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WINTER 1999 ISSUE No. 79

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Cover map: 'Natoliae, quae olim Aisa Minor, Nova Descriptio', from Theatrum Orbis Terrarum by Abraham Ortelius, 1570. Courtesy Muhtar Katircioglu.

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From the International Chairman's Desk

Our visit to Turkey is over, and how I wish it were still ahead of me. It was all I hoped it would be, and even better in many respects. I spent two days with Muhtar and Julia last year, making arrangements, viewing the hotels, discussing the registration form with Muhtar and Mustafa Kartopu of Magister Travels, and I knew then that this symposium would be something special. I think it fully lived up to our expectations, and on all sides I heard praise for the arrangements Muhtar made, with his wide knowledge of what Istanbul has to offer, its history, its map collections, and, last but not least, his love of good food. All those (and that meant nearly all the participants) who had elected to join one or two of the optional tours, had universal praise, particularly for the guides, but also for the general attention to detail that went into the planning.

The earthquake, happening so soon before we were due to arrive, caused some initial worries, but once there, we realised that Istanbul was largely untouched. It was, however, one of the factors which prevented us enjoying the treasures preserved in the Topkapi library, as a wall in the room we were to use had developed a crack (the main reason the exhibition was cancelled was the recent theft of a rare Koran, nothing to do with IMCoS). The quake also required that the Turkish Government divert its promised funding for the symposium as part of the celebrations of 1000 years of the Ottoman Empire, to the relief operations. This did not deter our enjoyment, though we had to pay extra for functions originally included in the cost.

Sadly, since our return, a great tragedy has befallen Muhtar, his wife Julia, and daughter-in-law Dilek. Their son Hüseyin, who played such a prominent role in the symposium sessions and captured all our hearts, died on Nov 3rd when he fell off the roof of a factory which he was attempting to turn into a theatre. Our heartfelt sympathies go to his family at this devastating loss of a son who had such a promising future.

The speaker for whom Hüseyin performed such an excellent (almost)-simultaneous translation was a retired army general who is devoting his time now to researching a cave painting of a town plan dating to 6200 BC. General Ülkekul's enthusiasm thrilled us all, and we gasped at the early date of such a detailed plan and felt proud that it was being revealed at an IMCoS symposium. However, on my return, I checked in the *History of Cartography* and there it was, illustrated back in 1987 (Vol. I, pp. 73-74), with considerable textual commentary on it by Catherine Delano Smith. Papers from the sessions will be in the Spring Journal

Looking now to the future, preparations for Iceland next September are well under way, and the registration form should be included with this issue. It is a fascinating island, with a long history and many sites of special scientific interest. The air is unbelievably clean after our smog-filled towns, although I noticed they share car parking problems with the rest of us. The smart new library building is on a hill above the town, across the square from the Radisson Saga Hotel where some rooms

are being booked for us, and the symposium dinner will be held. Rooms elsewhere are also planned for those who prefer a more local flavour.

I do urge members who plan to attend to send in their forms as soon as possible, as knowing the likely number of participants does make it easier for the planners to provide us with the best possible organisation.

Symposia planned for future years are still under discussion. The dates for Chicago and Milwaukee are now confirmed to tie in with the Nebenzahl lectures, but the exact location for 2002 in the Netherlands is still to be decided. At present it looks as if it will be Amsterdam, where IMCoS held its first international symposium in 1982. We are also invited to repeat our venue when we go to Cyprus in 2003. This locale was under discussion when Dr Maria Iacovou left the Bank of Cyprus Cultural Foundation to become professor of archaeology at Nicosia University, but the new Chairman, Dr Yannis Kypri and Director Lefki Michaelidou have now confirmed that the Bank would like to host IMCoS early in the new millennium, when their new map room will be ready.

Last week I was again invited to represent IMCoS at the Borsa Turismo Congressuale in Florence, as a guest of the Italian State Tourist Board. I returned full of enthusiasm for our symposium there in 2004, four days in Venice and four days in Florence, with an interesting excursion in between. More details will be available nearer the date.

In the previous issue (page 53) I wrote about the planned IMCoS history. I requested all interested members to send me around 100 words on what IMCoS means to them, or any other theme they think suitable. I am sure you are all planning to send me something, but circumstances have prevented you from doing so already! I await your contributions with eagerness and great expectations. The more variety we insert, the more interesting will be the completed project, especially so when it is read in perhaps another twenty years time, as IMCoS approaches its half century. The cut-off date is near (31st December), and I still have many pages to fill.

SUSAN GOLE

Nominations for IMCoS-Helen Wallis Award for 2000

Nominations are invited from members for the 2000 IMCoS-Helen Wallis Award. This award is granted each year to the individual who, in the opinion of the Selection Committee, has been responsible for cartographic contributions of great merit and wide interest to map collectors worldwide. Though the award is intended to recognise individual merit, in special circumstances a group of people or an organisation could be eligible.

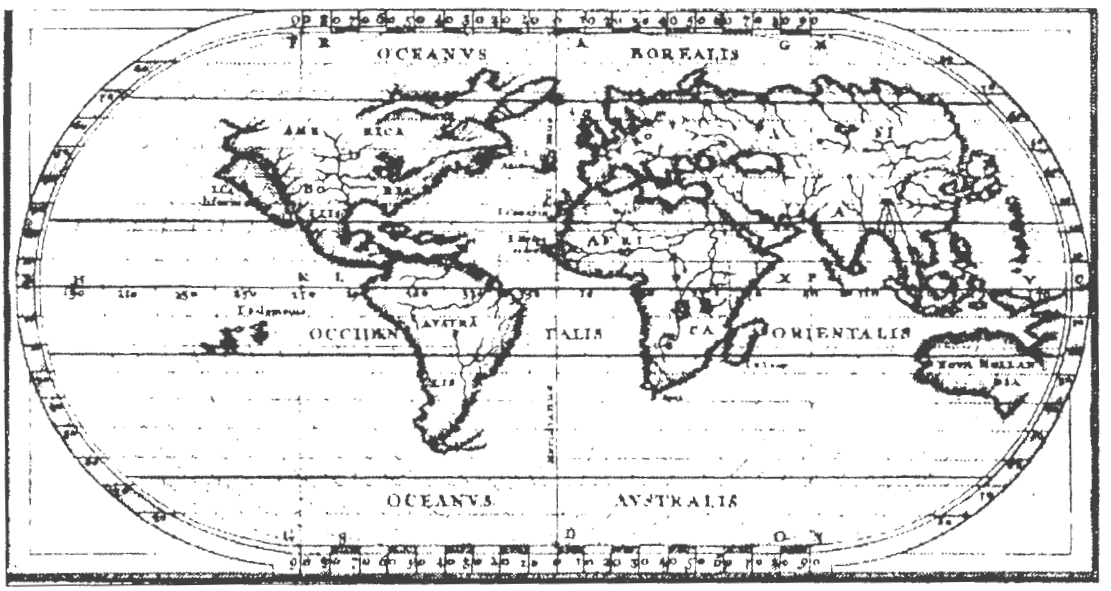
Nominations may be sent in writing to the Chairman of the Selection Committee, Valerie Scott, 48 High St, Tring HP23 5BH, UK, before 1 March. All nominations are treated in strictest confidence.

Previous winners include: (under the title IMCoS-R.V. Tooley Award) Valerie Scott, Kenneth Nebenzahl, Rodney Shirley, Helen Wallis, Mireille Pastoureau, Malcolm Young, Eila Campbell, The Cultural Foundation of the Bank of Cyprus, Margaret Wilkes, Brian Harley & David Woodward, Nico Israel, Catherine Delano Smith, Francis Herbert, (under the current title) Montserrat Galera, Norman Thrower, Susan Gole, and Günther Schilder.

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'Imaginography': Sensational Pseudo-Discoveries

The latter half of the 20th century has witnessed a veritable spate of reports in the press about the finding of historical artefacts concerning whose significance sensational claims have been made.

In Australia, the most persistent of these, periodically revived from the last century, is the so-called 'Mahogany Ship' at Warrnambool. Despite its sighting a century and a half ago, even a vast reward offered by the Victorian government has failed to bring it to light for examination. It therefore provides plenty of scope for its romantic identification as a 16th century Portuguese or Spanish vessel, and is an excellent bait to draw tourists to the Warrnambool maritime museum. Again from the last century are the 'Geelong Keys', but they also have conveniently vanished. Then there are the `Portuguese' 16th century cannon which rather inconveniently survived, for metallurgical investigation showed them to be 18th century SE Asian copies, probably left on the Western Australian coast by Macassan trepang fishermen. Kenneth McIntyre's Bittangabee 'fort' turned out to be the remains of a never completed building erected by the Imlay brothers in the 1830s or 1840s.

Several years ago there was a report of the discovery of 'Portuguese' coins by an Italian migrant fisherman off the South Australian coast. However, he returned to Italy with them before they could be reliably examined. Nearly two years ago, an old 'Portuguese' coin was reportedly found on the Victorian coast by someone who declined to properly identify himself, and it was suggested that his find was 'proof' that a 16th century Portuguese vessel had been responsible for leaving it there. However, its coats of arms were undoubtedly Spanish, not Portuguese. Analysis has shown it to be made from a low silver alloy, and therefore it is almost certainly a copy of a Spanish coin of the reign of Philip II, probably from a Spanish American mint. The anonymity of the finder makes one suspicious of its origin and the supposed circumstances of its finding. Some enthusiasts are not averse to planting 'evidence'.

Carl von Brandenstein has claimed that some Western Australian aboriginal languages contained words of Portuguese origin. Even if this should prove true, it could well be explained by aboriginal contact with Macassan trepang fishermen who were long in contact with the Portuguese. Nevertheless, he has also been quoted by the Portuguese language press as claiming that the Portuguese had a colony on the West Australian coast for some 70 years in the 16th century, together with African slaves.

Similar, though in many ways more extravagant sorts of claims have been made, both in North and South America, by Barry Fell, for example, and in Australia by Rex Gilroy. Most recently a New Zealander, Ross Wiseman, has cashed in on the apparently boundless market for historical sensations, attaching romantic speculative significance to a helmet, a stone bird, rats, a Tamil bell, etc, thereby asserting claims that Arabs, Phoenicians and others reached New Zealand long before the Maoris.

Map 'Interpretation'

Map 'interpretation' has produced some of the most astonishing conjectural claims, all based on perceived similarities between coastlines on old maps and imagined 'corresponding' coastlines on modern maps

Three Argentine authors, Dick Edgar Ibarra Grasso, Paul Gallez and Enrique de Gandia have stated that what appears to be an extra, nonexistent, SE Asian peninsula, on world maps of c.1489 by the German cartographer Henricus Martellus is really a representation of South America, dating from before Columbus. This claim is presented as proven fact by the Colombian, Gustavo Vargas Martinez, yet the inscriptions clearly disprove its validity. Another Argentine, Demetrio Charalambous, has recently claimed that two river systems, in North and South America, on one world map of 1527 by the Portuguese cartographer, Diogo Ribeiro, are so accurately depicted that they must have been the result of centuries of exploration. As no such maps were produced by native American civilizations, he claims that Ribeiro must have somehow laid hands on Phoenician maps which were removed from King Solomon's library in Jerusalem and later taken to Portugal by the Templars. An American, Mark A. McMenamin, has recently claimed that minute maps including America are depicted on some Carthaginian coins. Charles Hapgood's claims in connection with the Piri Reis map of 1513 are well known. So also are those maintaining that the southern 'continent' on Oronce Fine's world map of 1531 is such an accurate depiction of the outline of the underlying land mass of Antarctica that it must have been copied from a map or maps made during the times of 'the ancient sea kings' before it was covered by ice.

So far as supposedly early maps of Australia and New Zealand are concerned, there was George Collingridge's pioneering book (1895), followed in the last quarter of this century by the publications of Kenneth McIntyre (1977), Roger Hervé (1982), Lawrence FitzGerald (1984) and Eric Whitehouse (1994). There have been numerous articles from well before Collingridge's time. The two most recent books of this genre are those by Ross Wiseman (1996 and 1998), understandably concerned mainly with New Zealand. His claim of a discovery of New Zealand by Juan Fernandez in 1567 is based mainly on an imaginative interpretation of part of a book by the Chilean author, J.T. Medina, which he apparently had to have translated from the Spanish.

