titled 'Tabulae geographicae Jacobi Gastaldi Pedemontani cosmographi aliquot aliorum . . .' [Geographical maps of the Piedmontese cosmographer Giacomo Gastaldi and others . . .] and this has led to a little confusion in describing the work as 'a Gastaldi atlas'. Gastaldi, who died in 1566, was the originator of some of the constituent maps but the majority are by other map-makers.

The title to the Vilnius atlas is on a preliminary leaf and is in Lelewel's own hand. According to a note I subsequently received from Alma Braziuniene he only acquired the atlas in June 1860, a short time before his death, and he felt that it was a scarce collection even then. He also noted that he had found sixteenth-century Italian maps were especially rare in Belgium [his residence in exile]. He extracted from the atlas he had bought a few maps which were later and of foreign origin.

The atlas was rebound in 1973 but the guards to the sheets on which the maps are individually laid down are already becoming unglued, so further restoration work will soon be needed. The maps themselves are dark and sharp impressions and nearly all are in excellent condition. To date, this is the only confirmed Lafreri-type atlas from the Baltic states, or indeed from any city or institution in what was once the USSR.

There are a total of 110 items in the atlas. The first 75 items are maps, followed (as is common) by town views and by few prints relating to the contemporary military campaigns against the Turks. The last two items (a prospect of St. Mark's, Venice, dated 1597, and Cornelis de Jode's double-hemispherical world map of 1584) are clearly later additions: perhaps those referred to by Lelewel. The spread of publication dates on the central maps is as follows:

1545	x	1565	xxxxx
1560	x	1566	xxxxxxxxxxx
1561	xxxxxx	1567	xxxxxx
1562	xxxxxx	1568	xxxxx
1563	xx	1569	xxxx
1564	xxxxxxxx	1570	xxx

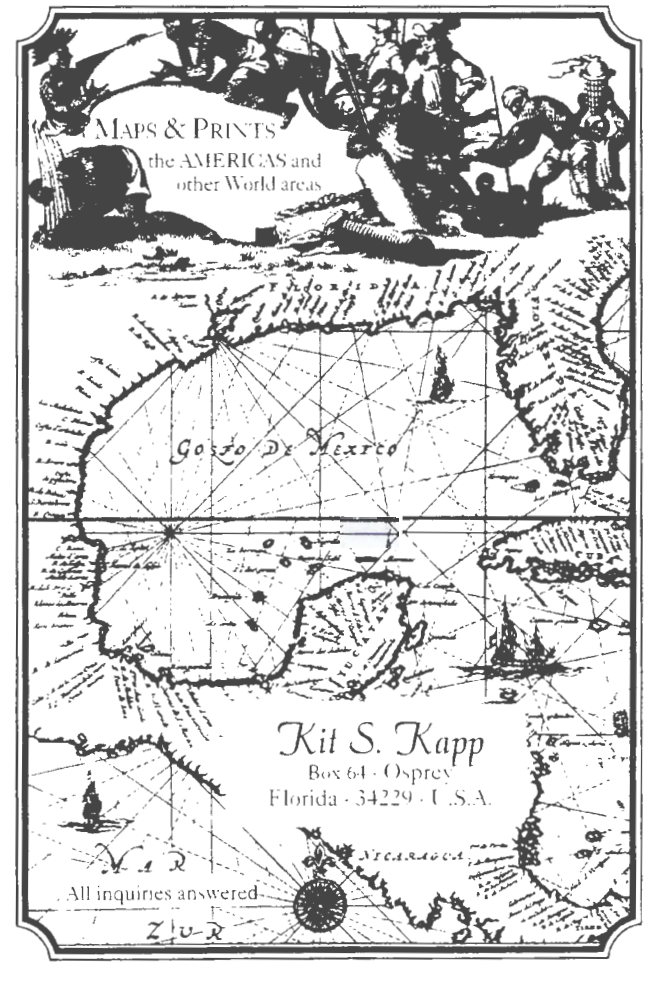
This table does not of course include undated maps, nor battle or siege map items where the date printed may relate to the date of the event and not to the date of issue. The dates in the table point to a publication date of the atlas shortly after 1570. The predominance of Venetian imprints — typically those by J F Camocio and the Bertelli family — indicate publication in Venice. It is not unusual for the engraved titlepage associated with Lafreri to be absent as this was present only in some Roman 'assembled-to-order' atlases, and is even less frequently found in those published from Venice. Alma Braziuniene also kindly sent me a nine-page extract from the printed catalogue describing the Lelewel collection which lists all the 110 items in the atlas.[3] This catalogue was only published in Vilnius in 1940 and for a variety of reasons relatively few copies are extant. I was unable to locate a copy in the British Library. Cross-checking these entries with the standard reference work for early Italian maps (Tooley, 1939), no completely unrecorded maps were observed.[4] However, several maps had different dates or imprints and these may therefore represent new states, and some of the town views or battle plans were not recorded in Tooley.

It so happened that I had written to the authorities in Vilnius in the 1970s enquiring about a rare printed Russian world map based on a medieval prototype supposed to be in their possession.[5] I received no reply and assumed that in the turmoil of the second world war and its aftermath nothing remained. At the IMCoS conference I enquired again and a few weeks later was very pleased when the Librarian confirmed that, although there were some problems in finding it, this map had indeed survived and was in an uncatalogued section of separate maps in their Rare Books Department.