Europeans in Australia

The first reliably documented evidence of the presence of Europeans on the Australian coast is the arrival of the Dutch vessel, the Duyfken, under the command of Willem Janszoon, on the west coast of the Cape York Peninsula in 1606. The same year, Torres passed through the strait that bears his name between Cape York and New Guinea. If he did see the tip of Cape York, it would merely have appeared to be yet another island. Also in 1606, Pedro Fernandes de Queirós discovered land which he named *la Austrialia del Espíritu Santo*, in punning homage to Philip III of Spain, who was of the House of *Austria*. During the last century, Cardinal Moran, utterly disregarding Queirós's own statement regarding the latitude of

his discovery, proclaimed it to be Australia, and managed to get this 'fact' into school textbooks of the time. It was actually the island of Espíritu Santo in what is now Vanuatu. Yet such is the influence of Cardinal Moran that a Spanish migrant association here has called itself 'The Brotherhood of the Land of the Holy Spirit'.

The Portuguese appear to have got to Timor, some 450 kilometres from the north-west coast of Australia, in 1516. This proximity has suggested to some that they must have discovered at least that bit of Australia. However, since exploration was only of interest to them if it had prospects of commercial profit, there was no conceivable motive for their having come here, even supposing they learned about it from the Timorese.

Suggested strategic motivation is unconvincing conjecture. There is not a single surviving map or document of Portuguese origin that gives any evidence that substantiates their early arrival here. There was not even any Portuguese claim to have been the first Europeans here until well after the British hydrographer Alexander Dalrymple implied it in 1776, six years after Captain Cook's voyage along Australia's east coast.

The most apparently convincing claims about the supposed arrival of Europeans in Australia before the Dutch are based on the so-called Dieppe maps, made in France in the mid-16th century. However, before examining their 'evidence', two other commonly accepted misconceptions regarding supposed early depictions of Australia should be briefly mentioned. One concerns the land mass bearing an admittedly remarkable resemblance to Western Australia that figures on Heinrich Bünting's world map of 1581. In view of the appallingly bad depiction of the then known world, it is utterly illogical to maintain that the only 'accurately mapped' part of the world at that time was Australia's west coast.

The second misconception concerns that part of Mercator's southern continent south of Indonesia. It has been known for well over a century that Mercator's *Locach*, *Beach*, *Java Minor* ,etc, have nothing whatsoever to do with Australia, but are his imaginative representations of places in SE Asia which, owing to printers' errors in Latin editions of Marco Polo's *Travels* published in 1532, appeared to be south of Java, rather than south of Champa (Central Vietnam), as they were originally correctly described.

Wishful Thinking

Eric Whitehouse makes claims concerning many maps, including the Dieppe ones, but his book is the most extreme example of uninformed wishful thinking on the subject. It abounds in misprints and erratic dating. Any attempt to correct the plethora of misinformation provided would require an article of substantial length.

The most obviously incredible feature of the book is the author's ability to 'see' Australia on dozens of early maps, utterly ignoring all the inscriptions. He just superimposes Australian names wherever his imagination suggests. For example, he interprets what is clearly identified as Java on several maps as Arnhem Land, while several versions of Ptolemy's *Taprobana* (Sri Lanka) are presented as Australia. The whole length of Mercator's southern continent, in several different versions, is

identified as parts of Australia's coastline despite the fact that it has long been known that all of it is fictitious, except for the north coast of Tierra del Fuego, the inscriptions on which Whitehouse ignores. His 'Toscanelli map' of 'Australia' is actually a vast enlargement of one minute part of the 'Genoese' world map of 1457. The identification of 'Australia' is sheer fantasy. The attribution of the map to Toscanelli is almost undoubtedly false, and the date given, 1474, is definitely wrong, owing to the author's careless misreading of his source text. Ross Wiseman actually reproduces this figment of Whitehouse's imagination, presenting him as an authority, a clear case of the visionary leading the visionary.

Jave-la-Grande

The Dieppe maps all show, south of Indonesia, what appears to be a large land mass, named *Jave-la-Grande* on some, but by no means all of them (see map). Its north coast is composed of the north, east and west coasts of Java and Sumbawa. Its west coast trends generally southward from the western end of Java, from which it is separated by a strait. Its east coast extends roughly southeastwards from the east coast of Sumbawa. There is admittedly some similarity in outline between the upper part of *Jave-la-Grande*'s east coast and the 'corresponding' Australian coastline. However, there is nothing on Australia's east coast even vaguely resembling the vast, triangular *cap de fremose* promontory that constitutes the lower section of that coast on the Dieppe maps. *Jave-la-Grande* has no south coast on any of them, but some, for reasons which are explained below, join the land mass up, both eastward and westwards, to the north coast of Tierra del Fuego, via an obviously hypothetical coastline.

The names on the north coast of what is perceived by many as being Australia are those of places on the north coasts of Java and Sumbawa. The names on the east and west coasts are either in French, Portuguese, Gallicised Portuguese, or in a few cases, are not in any immediately identifiable language. Since Portuuese ships were almost certainly the first European vessels to reach SE Asia and Indonesia, it seemed self-evident to Dalrymple that *Jave-la-Grande* was Australia, charted by the Portuguese before the appearance of the Dieppe maps in the mid-16th century. Since his day, sometimes heated debate has continued between `believers' in the Portuguese priority theory and the sceptics. The 'believers' have had to try to explain why what they maintain is Australia is some 25^{0} too far west, so far, in fact that Timor appears off its NE coast, several degrees too far north, and why it is 'merged' into Java and Sumbawa. They suggest that French cartographers obtained a Portuguese map of Australia and, in trying to incorporate it on a world map, confused Arnhem Land and Cape York with Java and Sumbawa.

No less than four different 'solutions' have been proposed by the 'believers', in their attempts to explain away the inconvenient anomaly of the huge *cap de fremose* triangle. Roger Hervé, in 1955, suggested that it was the southern tip of Tasmania misplaced, but in 1982 changed his mind, and opted for the East Cape of New Zealand's North Island. Lawrence FitzGerald suggested the NE part of Tasmania. Ian McKiggan and Kenneth McIntyre,

though for different reasons, declared it to be Cape Howe, on the border between Victoria and New South Wales. Ross Wiseman, being a New Zealander, has followed Hervé's second option, though elaborating upon it in inventive detail. This interesting lack of consensus demonstrates clearly the active imaginations and wishful thinking of the 'believers':

Kenneth McIntyre's book has undoubtedly been the most influential one, for he succeeded in getting its revised, paperback edition set as a history text in Victorian secondary schools for a number of years, no serious countervailing evidence being provided for students. His identification of *cap de fremose* as Cape Howe and SE Australia required some ingenious explanation, because the angle of the former significantly failed to correspond to that of the latter. So he invented, and dogmatically propounded a made-to-measure explanation. He maintained that Portuguese cartographers used to place all new information initially on globes. Then, he states, to make their charts, they peeled off the individual gores, laid them flat, and 'vamped in freehand links' to join up any coastlines broken in the process. McIntyre applied this method, which he astonishingly stated, on no authority whatsoever, had had 'a long and honoured place in the history of cartography', to one part of the world, and one part only, namely the base of the problematic *cap de fremose* triangle. To his own satisfaction, he succeeded in making the angles of *cap de fremose* and SE Australia more or less coincide. It seems incredible that his readers can have fallen for this explanation. Does he, do they, really believe that Portuguese cartographers can have been so stupid? Three of the foremost historians of cartography whom I have consulted unanimously state that they do not know of one single map or chart that can be shown to have been constructed in this ridiculous manner. McIntyre's 'explanation' is utterly fictitious, manu- factured to explain away a problem which confounded his proposed identification. He traded on the trusting nature of his readers, and by no means only in this case.

Map

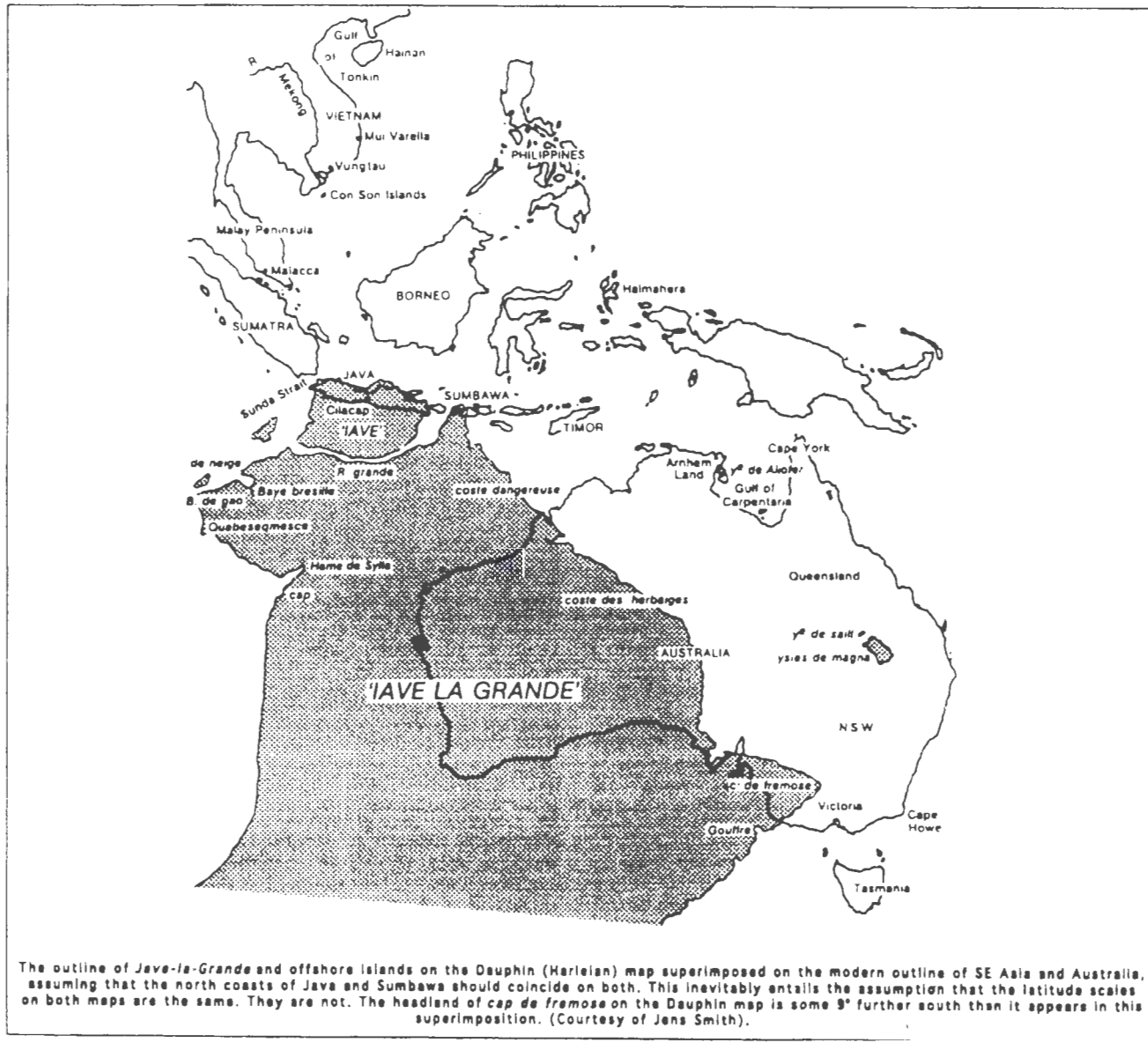
My map, superimposing Java-la-Grande on the modern map is based on the need to assume that one coast which the two maps are known to have in common are on the same scale, namely the north coasts of Java and Sumbawa. This inevitably entails the presumption that the latitude scales of both are also the same. In fact, they are not. On the superimposition, Cape Howe and *cap de fremose* app ear to be nearly in the same latitude. They are not. *Cap de fremose* on the Dieppe maps is actually some 9^0 further south than Cape Howe. In the early 16th century Portuguese navigators could measure latitude to within one degree, yet McIntyre, citing a 7^0 difference, cursorily glosses over even that huge discrepancy as 'a tolerable error'.

Two specious explanations are frequently cited for the lack of any hard evidence to justify the claim of Portuguese priority in the 'discovery' of Australia. One is the destruction of the *Casa da India* records in the Lisbon earthquake of 1755. Since there is not one iota of proof that any such evidence had existed there prior to the earthquake, that excuse is obviously invalid. The other supposed explanation is the Portu-

guese government's policy of secrecy. Significant numbers of 16th century Portuguese charts and sailing directions covering the coasts of Brazil, Africa and Asia have survived to this day If the policy was so conspicuously unsuccessful on such strategically and economically important routes, it is hardly logical to claim its complete success in 'Australian' waters. In any case, many foreign sailors worked on Portuguese ships, diplomats succeeded in acquiring such 'top secret' information as the 'Cantino' world map of 1502, while the Dutchman, Jan Huygen van Linschoten, actually published Portuguese pilots' sailing directions which he presumably obtained by bribery. What is more, a number of Portuguese cartographers went abroad to work for foreign governments, especially in Spain and France.

Any hypothesis, such as the assumption that the landmass of *Jave-la-Grande* is Australia, should be tested by honest, creditworthy scholarship. Sensationalism, wishful thinking, circular argumentation, fabricated or doctored evidence, and the ignoring or suppression of contrary evidence will not do.

The identification of enigmatic coastlines on early maps is not reliably achieved by an examination of coastal



The outline of *Jave-la-Grande* and offshore islands on the Dauphin (Harleian) map superimposed on the modern outline of SE Asia and Australia, assuming that the north coasts of Java and Sumbawa should coincide on both. This inevitably entails the assumption that the latitude scales on both maps are the same. They are not. The headland of *cap de fremose* on the Dauphin map is some 9° further south than it appears in this superimposition. (Courtesy of Jens Smith).

outlines alone. Many were extremely inaccurate, many misplaced, and a number fictitious. Only a critical examination of the inscriptions can hope to establish what the cartographers involved were depicting, or thought they were depicting. Such an examination demands of the researcher expertise in two specific fields, a knowledge of palaeography and the historical linguistics of the languages concerned. With one or two naive exceptions, all the 'believers' in the *Jave-la-Grande* =Australia equation ignored the inscriptions. Kenneth McIntyre went so far as to specifically dismiss place-name evidence as being too difficult, both for himself and for his readers! If the inscriptions cannot be read correctly, or cases of copyists' errors identified, the potential evidence cannot be detected. Palaeographic expertise is needed even in the case of early printed maps, for many contain errors due to the printers' inability to decipher their manuscript copy. The transference of lower case letters to capitals was a significant cause of error. Detailed knowledge of the historical development of the languages involved is necessary because most have changed enormously over the years, not least in spelling, which until very recently was notcriously erratic. There are other vital requirements. One is a close acquaintance with potential manuscript and printed sources, such as travel literature and sailing directions, from which the cartographers may have derived information. Variant versions need to be examined, and all read in the original languages. Furthermore, one always has to bear in mind that such information was frequently highly dubious, if not actually fictitious. Very few early maps were surveyed as we understand the term, and many were the cartographers' imaginative, graphic interpretations of written descriptions.

The west coast of *Jave-la-Grande* was identified as being part of SW Java, from coastal similarities alone, by Edward Heawood in 1899, and by Andrew Sharp in 1963, but neither attempted to make sense of the corrupt inscriptions that unquestionably validate that identification. Neither of their suggestions regarding the true identity of *Jave-la-Grande*'s east coast, nor the superficially more convincing one made by G. R. Crone in 1972, are supported by the inscriptions. On the other hand, the identification of the puzzling *cap de fremose* promontory and the coast north of it as being the Mekong delta and Vietnam is confirmed by the evidence of the inscriptions.

The ignorant and careless manuscript copying of unfamiliar material from one early chart to another inevitably led to the most astonishing transformations. The material was frequently in a language foreign to the copyist, at a time when no language had a standard spelling, and the handwriting was often difficult to decipher. A copyist would happily render an unfamiliar foreign word by one in his own language which 'looked' like, or was perceived to 'sound' like it. Examples are legion.

The *Jave-la-Grande* inscriptions have been examined in detail elsewhere. A few brief examples may suffice here. The spellings vary from map to map. I have selected here those on the so-called Dauphin, or Harleian map. There are three features on the west coast which identify it. One is the word *gao* attached to a bay. It is a variant spelling of the Portuguese word *jao* 'Javanese'. An-

other is what appears to read *Quabesequiesce*, though Kenneth McIntyre read it as *Quabesegmesce*. This 'name', as it stands, bears no resemblance to any word in French or Portuguese, nor to any place-name in Java or anywhere else in the vicinity, so at first sight it appears to be nonsense. However, the first six letters appear in an Elizabethan English translation of Linschoten's *Itinerario* in the 1590s, in which he published not only supposedly secret Portuguese sailing directions, but also details of the spice trade. In the Dutch original it appeared as *quabeb*. It is the name of a now rather obscure spice, *cubeb* in English, which was obtainable exclusively in Sunda, the western third of Java. The rest of the 'word', miscopied by the French, must have been the Portuguese words *aqui esta* 'is here'. Several early Portuguese charts, including the 'Cantino', identified the sources of desirable procducts. The other west coast inscription is not *Hame de Sylla*, as misread by McIntyre, but *Haure* [ie *havre*] *de Sylla* 'harbour of Sylla'. This, together with the apparent 'word' *cap*, just below it, attached to a nameless cape, identifies the only significant port on the south coast of Java, now spelled Cilacap. Such ignorant joining of adjacent words, or division of long ones was remarkably common.

The miscopied names on the east coast, and those of islands offshore are somewhat more complicated to explain; three may suffice here. Off the NE coast of Jave-la-Grande is the *ye de Aliofer*. This is a slightly miscopied version of the Portuguese word *aljofar* 'seed pearl', which was attached to the island of Hainan on numerous Portuguese maps, and later, in very corrupt forms, on Dutch ones, because they were plentiful there. *Coste dangereuse* 'dangerous coast' is derived from the Portuguese inscription costa *dauarela* (ie *costa da varela*), *varela* then being the name of the most easterly cape on the coast of Vietnam. Evidently the Portuguese manuscript letters *u* and *l* were misread as *n* and the old long letter *s*, thus suggesting to the French their word *dangereuse*, so 'dangerous coast'. One Dieppe map put *perilleuse*, a synonym, instead. The frequently made assertion that this identifies the Great Barrier Reef coast is sheer wishful thinking. That coast is not the only dangerous coast in the world. *Coste des herbaiges* 'coast of grass lands' is a French rendering of the Portuguese inscription *costa de champa* 'coast of champa'. Champa was a kingdom in central Vietnam. The French apparently thought that the word *champa* was a miscopying of their word *champs* 'fields', but transcribed it by a near synonym, *herbaiges* 'grass lands'.

A few years ago, in a letter to *The Bulletin*, I was accused of demonstrating 'one of the worst traits of intellectual snobbery, that is, bending the facts to suit [my] beliefs'. The writer was evidently unaware that my research into the place-names on *Jave-la-Grande* was initially undertaken in 1980, in an attempt to substantiate the *Jave-la- Grande* = Australia theory, and that I was somewhat disappointed when the evidence failed to do so. One wonders whether the author of the letter would have approved of my 'bending the facts' if, by so doing, I had managed to confirm his beliefs! He clearly knew nothing of early charts, nothing of palaeography, and nothing of the changes undergone by place names over the years.

The only effective, convincing counter to my two coastal identifications would be if someone could not merely demolish my place-name interpretations one by one, but also replace them by more convincing interpretations indicating their association with Australia instead. So far no one has done so.

Even such an outstanding scholar as Dr Helen Wallis did not always pay adequate attention to map inscriptions. She could declare my place-name interpretations 'ingenious', but did not attempt to rebut them. She just stated that my concept of *Jave-la-Grande* 'as a composite of southern Java and Indo-China' was in her view 'far-fetched and not proven'. Her own theory, however, which disregarded inscriptions, was certainly not proven. It relied very heavily on her own assessment of the supposed 'accuracy' of the Dieppe maps, especially those of Jean Rotz. Yet the mere appearance of an *Islonde of ye giant*s in the Indian Ocean on a Rotz hemisphere map casts serious doubts upon her claim of his supposed accuracy. The size and shape of that island alone show that it is not, as she suggested, Amsterdam Island. It is a fictitious representation of the Marco Polo derived Zanzibar which appeared on numerous early maps from 1492 onwards, some three decades before Amsterdam Island was discovered. The Dauphin (Harleian) map actually portrays it as *Zanzibar/Ysle des Geantz*: Cartographers who could accept fictitious islands could certainly be misled by unidentified coastlines.

The inscriptions on the west and east coasts of *Jave-la-Grande* clearly identify them as being copies of very early Portuguese sketch charts of the coasts of SW Java and Vietnam, the latter probably dating from about 1516. The French evidently believed that they were genuine, but failed to recognise them, either from their outlines, or from their inscriptions. The originals cannot have had scales, orientation, or latitude marked on them. Their positioning south of Java and Sumbawa was almost certainly due to three factors. Firstly, since trade in Java was restricted to the north coast, nearly all surviving Portuguese 16th century charts left the south coasts of both of those islands blank, as no information about them seems to have reached cartographers in Portugal. Secondly, at the time, there was current a widespread, popular belief in the necessary existence of a vast southern continent to counterbalance the land mass in the northern hemisphere. Mercator had first placed his land mass of *Beach,* etc, part of his southern continent, south of Indonesia on his globe gores of 1541. It would have been logical in the circumstances for the Dieppe cartographers to place charts of unidentified coastlines which were considered genuine in that same area, and join them up, as some Dieppe cartographers did, to the north coast of Tierra del Fuego which, discovered by Magellan in 1520, was believed to be part of the Great South Land. Thirdly, if, as seems highly probable, the sketch chart of SW Java had on it the inscription *Jaua Maior*, to identify it, that would have provided a further motive for the French positioning of it. That name for Java was widely adopted from the somewhat illogical Arabic usage by Marco Polo, and passed on by him, in contradistinction to *Jaua Menor* or *Minor*, by which they, and he, meant Sumatra. Confusion reigned for centuries over the use of these two names, but

when the Portuguese used the name *Jaua Maior*, of which *Jave-la-Grande* is a French translation, they always, with the exception of the hopelessly confused Manuel Godinho de Erddia, meant Java. Jaua Menor was variously taken to mean Bali, Sumbawa or even Borneo. Mercator and the Italian cartographer Gastaldi actually invented an island of that name south of Indonesia.

The varied, imaginative 'interpretations' of the coastlines of *Jave-la-Grande* by the 'believers', and their manipulation of the outlines to make them more closely resemble what they would like them to be, may continue to deceive their readers. The evidence of the place-names, however, is conclusive. The Portuguese may have reached Australia in the 16th century, but none of the supposed evidence so far produced is valid.

It is a regrettable fact that sensational claims make headlines, and lend themselves to televised 're-enactments', while their reasoned demolition is usually relegated to the back pages, or to journals which the general public seldom sets eyes on.

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W.A.R. RICHARDSON



Melchior Lorichs

Cartographer and Painter in Hamburg and Constantinople

Hamburg has a cartographer and painter to thank for the definitive efforts made in the year 1567 to become and remain the prime port on the Elbe. The case before the Imperial Supreme Court on recognition of Hamburg's rights as a so-called trading centre was concerned with the principle that every passing captain had to put in to Hamburg, and not Harburg on the southern branch of the river, and to offer his goods for sale there. This was contested by the towns of Harburg, Lüneburg, Stade and Buxtehude, all situated south of the Elbe, because they were in danger of losing their privileges. In the past they had sought to prove their case with the aid of a map of the Brunswick-Lüneburg area dating from around 1550 that depicted the northern arm of the Elbe flowing past Hamburg as a small stream. The evidence of a map made by Melchior Lorichs and drawn in eight months at the request of Hamburg's City Council was so convincing for the Imperial Supreme Court that Hamburg won the case. Hamburg rewarded Lorichs like a scholar with a princely salary equivalent to the annual salary of the first legal adviser to the City Council.