NOTES

1. Specially noted in 'Our Riga Outing' by Muhtar Katircioglu in the last IMCoS Journal.
2. [Unsigned notice] 'Lafreri-Atlas formerly in the J.Lelewel- Collection', in *Imago Mundi*, IX, 1953.
3. Mikolaj Dzikowski, *Katalog atlasów Biblioteki Uniwersiteckiej w Wilnie, Wilno [Vilnius], 1940.*
4. R V Tooley, 'Maps in Italian Atlases of the Sixteenth Century', in *Imago Mundi*, 3, 1939.
5. Entry no. 448 in the author's *The Mapping of the World: Early Printed World Maps 1472-1700*, revised edition, London, 1993.

RODNEY SHIRLEY



International News & Events

1997 16th International Symposium
Budapest, Hungary
26–29 September
Contact: Dr Zsolt Török
Dept of Cartography,
Eötvos University
Ludovika 2, 1083 Budapest
Tel: 36 1 134 2785

1998 17th International Symposium
Tokyo, Japan
3–5 October
Contact: Mr Hideo Fujiwara
Inokashira 5-2-5, Mitaka,
Tokyo-181

IMCoS International June Weekend
London
20–22 June 1997
Friday evening: Reception at Intercol–Althea Gallery, Islington
Saturday: IMCoS Map Fair at Bloomsbury Forte Crest Hotel, Coram Street
Sunday: All day excursion to Hampton Court, Weybridge Museum, and many interesting sites along the way, with commentary by Robert Baldwin.

Lunch at the Lensbury Club, Teddington, where the IMCoS–Helen Wallis Award for 1997 will be presented.

IMCoS 16th International Symposium
Budapest
26–29 September 1997
'Old Maps in the Heart of Europe'

Registration forms have been mailed direct to IMCoS members; should any member not have received one, please contact IMCoS Chairman or Regent Holidays. Payment for the registration fee and a deposit for hotel/flight charges should be paid before 1st April; after that date they will be higher. Those travelling direct may register with Zsolt Török for the symposium, and with Regent for the hotel. Contact:

Regent Holidays (UK) Ltd
15 John Street, Bristol BS1 2HR
Tel: (44)(0)-117-921 1711
Fax: (44)(0)-117 4866

News from Thailand
Dawn Rooney writes:

The 6th International Conference on Thai Studies brought together some 500 participants in Chiang Mai, Thailand (14–17 October 1996). The timing and venue provided two historical events for celebration: the 50th anniversary of His Majesty, King Bhumibol Adulyadej, the longest reigning monarch of Thailand, and the 700th anniversary of the city of Chiang Mai. Some two hundred papers organised around eight themes were presented.

Under the theme 'Toward a New Frontier of Thai Studies' Dawn Rooney presented a paper on 'European Maps of Siam as Historical Evidence'. She looked at European cartographic maps, maritime charts and town plans as sources for historical evidence of foreign contacts with Siam (known today as Thailand). The paper traced changes in the charting of Siam starting from 1522 when the outline of the west coast of the Gulf of Siam was first discernible on a Ptolemaic map by

Laurent Fries. It continued to follow cartographic changes on European maps through to the last quarter of the nineteenth century when the Royal Survey Department was established and Siamese cartography was recognised as an independent and full-fledged science.

An 'Exhibition of Old Maps and Prints and Rare Books on Siam' took place at the Chumbhot-Pantip Center of Art in Bangkok, Thailand (5 December 1996–5 February 1997). The recently opened centre occupies a large space on the east side of the grounds of Suan Pakkad Palace, an elegant wooden home that once served as the residence of the late Prince and Princess Chumbhot, a great-granddaughter of King Rama IV. The modern building with state-of-the-art facilities serves as a centre for the preservation, exhibition and study of Thai culture.

The exhibition of maps and books was loaned by M.L. Manich Jumsai, a Thai who formed the bulk of his collection in Paris in the 1950s when he worked for UNESCO. He has subsequently added to the initial works and today it is amongst the most extensive private collections in the country. The exhibited works which included over thirty-three complete atlases and accounts of early European travellers to Siam and nearly one hundred maps represents only a small portion of the entire collection. Future exhibitions are planned to display further works in this seldom seen collection.

News from Poland

Eckhard Jäger writes:

The Polish Academy of Sciences (Polska Akademia Nauk, PAN) manages in its Warsaw Institute for the History of Sciences a department 'History of Cartography', which organises conferences every year in various towns in cooperation with a local or regional institute. The themes vary each year: roads, military or forest areas, economic maps, etc. In September 1996 the theme was 'Cartography of the Southern Coast of the Baltic', organised in the capital of the former Prussian province Pommern, Stettin (now Szczecin), at the Historical Institute of the University in cooperation with the National Archives at Szczecin. The conference chairmen were Professors M. Stelmach (Szczecin) and S. Alexandrowicz (Torun), both well known for their books on the cartography of Pomerania and the town plans of Szczecin in the cartography of Lithuania.

Contributors included Doctors Szeliga, Stelmach, Wolny, Alexandrowicz, Babicz, Kozlowska, Flis, Szukala, Furmanczyk and Musielak (from Poland); Doctors Loeck, Jäger, Tiepolt (whose paper on digital analysis of dynamic processes along the Baltic coast and their documentation through historical charts and satellite maps was particularly interesting for historians), and Niewodniczanski, who displayed a selection of sixty maps from his collection (from Germany); and Dr Ehrensvärd from Sweden.

The conference was well organised, and the simultaneous translation between German and Polish for all lectures and discussions was especially welcome. The Rector of Szczecin University enjoyed it so much that he stayed for the whole of the first day, and a team from the regional TV centre broadcast a full report. On the final day, a trip was made along the coast to Misdroy, and to the village of Külz/Kulice

to see the former castle of the Bismarck family. Papers from the conference are to be published later this year.

News from USA

Caroline Batchelor writes:

It was with much pleasure that I arrived in Miami for the 4th Miami Map Fair on 1–2 February. This was held in the attractive setting of the Historical Museum of Southern Florida in the Metro Dade Cultural Center and was very well attended. I was welcomed by IMCoS member Dr Joseph Fitzgerald and Marcia Kanner from the Museum and shown to a place beneath the Fresnel lens of the Carysfort lighthouse. In 1820 Augustin Jean Fresnel, a French physicist invented this lens which saved so many lives along the dangerous Florida coast and also throughout the world. I set up my display of IMCoS leaflets and journals opposite a display of African maps which had been donated to the museum; as I collect African maps I immediately felt at home!

The lecture programme included presentations by Joseph Fitzgerald, Seymour Schwartz, and Alice Hudson, and there was lively discussion on their chosen themes. James Apthorp had recently donated to the museum one of the only two known copies of the first map of Florida to be made by a Floridian, by his great grandfather William Lee Apthorp in 1877, and this was on display in the foyer.

On the final day there was a boat tour which helped to fill in the detail of the maps we had seen and learn about the development of the city and the building of the great hotels by Carl Fisher.

* * * * *

DIARY OF FORTHCOMING EVENTS

Mar 6	Oxford Seminars in Cartography: 'Digimap: Networking Ordnance Survey Digital Map Data', by David Medyckyj-Scott and Barbara Morris
Mar 10	Bonnington Map Fair
Mar 22	IMCoS Visit to Royal Engineers' Museum, Gillingham
Apr 12	St Hugh's College, Oxford: Helen Wallis : A Celebration
Apr 14	Bonnington Map Fair
Apr 17	Warburg Lecture: 'A Tille full of Plattes : Henry VIII's Maps', by Peter Barber
Apr 25	IMCoS Visit to British Geological Society, Nottingham
May 1	Warburg Lecture: 'Rapid Field Sketching: Making Maps for American Civil War Armies (1861–65)', by Earl B. McElfresh
May 12	Bonnington Map Fair
May 14	IMCoS AGM
May 29	Warburg Lecture: 'Francesco II Gonzaga, Map Collecting, and Mural Map Cycles in Late Fifteenth Century Mantua', by Molly Bourne
Jun 21	IMCoS Map Fair
Jun 22	IMCoS Excursion & Lunch
Jul 6-10	17th International Conference on the History of Cartography, Lisbon
Sep 25-28	IMCoS 16th International Symposium, Budapest: 'Old Maps in the Heart of Europe'

Regional Events

IMCoS Visit to the Museum of the Royal Engineers, Gillingham

March 22, 10.30 am

There is still time to register with Secretary Harry Pearce, if you would like to take this opportunity to see the treasures at the Museum of the Royal Engineers, at Gillingham in Kent. As we have been invited to lunch at the Officers' Mess, it is important that we give prior information about numbers.

IMCoS Visit to the British Geological Society, Nottingham

April 25

To register for our visit to the British Geological Society, contact Harry Pearce, 29 Mount Ephraim Rd, Streatham, London SW16 1NQ.

This is an ideal opportunity to learn more about geological maps, and how they were made, to understand what is beneath our feet, our fields and our houses.

Summer 1997

Following the decision some time ago that the summer symposium in London would be held in alternate years, we have an interesting alternative programme arranged for 1997. Members who went on the guided tour of the Docklands area of London in 1995 enjoyed the commentary by Robert Baldwin so much that he has been requested to repeat his presentation this year, but in a different direction. He will take us west instead of east.

His conducted drive will start from the Forte Crest Hotel, Coram Street, at 8.00 am, and we will be shown all the most interesting (from a historic/cartographic point of view) places on the route to Hampton Court.

At Hampton Court, which we expect to reach by 9.45 am, we will see the recently restored tapestries on the Prince of Wales staircase which depict the battles during the Dutch wars of the 17th century. Perhaps there will also (weather permitting) be time for a quick walk through the exciting garden restorations which are in progress there.

Lunch will be at the Lensbury Club at Teddington, overlooking the Thames. The IMCoS-Helen Wallis Award for 1997 will be presented at the Lunch.

In the afternoon a visit to the Brooklands Museum (not many maps, but great for car enthusiasts) has been arranged. And Doreen Green has very kindly invited us (in small groups) to her house nearby to see a selection from her vast store of unusual maps of Great Britain.