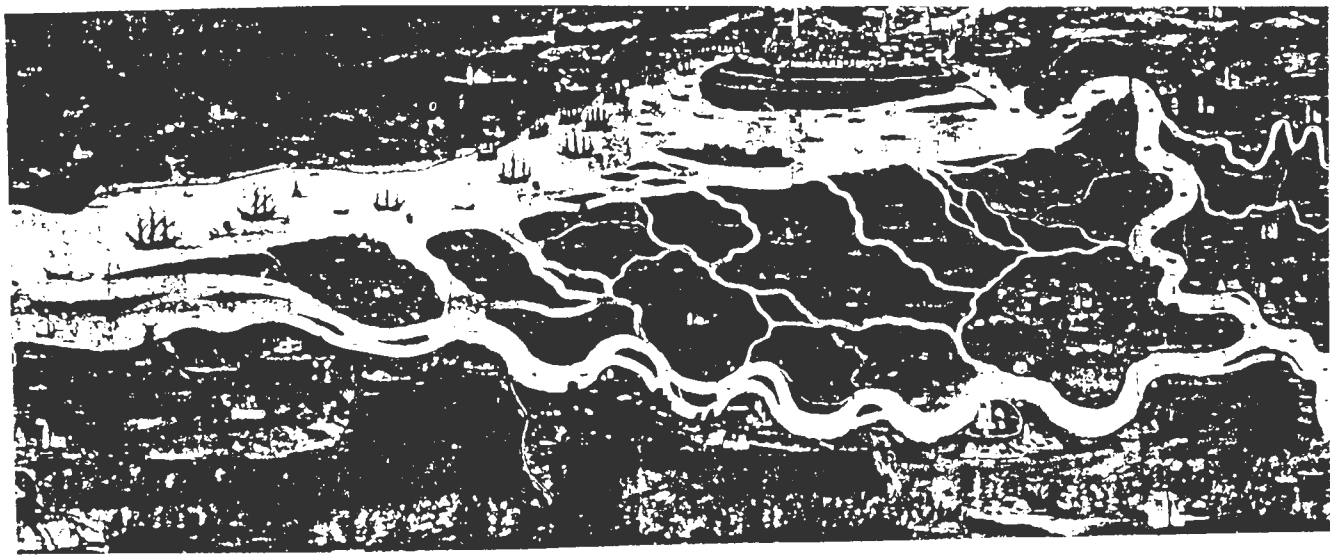
The map, one metre high by twelve metres wide, which shows the Elbe from Geesthacht to its mouth, has been preserved as if by a miracle despite the fires and bombing raids of the Second World War and is now in the Hamburg City Archive. For Hamburg the Elbe map of 1562 not only bears witness to the artistic skills of a man and the state of development of cartography at that time.



Melchior Lorichs from a medallion of about 1575.

It is also, and originally, a document of the political efforts undertaken by citizens of Hamburg to defend and safeguard their city's rights on the Elbe.

Melchior Lorichs was born the son of the wealthy Flensburg councillor Thomas Lorck in 1526 or 1527; on his picture of Luther drawn in 1545, one of his first drawings, the painter–clearly proud of the fact– gave his age as 21. At this time he was already receiving a grant from the Danish king Christian III; the king was supporting the four sons of the councillor, who had died early and had had close links with his house. Melchior Lorichs, who had initially been sent to do an apprenticeship with a master goldsmith in Lübeck, was then to spend three to four years visiting foreign countries and subsequently be at the king's service in Denmark. And so it was that he travelled to the south of Germany to the Emperor's court, and also to the Netherlands and Italy. He sought



Detail from Lorich's map of Hamburg (1568), showing Hamburg to the north (top), and Harburg in the south.

contact with the famous artists of his time and also studied the monuments of the rediscovered ancient world. From an artistic point of view Lorichs was clearly susceptible to influence; in Rome he was evidently stimulated by Michelangelo in particular, on the basis of whose studies of the Day of Judgement Lorichs created an etching in 1550 that has been described as one of his most beautiful. It may be that the trained goldsmith Melchior Lorichs, who in the course of his life created drawings and paintings, produced etchings and woodcuts, worked as cartographer, poet and architect, and finally published scholarly descriptions of various countries, saw the genius Michelangelo—painter, sculptor, architect and poet—as his model.

The Danish king, however, had little benefit from the recipient of his scholarship. Melchior Lorichs failed to return to the north after the agreed period. For this reason his share of the estate of his mother, who had also died in the meantime, was withheld in 1552 at the behest of the king. Destitute, Lorichs approached the imperial court again. Here in 1556 he was given the opportunity to travel to Constantinople, where an Imperial legation was trying to resolve a dispute with the Sultan about Transylvania. In view of the legation's mission it is not unlikely that Lorichs was to act as a cartographer. At any rate he joined the legation not only as an interested artist, as has sometimes been supposed; his assignment was later explicitly mentioned as the reason for the confirmation of nobility conferred by the Emperor.

Although Lorichs was undoubtedly seeking a living when he joined the legation in Constantinople, he will also have been attracted by the opportunity to get to know the former capital of the Eastern Roman Empire, which was difficult of access at that time, with its numerous ancient artistic treasures and exotic people. He himself states that he spent three and a half years in Constantinople. In 1559, the last year of his stay, he worked on a large panorama of Constantinople. This view of the city, which presumably took shape alongside his work for the legation, resembles the later Elbe map both in size, being 11.45 metres wide with a height of about 45 centimetres, and also in presentation with its black border. It also shows us the painter at

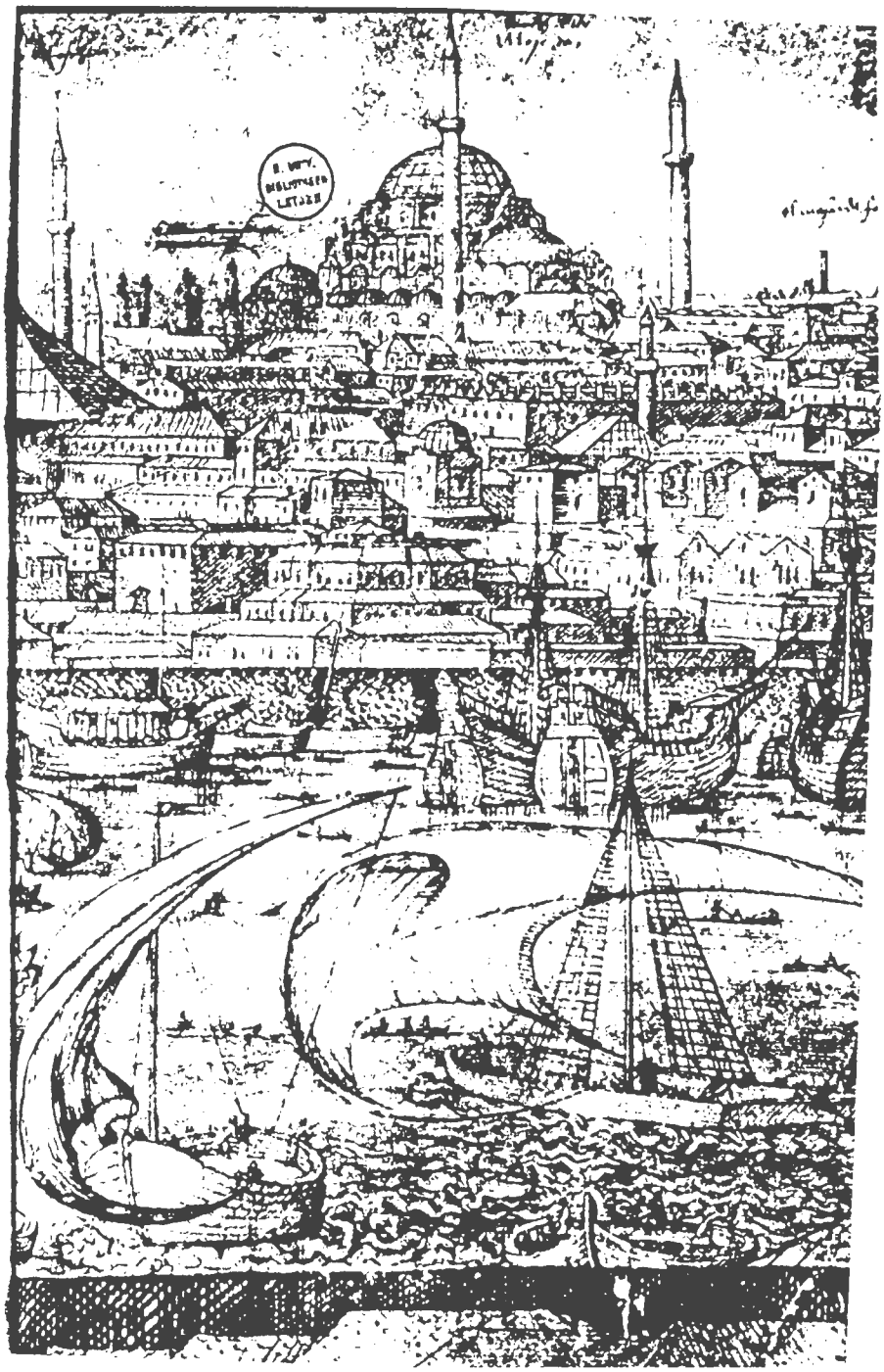
work in a self-portrait, lending credence to the view that the sheets of the Elbe map in their present form, i.e. already stuck together and mounted, were coloured by Lorichs. The view of Constantinople was later cut into 21 pieces of varying size. Originally it hung, as an old etching shows, in the library at the University of Leiden. In his panorama Lorichs provides a view from Galata across the Golden Horn to the old city with the Bayazid mosque. A Byzantine tower, today a ruin, which is surrounded by the walls of the 'Valide Han' (home of the Sultana's mother), appears in the view of the city as a prominent feature in the silhouette, much higher than it is today.

Together with the legation, Lorichs was also temporarily held captive in Constantinople. In this situation he turned poet. With the great city panorama, numerous portrait studies and sketches of local costumes and other evidence of his versatility, he arrived back in Vienna from Constantinople in 1560 or 1561. Here he remained in the service of the Emperor, designed gateways of honour and triumphal arches for processions, and evidently made himself useful in other ways. On 22 February 1564 Emperor Ferdinand I, who was clearly well disposed towards the artist, granted Melchior Lorichs and his three brothers confirmation of their nobility, and at least from this time onward he received a kind of honorary salary and bore the title of 'Hartschier', a member of the Emperor's bodyguard.

The payments to 'bodyguard' Melchior Lorichs ended for a time in 1556; later there is evidence of them again in 1570-72 and 1574-77. In December 1566 Emperor Maximilian II sent a letter to King Frederick II of Denmark interceding on behalf of Melchior Lorichs, evidently because the painter wanted to return at last to his home country; a brief stay in Hamburg to make the map of the Elbe may already have been agreed before he left Vienna.

Melchior Lorichs arrived in Hamburg not later than the beginning of September 1567, possibly even in the early summer. In the same year the English merchant company 'Merchant Venturers' established a branch in Hamburg.

Lorichs undoubtedly possessed the knowledge of a scholarly cartographer of his day. Admittedly no cartographer at that time could create a survey map in the modern sense, but Lorichs went a long way beyond the rnedieval surveyors who mostly worked with no more than a measuring rod and tape. In Italy in particular he must have made acquaintance with the rediscovered art of ancient cartography. It was there, following the conquest of Constantinople by the Turks, that Ptolemy's Geography first appeared, and during his travels through Italy he undoubtedly came to know the great new cartographic drawings of the time. A famous example was the wall map of the entire known world in the Pallazo Venezia in Rome, mentioned as early as 1495. This and other works that still presented a 'picture' of the landscape will have been seen by Melchior Lorichs, and he undoubtedly also knew the epoch-making publications of his day and the latest instruments of a cartographer, compass and reference disc, which were used to sight striking points from mountains or towers. He also used the frequently recommended method of asking 'experienced locals', as proved by his



Detail from Lorichs' panorama of Constantinople (1559), from Galata, showing oldest extant Sultanmosque.

statement in court that the representative of Hamburg had listened to everything. Another indication of Lorichs' calibre is his acquaintance with Abraham Ortelius in Antwerp. During a visit in 1574 the latter asked Lorichs, who was of the same age and who after the publication of Ortelius' world map was one of the first to create a more detailed map of a limited region, for an entry in his 'Album amicorum'.