The Map Fair will be held on a Saturday this year — better for some, perhaps; it will be interesting to see how this affects numbers attending.

Yasha Beresiner of Intercol (IMCoS member no. 1!) and his partner Massimo de Martini of Altea will host the introductory reception on Friday evening at their Gallery at 114 Islington High Street.

All in all, it promises to be a great weekend. Registration forms are included with this issue of the Journal, and should be returned to Harry Pearce as soon as possible.

Informal Evening at the Farmers' Club

This annual event was held once more at the Farmers' Club on 28th January. Rodney Shirley was in the chair, and he took the opportunity to welcome all members and their guests, especially two friends from Israel brought along by Freddie and Kitty Liebreich.

Before proceedings began, members gathered around a long table on which David Webb had spread a selection of his photographs of recent IMCoS meetings. These were the subject of much interest and discussion, as many of them were of the international events, and there was equal interest shared between those who were there, and relived the moments, and those unable to attend who saw what a good time we all had, and the many fascinating maps we had the good fortune to study.

The meeting started with Tommy Booth who brought a map of Taprobana, the ancient name for Ceylon (Sri Lanka), which he had been told dated from about 1580. Alan Bartlett and Rodney Shirley both recognised the map and in their opinion it was by Tomaso Porcacchi (c.1572); there were many editions but this was an excellent impression.

The second speaker was Freddie Liebreich, and he had found, in a piece of sausage, an uncanny impression of the map of Austria. He had taken a photograph to show us. This caused much amusement.

Raymond Frostick brought a photocopy of a map dated 1586 of the Norfolk coast, a copy of which had been made by the Ordnance Survey and was in the British Library. What we were looking at was a very interesting 16th century copy of a map that was originally owned by the Monement family.

Doreen Green showed us a selection of fox-hunting maps from the late 19th century by Hobson. Different copies of the same area provided interesting comparisons.

The three maps brought by Rodney Shirley were quite unusual. Two, which he had found in a shop in Riga, were of the German empire, one showing the military build-up, and another the percentage of Jewish population and their distribution in the area. The third map was of the British Isles, and included a table showing the various rulers from the time of William the Conqueror. Each one was depicted by a head and their initials. The last initials were 'G.M.', which caused some speculation. Rodney had not been able to find much information about the map, but had come to the conclusion that they identified George Monk, the general who had assumed the leadership of Britain after the death of Oliver Cromwell and his son Richard Cromwell. During the year 1659–60 Britain had no ruler until the return of Charles II from France.

David Bravery brought along a book by S.P. Mayes who was a travel writer on the home counties of Sussex, Kent and Surrey. He was hoping to find someone who knew more about it. He also showed us a book of strip maps.

Railway enthusiasts enjoyed the book recently acquired by Bob Bartlett. It was a railway timetable published by Bradshaw in 1894 and as well as giving complete timings for all routes it also included small maps of the areas.

Raymond Eddy produced a rare title page from Michael Drayton's *Poly-Olbion*, c.1612. It was a highly coloured illuminated example which he had acquired from a recent English water-colour sale.

Jenny Harvey had an illustrated map of 'Dept de Seine et Oise', which she had bought on her travels through France; it was in very good condition. Ian Harvey brought a map card, and wondered if anyone knew the purpose for which such cards were made. He was looking forward to finding out more.

Susan Gole brought two maps of Buckinghamshire, her new county of residence, of which one was by John Cary, and Doreen Green was able to identify the second, with the 'Hundreds', as the work of C. Cooke, in the edition of G. Carrington Grey, c.1824.

Jenny Harvey wound up the evening by thanking all those who had brought along maps to share with us, Rodney Shirley for his unobtrusive control, and Malcolm Young for enabling us to meet in such pleasant surroundings. It was particularly gratifying to have with us Itzhak Sperling from Belgium, who had read about these evenings over the years, and at last made sure he found an opportunity to be in London on the right day, so that he could come to one himself.

RAY EDDY with
SHIRLEY LANG

NOTICE OF ANNUAL GENERAL MEETING

Wednesday, 14th May 1997 at 6.30 pm
The Farmers' Club, Forty Room, 3 Whitehall Court, London
(Near Embankment/Charing Cross Tube Stations)

AGENDA

1. President's Welcome
2. Apologies for Absence
3. Minutes of AGM on 8.5.96
4. Chairman's Report
5. Executive Officers' Reports: Secretary, International Secretary, Treasurer, Librarian
6. Approval of Accounts
7. Election of Officers
8. Any other business

Note: Members wishing to propose names for election to office should send them to the Secretary to arrive at least t wo weeks in advance.

Book Reviews

The Mapping of North America. A list of printed maps 1511–1670, by Philip D. Burden. Rickmansworth: Raleigh Publications, 1996. ISBN 0 9527733 0 9. Size: 36 x 27 cm. xxxiv, 568 pp; 439 illustrations, of which 11 in colour. US$195 (hard cover), $275 (half leather), $495 (full leather).