In 1847 Johann Martio Lappenberg in his publication praised the 'uncommon faithfulness and accuracy of the individual views' on Melchior Lorichs' map. Though as Lappenberg emphasised, the work by Lorichs could not be based on precise measurements in the modern sense. Many places are undoubtedly only entered on the basis of estimated distances. What is more, the cartographer distorted the course of the river on his map, especially towards the mouth, making it shorter and at the same time somewhat wider. Moreover, compared with reality the minor bends on the shoreline and tributaries are exaggerated, while the large-scale bends along the length of the river that are not detectable from a vessel in midstream are understated.

Despite the obvious distortions, however, there is no reason to suppose that, as often suspected, Melchior Lorichs was guilty of deliberate misrepresentation. He undoubtedly wanted to reproduce reality in line with the cartographic findings and means of his day. This concept was however dictated by the age. As can be seen from the panorama of Constantinople, Lorichs and his

contemporaries considered it justified and necessary to distinguish between topographically important and less important objects. If something appeared to be of secondary importance, it only needed to be suggested schematically. Thus on the map of the Elbe the houses of a village are certainly not reproduced, but larger church buildings, for example, are shown as true to life as possible.

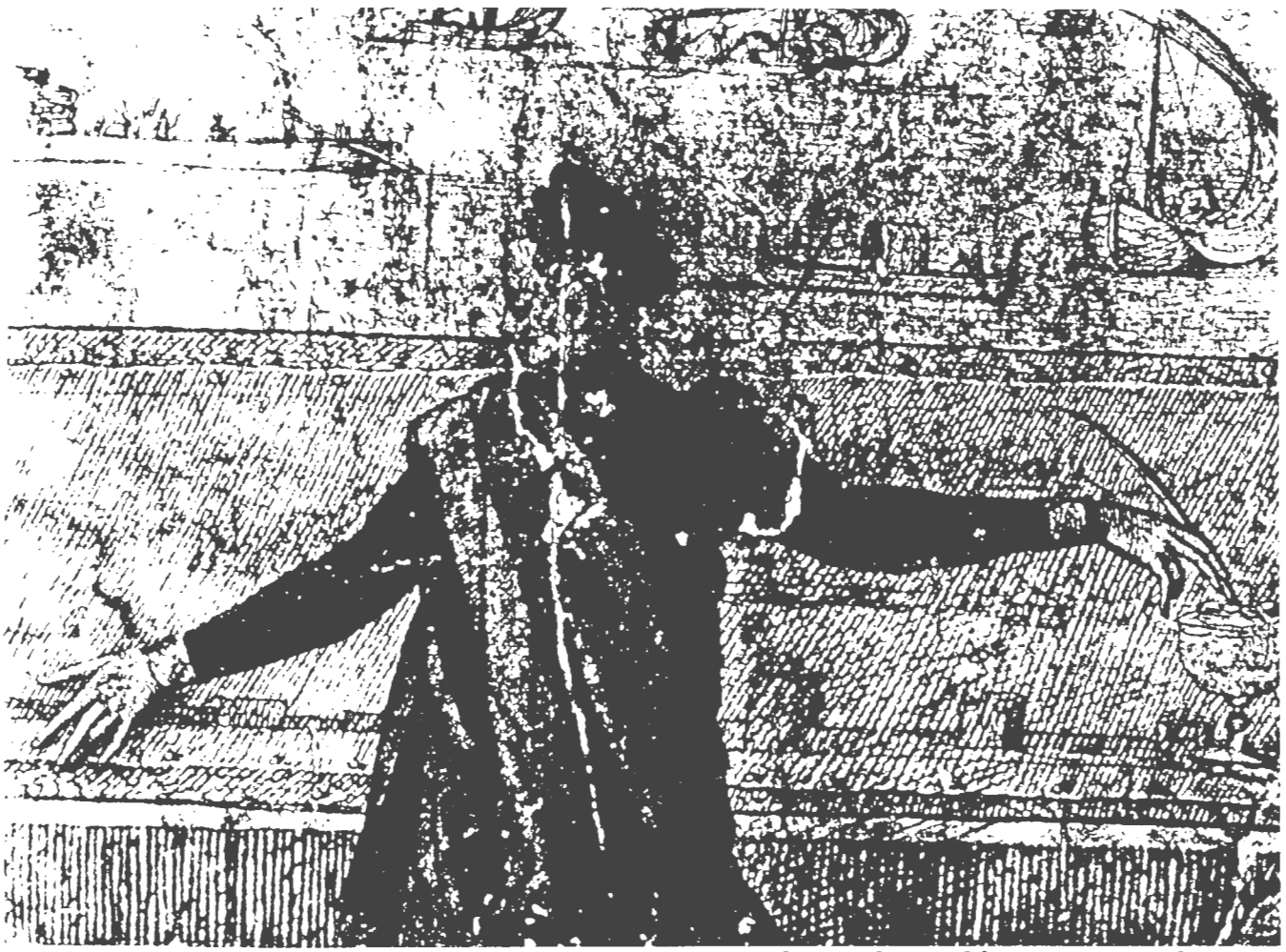
Furthermore, the special purpose of the map already mentioned made it necessary to pay attention to the details that were important for Hamburg's arguments. It must therefore be assumed that Lorichs sought to reproduce correctly the area where the river was divided, although the North Elbe is shown conspicuously wide. This may be due in part to the desire of the citizens of Hamburg, no doubt frequently voiced, to do away with the impression of a little stream that was bound to be gained from a study of the Brunswick-Lüneburg map. But a certain distortion can also be explained by the fact that Lorichs probably measured the terrain from a church tower in the city, which made some distortion inevitable. And finally, it should be remembered that the information we have about the appearance of the Elbe and its islands at that time essentially comes only from statements by parties in the case.

The details of how Melchior Lorichs compiled the material for the Elbe map are unknown, for apart from the map itself no documentary material has survived. Records of place names, distances, boundaries etc. and freehand sketches of striking localities and buildings no doubt preceded the first draft, but these have been lost. A closer inspection of the work does however reveal the stages in which the map itself was created, from the first outline drawings to the last colouring. Lorichs initially worked on the customary folded folios measuring about 56.5 by 14.5 cm. The entire map without the border consists of 44 of these sheets in two rows one above the other; the painter also added at the top a third row about 11 cm high, as there would otherwise not have been enough space for the drawing.

That Lorichs had not yet coloured the map when it was mounted can be seen from the fact that small creases in the paper resulting from the mounting process clearly do not contain any paint. Thus Lorichs must have completed the Elbe map in the manner that the self-portrait on the view of Constantinople shows him at work. It would seem that once the map was mounted he first applied the basic colours with water-based tempera, then went over the detailed drawing once again in sepia, paying special attention to names.

In Antwerp he no doubt met Georg Braun, who was well disposed towards him and who with Franz Hogenberg published the famous *Civates Orbis Terrarum* for which Abraham Ortelius, with whom Lorichs was acquainted, had also worked. It seems reasonable to suppose that Lorichs was offered the chance of participating in this work. One particular argument in favour of his participation is a comparison of the view of Hamburg in Volume I of the *Civates* with the city silhouette on the Elbe map. The two representations agree not only in the position of the observer and in all major buildings, but also—and this would seem to be the deciding factor—in objectively insignificant details as well.

In the year 1572 mentioned below the view of the city, Lorichs was cer-



Detail from Lorichs' panorama of Constantinople, with a self-portrait perhaps showing how the colouring was managed.

tainly still in Hamburg. Here he made his will on 15 February 1572. Lorichs' will gives an idea of his closer acquaintances in Hamburg. The painter did not use any titles of nobility here or apparently later either, despite his confirmation from the Emperor; his distinctly middle-class bourgeois circle of acquaintances would hardly have allowed him to do so.

After a two-year illness, Lorichs had no money left. Unable to find a permanent post in Hamburg, and hardly able to exist on the payments from Vienna, he sought once again to gain the favour of the king of Denmark. To him he dedicated his Turkish portraits, which appeared in Antwerp in April 1574 with a printed letter of dedication. While Lorichs waited for success he once again worked for a commission of the Imperial Supreme Court, this time as a properly sworn painter.

It must have been soon after this last assignment as painter for the Imperial Supreme Court that Melchior Lorichs left Hamburg. On 19 May 1575 he replied from his father's city of Flensburg to an apparently well-disposed message from the Danish king and asked him for support. It is doubtful that he received speedy assistance. Melchior Lorichs appears to have gone to Vienna again and continued to receive his 'bodyguard' pay. But the artist, already marked by age and illness, was drawn back to the Danish court. From 1580 onwards he worked there as court painter.

Although the assurance of a fee was withdrawn in November 1582, a pay-

ment in March 1583 is documented. Whether Lorichs regained favour after all, or whether this was just a final payment to the dismissed man, remains an open question. It has been supposed that the painter embarked on another major voyage and travelled to Africa, because drawings dated 1583 are preserved depicting men and women from the Gold Coast. In view of the age of MeLchior Lorichs, such a journey, especially in such a short time, does not appear to be very probable. But the date of his death has remained just as unknown as the date of his birth.

Lorichs' great Hamburg work, the Elbe map of 1568, is, together with the Constantinople panorama, one of the most impressive works of a man who wanted to achieve something outstanding as an artist, and who as 'studiosissimus antiquitatis', as he calls himself on the Elbe map, strove for humanistic scholarship.

Although Hamburg's rights as a trading centre on the South Elbe were not recognised by the Imperial Supreme Court in 1618, the necessary sovereign rights for free and guaranteed navigation on the one arm of the Elbe were upheld. Thus on a long-term view the map did fulfil its political purpose.

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Haiti – Bellin, 1764, 35 x 22 cms; the environs of Port au Prince & Leogane; decorative cartouche. £40

On and Off the Rails

Tony Nicholls1 would have us believe that map collectors are either 'lateral' (butterflies fluttering gaily from flower to flower without pausing to ask about the source of their pleasure) or 'focused' (bees carrying nectar from one flower back to the hive to process). He then lets himself down by admitting that, like most of us, he is a bit of both. If he used his six honest serving men (what? and where? and when? and why? and how? and who?) he might answer some of his questions himself, or is that too much of a drag? If he believes that the *Gentleman's Magazine* was the source of his fire maps, Jolly[2] would have found them. Then Tony could write an article about them.

I, too, have a copy of the 'Map of the Intended Southampton Railway'. Minimal research shows that the map was produced in 1831: Roake and Varty were in business under that name 1831-47;[3] my copy was already being used as scrap in April 1833 (from manuscript dates on the reverse); the first prospectus for a railway from London to Southampton was issued in April 1831.[4, 5] The map was almost certainly issued with that prospectus or another at that time.

Many of us 'focused' collectors allow ourselves to follow the scent down interesting side tracks. Raymond Frostick focuses on maps of Norfolk, but in doing so, he learned about George Richmond, and he researched that mapmaker's life. He then told the rest of us about him.[6]

Likewise, I focus on maps of Berkshire. When Doreen Green showed me a map of the Oxford area by Perrot, it led me on to discover the source of the map and to discover others by the same mapmaker.[7]

Similarly, about 12 years ago, I came across a map of the Abingdon area in a remote country bookshop (now closed). After some detective work, I discovered that it was derived from Cary's 'New Map of England & Wales', 2nd edition of 1816. Bacon had bought the plates at Crutchley's sale in 1877, and continued to make maps from them until 1938: you will find Cary maps showing A-roads and the North Circular Bye-pass. Perhaps that would make an interesting article for the *Journal*.