It is somewhat surprising to realise that the study of the cartography of North America has thus far been uneven both in coverage and quality. The available works include excellent regional studies such as Wheat's magisterial *Mapping of the Transmississippi West*, Cumming's pioneering work on the southeast, Wagner's solid study of the northwest, and other, either less ambitious or less successful works. Important areas such as the northeast, the middle Atlantic region, and the Gulf coast lack either definitive studies or have yet to be systematically considered. We also have Schwartz and Ehrenberg's very good but necessarily cursory *Mapping of America*, an attempt at a comprehensive treatment of the subject. However, with the publication of Philip Burden's prodigious *The Mapping of North America*, the whole picture changes. In this virtually exhaustive work on the printed maps of North America to 1670, the study of at least this area reaches a confident maturity. So many fundamental questions of state, date, and priority are settled with authority here that many maps that have been problematic in one way or another are no longer so. Many heretofore obscure works are knowledgeably discussed for the first time.

Nearly every entry in the work is enlightening in some way. Burden even has fresh observations about previously well-studied works like the various states of the Jansson-Visscher series. In some instances, a single entry, such as the one on the rare and somewhat mysterious 1589 or c.1602 Hondius map of the Americas, can constitute a wide-ranging monograph that assesses a number of important maps. Some commentaries, as the one on the Zeno map, include illuminating background information. In this, Burden never lapses into pedantry, which is remarkable considering the great store of knowledge evidently at his disposal.

Both the organisation and the layout of the work were obviously well thought out. The criteria for inclusion are both sensible and enlightened. For example, the decision to include multi-sheet world maps, whose sheets sometimes appear individually, has illuminating results. Limiting the work to printed maps is an artificial but no doubt necessary criterion given the great number of printed works to be considered and the attention given elsewhere to important manuscript works. The book's admirably clear layout allows the reader to quickly apprehend the identifying facts of the entries. Even the decision to transcribe titles with exactly corresponding capitalisation and to show line breaks with slashes constitutes a contribution. A feature of the work I particularly admired is the highlighting of readily distinguishable details to help in differentiating between states of maps. One almost feels guilty for having instant answers to questions that before Burden required a day's hunt in the library. Read-

ability is enhanced by the book's generous folio format, good-sized typeface, and uncrowded page design. In this, the book was modelled after Shirley's *Mapping of the World* but has improved on it. In regard to the work's illustrations, the author's decision to largely forego the use of colour and half-tones in favour of high contrast line-shots is a sound one given the nature of the book. This kind of illustration, many of which are full-page or at least good-sized, enables the viewer to best distinguish detail, which is suited to the author's often highly detailed accounts of the maps. The work also contains several useful and fascinating appendices, including one which lists cartographic 'firsts', which is bound to be a dealer's favourite. Given the quality of its information and production, the book is well worth its price.

Unfortunately, Burden's achievement has been somewhat compromised by deficient editing and proofreading. The most serious problem arises from the editor's difficulties with fundamental sentence structure. The prose is rife with run-on sentences and their attendant punctuation errors, i.e., commas in the place of semi-colons. In fact, throughout there is uncertainty in comma usage, and the hyphen has been forgotten almost altogether. These problems and others are not merely matters of felicity of style, but they often make reading unnecessarily difficult and in some cases obscure meaning. One hopes that the tremendous effort that went into the production of this book receives the professional editing it deserves in a future printing.

The above problems aside, Philip Burden joins the line of dealers that included Henry Stevens, R.V. Tooley and Kenneth Nebenzahl, who have made major contributions to the understanding and appreciation of the wonderful artefacts through which they have earned their livelihoods. As Tony Campbell points out in the Foreword of the book, dealers have the privilege of handling great quantities of material, including unrecorded rarities, that affords us a unique vantage point for study. In no instance has this opportunity, abetted by indefatigable industry and careful study, been more fully exploited than in this remarkable work.

ROBERT AUGUSTYN
Co-owner, Martayan Lan

Mappa Mundi : The Hereford World Map, by P.D.A. Harvey. Hereford Cathedral and The British Library, 1996. ISBN 0-7123-0440-1 (cloth), 0-7123-0441-X (paper). Pp 58, very many illustrations. 276 x 219 mm. £17.95 (cloth), £10.95 (paper).

Eight years ago the corresponding Spring issue of the Journal contained a report about the furore caused by the news that the Hereford Cathedral World Map was at Sotheby's auction house in London, to be sold in June to raise funds for the maintenance of the cathedral. The final paragraph however hinted that there were second thoughts.

Professor Harvey's admirable and attractively presented account of the map was published to coincide with the opening by the Queen in May last year of a new building to house and display the map and other cathedral treasures. This was made possible by the success of the Mappa Mundi Trust, set up in 1990, in raising the necessary funds.

The Hereford World Map, following

tradition, takes the form of a circle showing the known inhabited world as a land mass comprising the three continents of Europe, Africa and Asia within an encircling ocean. In the author's words: 'It is impressive in its size and complexity, drawn on a single very large piece of parchment', overall 5'2" high by 4'4" wide (1.58 metres by 1.30). 'Most of this space is taken up by the map itself . . . Above . . . is Christ in judgement . . . The world was God's creation . . . The map . . . looks strange to our eyes, though the places that western Europe knew through direct experience are in more or less correct relationship, while often much out of proportion and oddly skewed out of shape . . . East is at the top . . . At the centre is Jerusalem.' There are islands round the land mass, rivers, mountains, boundaries, towns and cities. 'All the land . . . is covered with writing and pictures . . . innumerable snippets of information', especially about the strange creatures that we would find in these distant places. 'The whole forms a kind of encyclopaedia, arranged geographically.'

The map was almost certainly made in the last quarter of the thirteenth century. A note in French on the map (which it calls *cest estorie*, this story or picture) names the author as Richard of Holdingham and Sleaford in Lincolnshire, and a good case, though far from certain, can be made for identifying him as a canon of Lincoln or Hereford. However Professor Harvey is confident that the map was written and drawn not by the author but 'by the hand of a craftsman and artist . . . and not the hand of a scholar'.

Professor Harvey has reached two interesting conclusions. He tells us that there are over a thousand medieval world maps still in existence, of all sizes from a few inches/centimetres upwards. Many were simple, no more than diagrams. 'Simple or elaborate, large or small, all these maps . . . are related to each other and to the Hereford map. They all belong to a single much ramified tradition which goes back to the Roman period.' The original was probably a measured and reasonably accurate map of the world.

A second conclusion is that England had a special place in medieval map- making. 'Certainly in the twelfth and thirteenth centuries immensely detailed maps developed as a genre which, though not exclusively English, came to be centred on England'. Professor Harvey makes reference to over twenty maps which 'have enough detail in common to show that . . . one way or another they are all related. [But] they were not simply variant versions of a single map . . . there were once many others of which we know nothing — we have merely the few survivors.' Of these the Hereford map is the largest and the most detailed.

The book has numerous excellent illustrations of map details, mainly in colour, with informative captions. The illustration of the complete map is less clear, because — as the author states — the once bright colours have faded and it has a dull appearance overall. Would it have been feasible to provide a folding sheet, attached to the inside back cover, so as to allow a reproduction of the map four times the size of the one shown? There would have been extra cost but it would have greatly helped the reader to decipher and to take in the map as a whole.

By the clarity of his writing, the breadth of his scholarship, and his willing-

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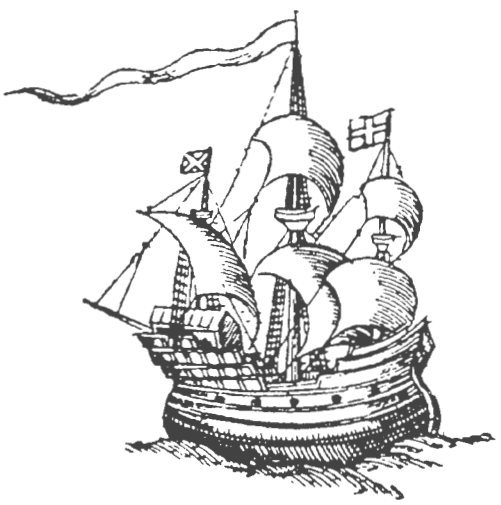
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ness to speculate, Professor Harvey has made sense of what is for most people a very unfamiliar kind of map and given us an enjoyable read.

STUART JACKSON

Cartografía antigua de Las Encartaciones, by Itziar Rubio Barcina. Biscay, Museo de Las Encartaciones, 1996. ISBN 84-88088-30-2. Pp 213, 89 colour illustrations. £15, from the Museo de Las Encartaciones, B° Abellaneda sn, 48190 Sopuerta, Bizkaia, Spain.

This is an exemplary work: an exhibition catalogue which is well presented, with every one of the 89 exhibits in colour and fully annotated, making it subsequently a valuable if specialised reference source. Starting with more general maps by way of introduction, the exhibition briefly covered the Spanish Basque country, then the province of Biscay, finally focusing in detail on the Encartaciones region around Bilbao. These exhibits, dating from 1731 to as late as 1933, included sketched, *manuscript, painted and printed maps and plans, and together cast a considerable amount of light on the political, economic and social development of the region.

Looked at in that fashion there are various interesting groupings, only a few of which can be mentioned here. One is of military dispositions during the civil wars of 1833, 1847 and 1872, when the Basques supported the Carlists in the Wars of Succession. Another is of the areas of iron mining, which led to the development of a major steel industry in the region. Yet another, which would offer a novel thematic topic, were a series of plans for improved water supply in the growing urban areas of the region, typically: 'Proyecto de abastecimiento de aguas potables a los barrios de Abanto y Ciérvana' (1893). Among some notable individual items were topographic plans of 1740 and 1803, both oil paint on canvas. Also two plans of 1794 and one of 1802 which were surprisingly reminiscent of an early woodcut, English estate map and Elizabethan manuscript respectively which, bearing in mind their relatively late dates, almost suggests a kind of 'primitive' school of mapmaking.

What this exhibition clearly demonstrated, as indeed do the IMCoS International Symposia, is the enormous wealth of local maps and plans that exist hidden from us map enthusiasts in so many places around the world. This catalogue gives a glimpse into one such hoard. That the text is only in Spanish and the somewhat mysterious Basque language is a constraint for some of us, but the quality of the illustrations greatly compensates. As the old saying has it: 'One picture is worth a thousand words'.