My hobby in retirement has been to compile a cartobibliographgty of maps of Berkshire. A change of spelling of a single name can be of great interest: e.g., when the *Royal Atlas* was published in 1763, one of the publishers, Carington Bowles, made sure his name was spelled correctly. When Martin re-published the *Atlas* in 1828, it was noticed that many maps showed the name Carrington Bowles, proving that Martin's atlas was made up from old stock, some of which hd been suppressed for fifty years.

Most atlases and topographies were originally issued in parts. Berkshire usually appeared in an early part, and was most likely to have been amended several times for later re-issues of the part before the work was finally assembled by the purchaser of the parts. Moule's map of Berkshire was issued in 1830. It was amended eleven times before Moule's *English Counties Delineated* was completed in 1837, and a further four times when used in *Barclay's Dictionary*.

I could go on with many other examples. Does this matter? Perhaps not, and perhaps little things please little minds, but it does make me look at the maps and speculate why such changes were made. Often, I surmise that a particular change must have been made, and this keeps me looking at maps hoping, one day, to find the particular map. I certainly drool when I find it.

Please, Tony Nicholls, be less of a butterfly and more of a bee bringing nectar to the hives so that we can all enjoy the honey.

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EUGENE BURDEN

Letters to the Editor

Those who, like me, were fascinated by David Parry's article on the impact of the Spice Islands on Cartography (Issue no. 78. pp. 21-32) may be interested in David Selbourne's recent translation* of Jacob d'Ancona's account of his journey to southeast China between April 1270 and May 1273, several years before Marco Polo's *Travels* . . . were written in 1298. Selbourne first became aware of the hitherto unknown (or unrecorded) manuscript in Italy in 1990; it has no title, is undecorated throughout and was written mainly in mediaeval Italian vernacular. Authenticity of the original manuscript has been debated; it seems to be on a par with that attributed to Marco Polo. The Jewish scholar-merchant's outward journey via Acre, Basra. Hormuz, Ceylon, and Sumatra was to the southern Chinese city of Zaitun (which fell to the Tartars in 1277). The account is full of interest, but, in the context of Parry's article, one paragraph of the translation is particularly tantalising. Before sailing from Basra, Jacob d'Ancona noted:

> `Inside the great ship. which also had three rudders, the captains, who were men of Basra, were equipped with charts of the seas of India and Sinim which, being made by Saracens who are wise in such things, were esteemed by them to be more accurate than those of the Franks." (Selbourne, 1998, p. 76).

*Selbourne. D.. 1997. *The City of Light*: Little, Brown & Co.. London [Paperback 1998. Abacus Division of Little. Brown & Co.. 516 pp.. ISBN: 0 349 10895 1].

E.H.T. WHITTEN

I have recently received a packet of table napkins from my niece in Australia, decorated with a Tallis map of that country.

Four of the five vignettes are the same as those on the map of Australia in *The Illustrated Atlas and Modern History of the World*, edited by R. Montgomery Martin. These are: Natives of the Tribe of Bogan; Sydney; Kangaroos; and, Australian Parrots and Cockatoo. But that at the bottom right corner the vignette in the *Atlas* – Natives of Australia – has been replaced by a harbour scene (title indistinct on the napkin).

In the *Atlas* the maps are 'Drawn & Engraved by J. Rapkin', and the Illustrations are by 'J. Marchant & Engraved by J.B. Allen.' Nowhere does the name of Tallis appear. The napkin, however, has the imprint ' John Tallis & Company, London & New York' at the bottom centre.

Can any of your readers enlighten me about the various editions of Tallis maps and how the vignettes differed for other parts of the world?

M.R. YOUNG

Ivory Globes
Distinguishing Elephant Ivory from Calcium Carbonate, or distinguishing the real from the fake

Three miniature globes were tested in December 1998 at the Vienna-based Staatliches Edelsteininstitut, Mineralogisch-Petrografische Abteilung by Frau Dr. V. Hammer using Roentchen-Diffraction and Microscope. The first method identified these globes as hydroxylapatite or ivory. The second method identified the Rezius Growth Lines (or E.T.P., Engine Turned Patterning) showing that they were made from elephant ivory. The latter is of the most importance tin proving their origin and to distinguish them from scrimshaw (usually whalebone). These results were then confirmed by the international ivory expert and eminent author E. von Philippovich.

One of the globes had an ink stamp on the bottom naming John Lilley. This stamp was identified by an expert at Bonhams in London. John Lilley worked between 1811 and 1845. He was a well-known nautical and mathematical instrument maker as well as an optician. He learned his trade from Michael Dancer and was followed by his son John Lilley the second from 1837. In 1826, his working address was Jamaica Terrace, near West India Docks, and it is this address which is shown on the stamp on the bottom of one of the ivory globes. The stamp cannot be removed. The other ivory globes do not have this reference to a possible proprietor (leathersheet), but in style and composition they are undisguised 'twins' of the first globe.

A reproach frequently heard that these globes do not have a compass and therefore they are fake, is erroneous. This is not because there are a lot of functional examples of sundials without a compass but because the sundials in these globes are merely of a decorative nature to please the owner. Proof is



The real ivory globe is on the right, and the modern (calcium) copy on the left.

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that at the beginning of the 19th century, time measuring, especially in England, was already quite developed, especially for nautical purposes. They had far more precise ways to measure time. These globes are not pocket globes. They were meant to be kept at a single fixed location. We may also not forget the extraordinarily rare example of an ivory globe on a cane, without the sundial, but with the silver pounce referring to London.

The three ivory globes had high prices and were bought on the condition of 'subject to return'. Reputable auction houses have valued them, proven them genuine and included them in auction (Huelsmann of Hamburg, Zeller of Lindau, Heritage of Los Angeles). They are very rare and therefore quite valuable. It is not known if any have passed through Christie's and Sotheby's. When I showed to Mr. J. Collins, Director of the Department of Globes and Scientific Instruments at Christie's in London a picture of an ivory globe on a cane at a conference in Berlin in October 1998, he confirmed to me, he had never seen such a detailed one, which proves even the cane is extremely rare. When I asked him why the world map used on the cane looked like a map of Hondius 1639, he replied that it may have been the only one the carver had to draw from. There are several ivory globes in museums, but because they are made from ivory, they may not always be in a globe museum but rather in a museum of natural history, one of technique, or of clocks.

All characteristics of the globes were tested and cross-checked, including the woodworm in the wooden (mahagony) bases, the hand-made paper (where the stamp is) and the reddish-brown hatch colouring at the sea edges and last but not least the Latin and Italian language. In order to define the type of screws which were used for the hinges, roentgenograms were made. The roentgenograms showed that no screws were used in the globes, nor in the cane; only plugs were used. As to the inscription `Imor Penova' on the ivory globe on the cane, the explanation is still lacking.

More recently, I came across a pair of small globes (Inv. nos 31 and 32) belonging to the Wiesinger collection. With his consent they were analysed by the same Dr. Hammer at the Natural History Museum in Vienna, who analysed my ivory globes. The astonishing result was that they are made of CaCO3 or Calcium Carbonate mixed with a type of plastic. Even more astonishing, they are moulded and have new screws, and other new materials are used. The language on one of the globes is English (not Latin as on the others) and only black ink is used.

The results from this latest research show the best way to distinguish genuine ivory globes which have an unequivocal origin as first publicly presented in October 1998 in Berlin. It is clear that the ability to distinguish `fake' from `real' improves with experience, not only for dealers.

After these years of research, I have now acquired that experience, even without being a merchant dealer. In addition, the experience of so many experts on which I can build and the applied scientific research from the Natural History Museum in Vienna allow for an objective disposition which forms the ultimate base of proof for these genuine decorative artefacts.



Two views of the ivory globe.

These ivory globes are not deliberately falsified artefacts, intended to deceive the purchaser, or even toys. No, they are masterpieces of the time they were made, namely at the beginning of the XIXth century, no more, no less.

I hope this article may help other IMCoS members and collectors to complete their collection and to find out about the rare round world maps.

STEFAN MISSINNE

John Evans's Exploration and Mapping of the Missouri

Om 1st August 1999 in Antur Waunfawr, a unique community enterprise in the village of Waunfawr in North Wales, a commissioned sculpture was unveiled and a small museum opened to commemorate the two hundredth anniversary of the death of John Thomas Evans. One of the village's famous sons, he made an important contribution to pioneering a land-route westwards across America to the Pacific Ocean. This young Welshman left his homeland in 1792 for the New World with a mission to carry the Christian message to the 'Welsh Indians', reputed to live in the region of the upper Missouri. Whilst he did not find these 'illusory Indians', he did produce 'what was to to be one of the most important maps available to Meriwether Lewis and William Clark in planning and executing their famous expedition up the Missouri in 1804.'[1] One of the major exhibits in the museum is a set of photographs of the seven sheets which constitute the only known copy of Evans's original manuscript map of the Missouri River from Fort Charles to the Mandan Indian territory.[2]

NOTES

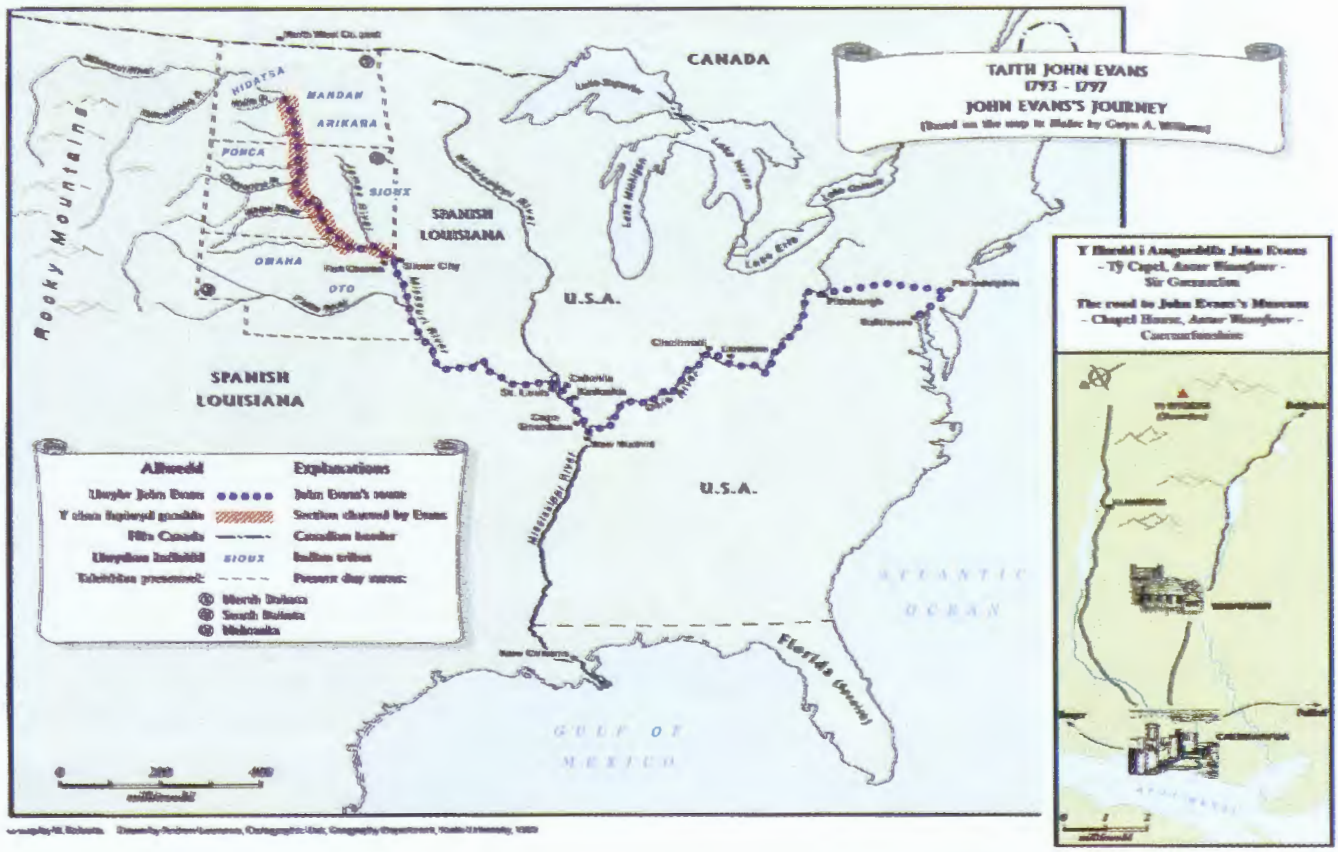
1. W. Raymond Wood, 'The John Evans 1796-97 map of the Missouri river', in *J. Center for Great Plains Studies*, Univ of Nebraska, Vol. 1, No. 7, 1981.
2. The photographs are exhibited courtesy of the Beinecke Rare Book and Manuscript Library, Yale University.

The museum is normally open 9.30- 16.30 Monday to Friday. At other times, please make a prior request to Antur Waunfawr, Bryn Pistyll, Waunfawr, Caernarfon, Gwynedd LL55 4BJ. Tel: 01286 650 721. Fax: 01286 650 059.

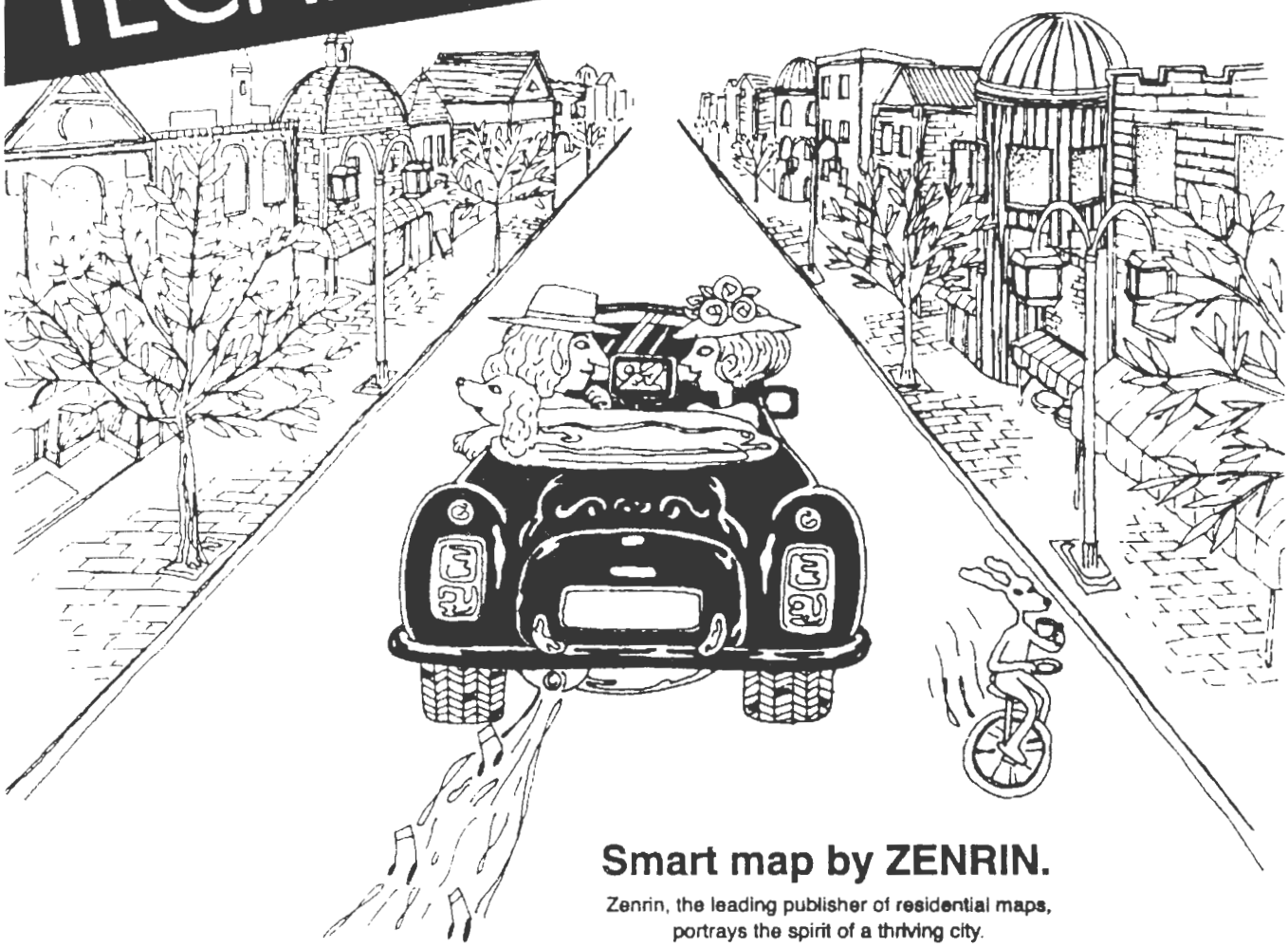
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'The Lone Man', a commemorative sculpture by Mike Watts (photo courtesy M. Watts).



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ZENRIN

1999 IMCo S Meeting in Istanbul

In my more than 25 years of map collecting, I have, at one time or another, belonged to more than 30 organisations. Several of these hold annual, semi-annual, or biannual meetings, and some hold theirs irregularly; the ones I have attended most consistently are those of IMCoS.

IMCoS meetings attract collectors, dealers, librarians, teachers, students, mapmakers, artists, managers, administrators, and anyone else with an interest in anything directly or indirectly related to maps. Neither the membership nor the meetings are dominated by any group and this creates an informality, camaraderie, and good-fellowship not found in other organisations — all are equal, there is no competition, no one has anything to lose, and everyone is relaxed. and has a good time.

The Istanbul meeting, IMCoS' 18th International Symposium held 10-12 October, offered the best of everything: interesting papers, visits to important cartographic exhibits, city tours, pre-



Muhtar Katircioglu talking to us about Turkish linguistics and customs, with session chairman Yasha Beresiner finding the subject equally interesting, despite the fact that he was born in Istanbul.



At the opening session: Jenny Harvey, Muhtar Katircioglu, and Oswald Dreyer-Eimbcke.









A CARTO - GASTRONOMIC WORKSHOP
on the occasion of the
18th INTERNATIONAL SYMPOSIUM
ISTANBUL
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Pictures on this page: The menu for the Carto-Gastronomic Workshop, with the floral display and some of the dishes. At the bottom, Muhtar holding the IMCoS plaque presented to International Symposium organisers, with Julia. Next to her is daughter-in-law Dilek who handled the slides most capably. On the right, his son Hüseyin, who managed the simultaneous translation for some papers, and was tragically killed in an accident soon after.

Facing page: Sailing up the Bosphorus. Enjoying a superb fish dinner. In the Topkapi Palace. Gardens of the Topkapi Palace. At the Suleymaniye Library. In the Library, Ray Eddy explains a map to Joan Web. The sumptuous auditorium at the Four Seasons Hotel. Listening to the guide in the Topkapi Palace.







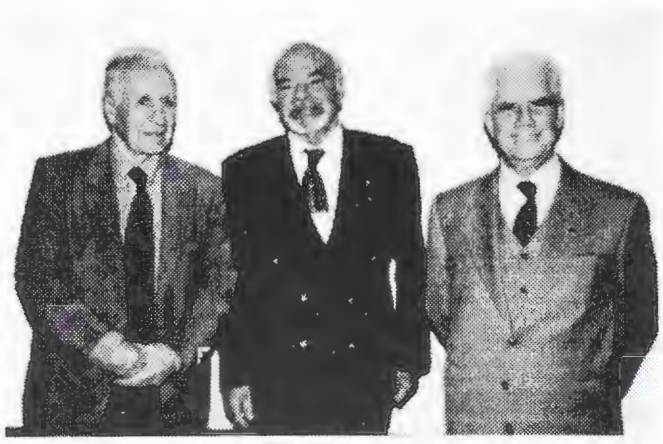




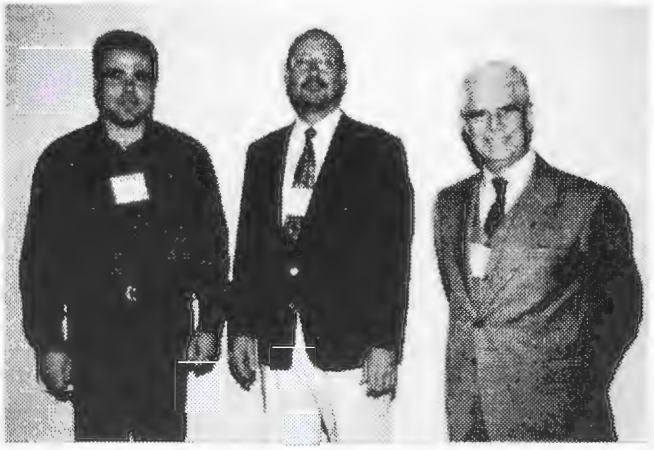








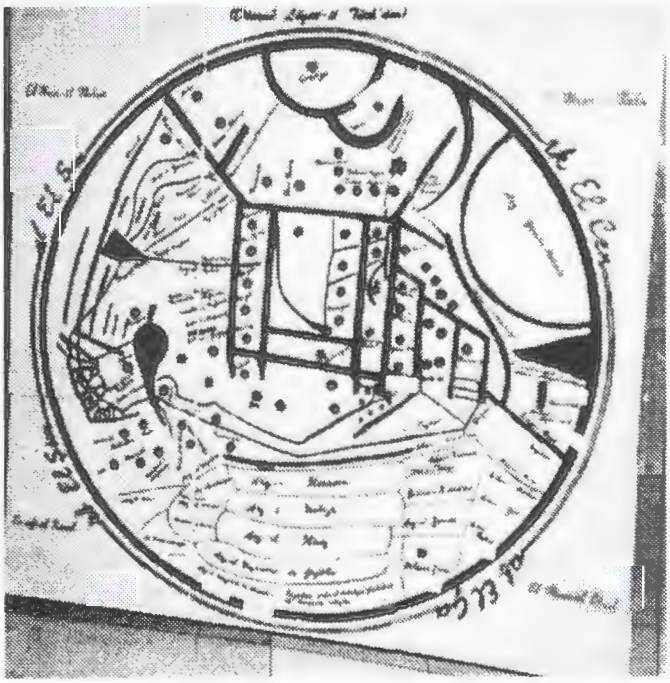
First session Chairman Muhtar with speakers: Prof. Oktay Aslanapa, 'General Introduction to Ottoman Cartography', and Maj. Gen. Cevat Ulkekul,' The neolithic wall picture map at Catalhoyuk–6200 BC.



The second session: Dimitris Loupis: 'Ottoman adaptations of early Italian isolaria', Greg McIntosh 'The Piri Reis world map of 1513', and (2nd day)Maj. Gen. Cevat Ulkekul,'Three dimensional Ottoman maps (late 19th century)'.

and post-meeting tours to historic sites, including the Trojan ruins, Pergamon, Ephesus, Aphrodisias, and Bodrun, as well as a tour of the Gallipoli battlefields which was of special interest to Australian members.

The final banquet at the Eresin Hotel was a Carto-Gastronomic Workshop which featured 19 regional delights (soups, cold starters, main courses, and desserts) with Turkish wines; each of the 92 attendees from 15 countries received a numbered copy of the menu (100 copies had been printed) featuring a map of Turkey showing the locations where each of the dishes is grown.



A modern use for the famous Iznik tiles: reproduction of the famous world map by Al Kashgari.The factory uses old methods to good effect.

All of the eight papers presented dealt with Turkish and Ottoman cartography, including the important 1513 world map by Piri Reis. The display of books and maps by dealers in the lobby of the Kalyon and Four Seasons hotels (all meetings were held in the latter) included large, beautiful, multicolour facsimiles on tile of the world map by Piri Reis and of the 11th-century manuscript Mappa Mundi by Al-Kashgari which appeared as an illustration in a Turkish grammar.