ALAN BARTLETT

Maps of the Mediterranean Regions, published in British Parliamentary Papers 1801–1921, by Susan Gole. Costoula Sclavenitis (ed). Nicosia, Bank of Cyprus Cultural Foundation, 1996. ISBN 9963-42-057-5. Pp 417, 330 maps. Available from the Bank of Cyprus Cultural Foundation, C£50; or Map Collector Publications, UK£75.

In her book Susan Gole explains how the 'Parliamentary Papers' had come to exert a considerable influence on public opinion and on social and political life. It is to Mrs Gole's and her editor's credit that

truly representative illustrations were selected from the maps, found in roughly two thousand of the approximately eight thousand volumes of the collected papers of the House of Commons. Mrs Gole deliberately chose to cover the period between 1801 and 1921 for the scope of her study, because Parliamentary papers only began to be collected systematically at the beginning of the 19th century, while the map of Europe underwent radical change due to the dissolution of the Austrian, Russian and Ottoman Empires as a result of their defeat in the First World War. The year 1921, therefore, appeared to be a more suitable conclusion than the arbitrary ending of a century.

The author was faced with a huge body of material but she resisted the temptation to arrange the maps in a chronological order, starting with the earliest maps and proceeding through the century. She chose not to present the maps by theme, placing together maps illustrating borders, followed by commercial maps, then health maps, agricultural maps, and so one. Susan Gole wisely decided to list them in geographical order, placing maps considered important in depicting the Mediterranean first. Then follow maps of the Mediterranean islands, and then the order of listing continues in a clockwise direction, starting with Gibraltar, proceeding along the northern shores of the Mediterranean to the Bosphorus, the Black Sea, the Levant and back along the shores of North Africa.

Very valuable for those readers who are not nineteenth century historians are rudimentary introductory passages preceding each section, emphasising the role of Britain in the area. These necessarily brief sections outline diplomatic history, borders and the historical background. Title, Cartographer, Scale, Size, Publisher and the full title of the paper to which the map was attached are given.

The illustrations reproduced in *Maps of the Mediterranean Regions* have been reduced radically, and readers are advised to equip themselves with a good magnifying glass. Surely the author's impressive scholarship would have deserved better. It is realised that full-page maps would have made the book unwieldily heavy and probably too expensive, but a more ruthless application of the criteria used in selection of the illustrations reproduced could have eliminated a number of maps of only minor general interest. Do we really wish to study two separate maps (pp. 348–349) of the Jaffa – Jerusalem railway and did we really need five maps of the excavations in Budrum (pp. 295–300)? And can a map of Europe reproduced from 302 x 395 mm to 11 percent of its original area and with its eleven shades of grey showing the relative provision of libraries in 1849, really convey anything of general interest? And incidentally, according to the above map (No. 1, p. 33) the population of Continental Europe must have been extremely wealthy or very fortunate in the mid-19th century, as we learn that Spain had one library per inhabitant, France 1.29, Italy 1.5 while the Austrian Empire could boast a staggering 167 libraries to every 100 of population!

Readers who wish to study the full text accompanying each map or the maps themselves should refer to the respective Parliamentary Paper itself, either in the bound volumes of Parliamentary Papers at the De-

partment of Official Publications of the British Library (not in the Map Room), in the micro-fiche files at the B.L. or in reference departments of most universities. Copies of micro-fiche transparencies are relatively cheap, the price is £5 for 18 A4 pages from the self- service photocopiers in the Department of Official Publication and Social Policy Formation of the British Library. The B.L. transparency number for each of the maps illustrated in the book has also been given, for those who wish to obtain coloured slides of the maps.

Susan Gole deserves congratulations for having introduced a wider public to the fascinating subject of 'Maps published in Parliamentary Papers'. I hope we may look forward to follow-up volumes.

FREDDIE LIEBREICH

Rural Images: Estate Maps in the Old and New Worlds, by David Buisseret. University of Chicago Press, 1996. ISBN 0-226-07990-2. Pp xii+184, monochrome illustrations. US$55, UK£43.95.

The core essays published in this book were first delivered in the ninth Kenneth Nebenzahl Jr *Lectures in the History of Cartography* at the Newberry Library, Chicago in 1988. It is an example of an edited collection with a characteristic all too rare these days as in the intervening eight years between the lectures and their publication as essays, Professor Buisseret has added much value to the book by writing a substantial introduction, a conclusion and sections which deftly link the essays together. This means that the whole is very much more than the sum of its original individual parts and is to be warmly applauded. There is, however, some cost to be paid as knowledge has moved on in the interim, not least by the recent publications of these same authors. It has to be said that their arguments lack the immediacy of their first presentation.

The Old World is represented by three essays. In the first, David Buisseret takes us on a brief but very useful tour of the principal European nation states and introduces their early estate mapping history and historiographies. Paul Harvey provides an important assessment of the origins and early history of English estate maps and also reviews how they have been used by modern historians as sources to recover the past. When Sarah Bendall gave her lecture in 1988, publication of her seminal book *Maps, Land and Society* was still some four years in the future. Today her essay in *Rural Images* stands as a very useful summary of her principal findings in the bigger work.

Professor Buisseret introduces the estate map in the New World with a general overview essay, though his 'new world' is essentially restricted to the Caribbean and North America. There is no comment on property mapping in South America, Australasia, or South Africa. There are then two substantial chapters by Barry Higman on the estate maps of Jamaica from the eighteenth and nineteenth centuries which review their cartographic characteristics and evaluate their value as historical sources. He is the undoubted expert on the historical geography and mapping of this island, indeed his chapters here summarise much that was published in the same year as his lectures in his *Jamaica Surveyed: Plantation Maps and Plans of the Eighteenth and Nineteenth Centuries.* There is definitely a place for this kind of in-depth treatment of one mapping arena;

there are dangers of spreading too thinly and superficially if a broader canvas is reviewed but I do wonder whether *Rural Images* is correctly titled. Can Jamaica and a few pages on North America really represent the new worlds?

The editor and his press are to be congratulated for together producing another very handsome book. It looks beautiful from its stylish dust- jacket and vivid colour plates through a carefully checked and elegantly set text. I can foresee, however, not a little bibliographic confusion in the adoption of the same title, word for word, as that which the Newberry Library used in the catalogue of an exhibition staged to accompany the lectures, also published in Chicago but in 1988!

ROGER J.P. KAIN
University of Exeter

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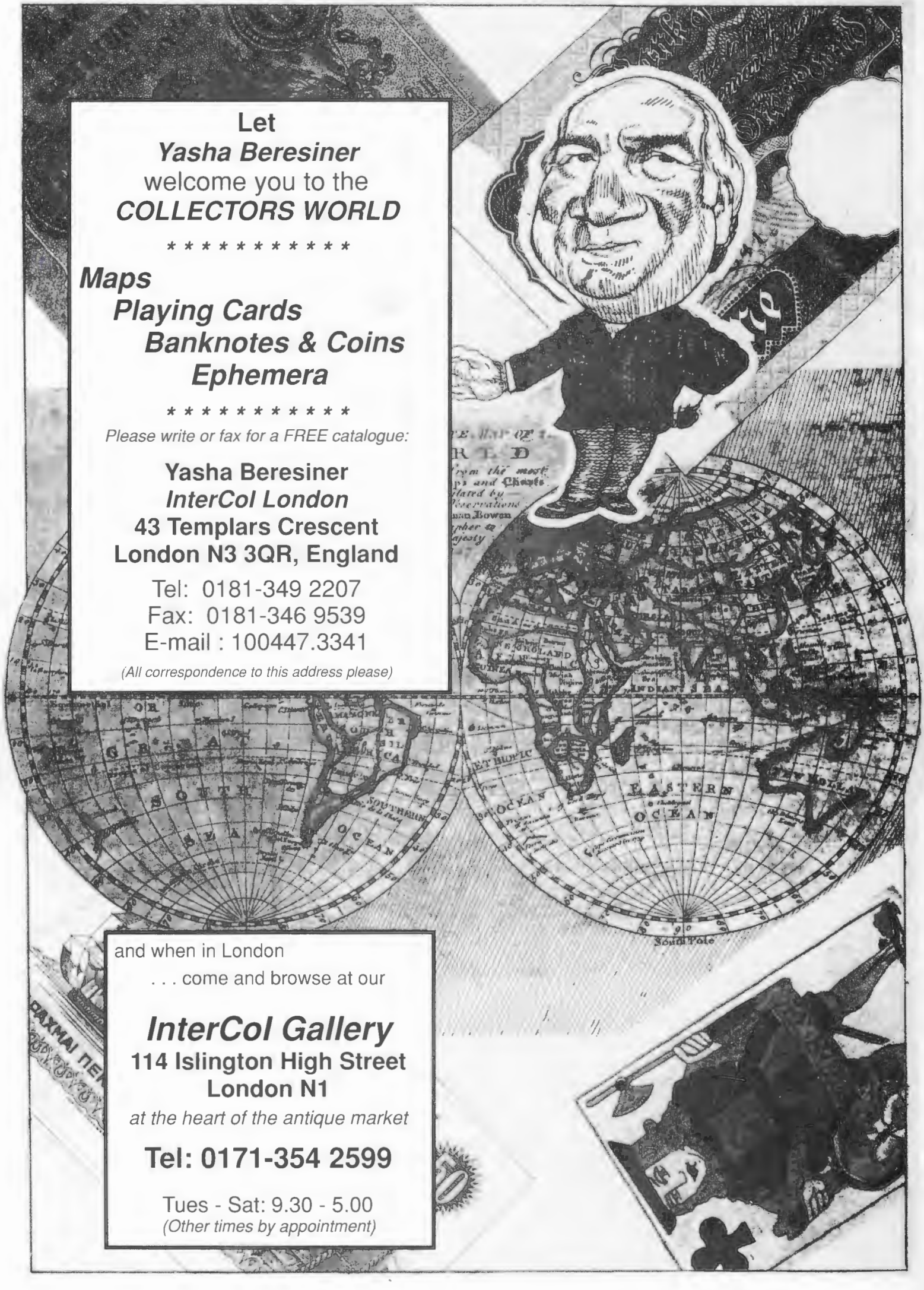
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