Our boat trip on Sunday from the Golden Horn up the Bosphorus toward the Black Sea to the Sadberk Hanim Museum for an exhibition and opening ceremony, the exhibition at the



Session chairman Yasha Beresiner with speakers on the second day: Muhtar Katircioglu holding the IMCoS history plaque which was on display, 'Alphabetical and linguistic problems confronting researchers in Ottoman cartography', Maj. Gen. Cevat Ulkekul, 'Three dimensional Ottoman maps (late 19th century)', Janette Condon, 'Comparison of Turkish and allied maps as used in the Gallipoli campaign 1915', Tom Goodrich, 'Maps of Istanbul in the manuscripts of the Portolan by Piri Reis' and Dimitris Loupis: 'Ottoman adaptations of early Italian isolaria'

Topkapi Museum on Monday (limited to a viewing of the Piri Reis map because of extra security measures occasioned by a recent theft there), and the Suleymaniye Library and mosque visited on Tuesday were but some of the highlights of our visit to this magnificent city with its mosques, markets, palaces, and, above all, its very friendly, industrious, and resourceful people who went out of their way to make our visit informative and enjoyable. If we had not known it, we would not have suspected that there had been a devastating earthquake nearby only very recently.

The meeting was well planned and organised by Muhtar Katircioglu who deserves much credit for the smooth functioning of all activities. He also presented a fascinating paper on the linguistic problems confronting researchers in Ottoman cartography.

I was on the South Aegean Tour and met him again in Kusadasi where we spent the night in a hotel which was once his residence — he now lives nearby and joined us with his wife for supper and a chat while we watched a glorious sunset over the Dardanelles.

I look forward to next year's meeting in Iceland.

ERIC WOLF

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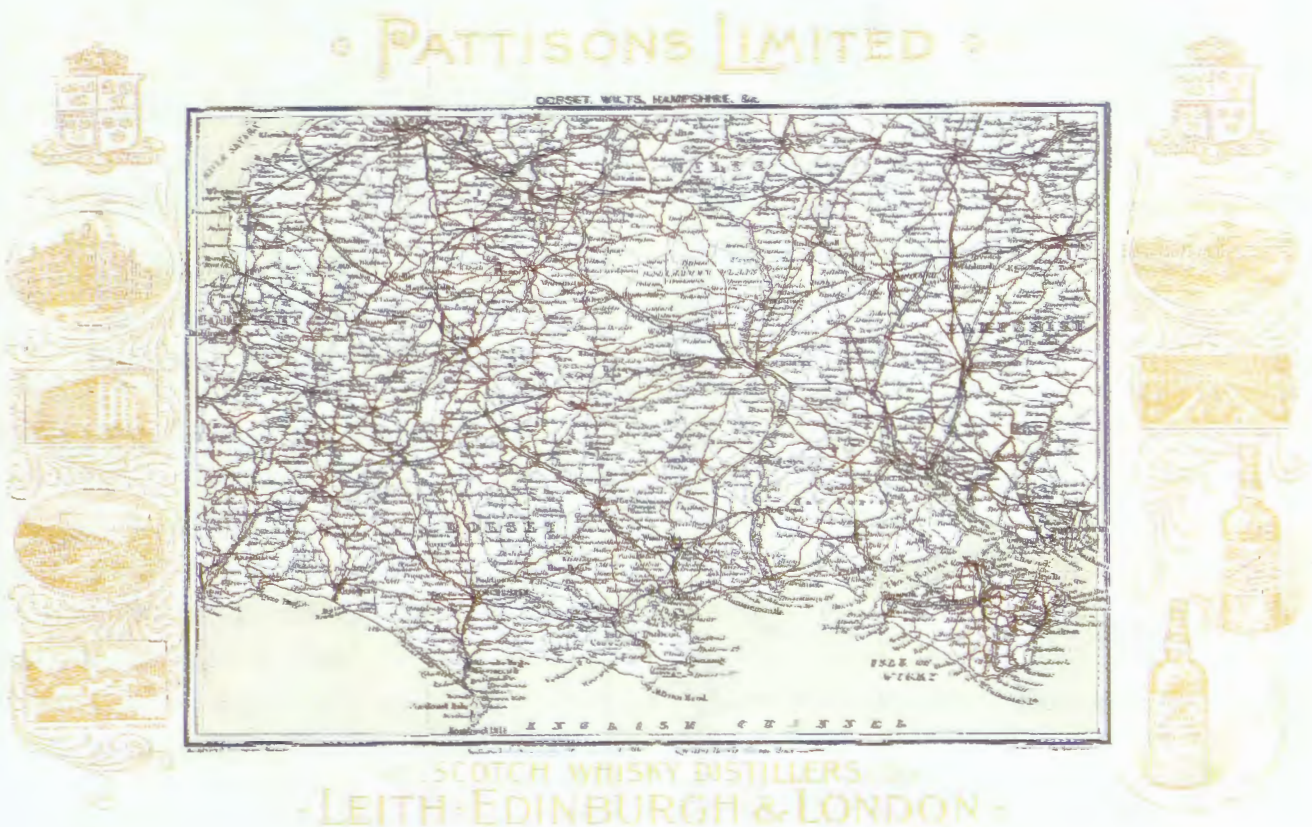
Pieter van der Aa's spectacular version of Cassini's planisphere, published in Leiden, in *Nouveau Théâtre du Monde ...*, *c.*1713

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A Scotch Mystery

The history of the house of Bartholomew, and the story of early maps for cyclists and motorists, come together when the subject is the enterprising Edinburgh firm's many maps aimed at that particular segment of the market. Sadly, in the case of two particularly interesting series, the voluminous and usually more informative Bartholomew archive[1] is unhelpful. These are the fifteen miniature 10 m/in maps of England and Wales and eight of Scotland prepared for Pattisons Ltd, Scotch whisky distillers, as promotional novelties around 1896–7. The Pattison brothers—Robert and Walter—floated their new company in 1896 with the then-huge sum of £400,000 (worth at least 50 times as mach today), borrowed from Edinburgh banks. The maps were part of a world-wide publicity campaign that would cost them, or rather their investors, £20,000 in 1897–8 and three times as much in the following year.

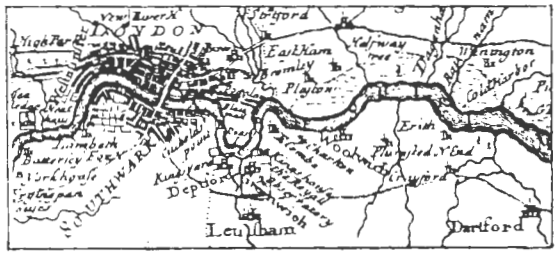
Each map folds into stiff, glossy covers only 3 3/8 x 2 3/8 in (86 x 60 mm). In all but one case[2] seen, the map is surrounded by a frieze of pale brown vignettes of the manufacturer's premises and product. 'Cycling roads' are shown in reddish-brown (a common convention), on an otherwise black outline map. This was derived from Bartholomew's established maps of England and Wales, Scotland and Ireland on the same scale, which were much used by the firm and its customers, such as railway companies, as base



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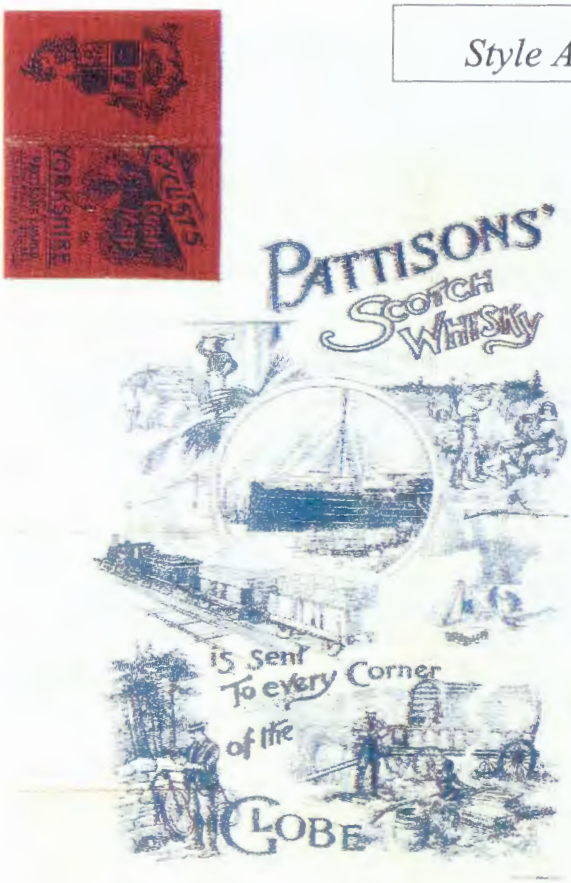
maps. There appear to be two styles of presentation, which may conveniently be called A and B. They vary as to the advertising on the back of the map, and the cover text and layout. The backs are given over to Pattison advertising, in the form of drawings. The theme of style A is the ubiquity of Pattison's Scotch, which is illustrated in brown or green, being transported by ship, rail and native porter to North American cowboys, African pioneers and Arctic explorers. The artist is clearly happier with ships and trains than with the foreign parts he tries to depict. Style B, with brown drawings, illustrates the attractions of the product to participants in sports, which include cycle racing, coaching, curling, angling, yachting, hunting, shooting and golf. Below is a list of Pattison's distilleries and offices, from Leith and Glasgow to Dublin and Sydney. At the bottom, in both styles, is the imprint of Banks & Co, printers and binders of Causewayside, Edinburgh,[3], who arranged the production of the maps on a Bartholomew base.

The front covers of A and B are of the same basic design, featuring an approaching cloth-capped cyclist, but they have different titles. The title of Style A is the 'Cyclists' Road Map', followed below by the counties covered, the words 'Issued by Pattisons Limited, Scotch whisky distillers', and three office addresses. Style B gives more prominence to the manufacturer's name in the title, which is 'Pattisons' Cyclists' Road Map', followed by the counties covered, 'Issued by Pattisons Limited, Scotch whisky distillers' and five office addresses. The back cover of Style A bears unidentified arms on a shield—perhaps part of the grandiose image that the brothers created to impress gullible investors—while on the back of Style B, more usefully, are the addresses of the firm's head office and distilleries, combined with a smaller shield. The colour of the covers follows no style: they have been seen in red, brown, or light, mid- or dark green, depending—presumably— on what cloth was available at the time the maps were cased. The same map can be found in more than one colour of cover.

Style B, with a cover design that seems more professionally thought-out, may be the later of the two; but the Bartholomew archive does not throw light on this. Evidence of railway revision might normally help, but the writer has found none. It is clear that the same stock was used inside altered covers. This is not surprising, since none of the parties can have been much concerned with rigorous updating of a promotional give-away, even if there was updating to be done. In other respects, the archive gives us a little more. We know that Bartholomew provided Pattisons with more than just maps—in 1896 they printed a small colour advertisement for them, and in the following year a letterhead.[4] Nor was the map for Pattisons the only one that interested Banks. Before references to it appear in the archive, they had asked for quotations for Bartholomew's 10 m/in Tourist Maps of Scotland and Ireland,[5] and for one of their large-scale plans of Edinburgh. Later Banks expressed interest in the firm's 19 m/in Railway Map of the British Isles, and its map of Africa.[6] We do not know who Banks's customers were in these cases.

The earliest reference to the Pattison map, in August 1896,[7] merely

Style A



Style B



confirms that by that date, Bartholomew and Banks were in touch on the subject. It was then agreed that the map should not be for re-sale,[8] the inference being that they were for publicity purposes only. In November 1896 Bartholomew quoted Banks for 20,000 copies of the *Yorkshire* sheet, and for 10,000 each of *Northumberland and Durham* and *Dorset, Wilts, Hampshire etc.*[9] By December, *Northumberland and Durham* seems to have been dropped for the time being and *Cumberland and Westmoreland* added,[10] though both were eventually published.

After December 1896 there is silence, which, in the content of the surviving Bartholomew archive, is unusual for two quite substantial series. There is nothing about the other nineteen sheets; and we do not even know if the earliest surviving records in the archive do, in fact, refer to the first maps produced—though it seems likely, given the ruling regarding their purpose. We do not know if Banks, or Bartholomew, were ever paid. The brothers went under at the end of 1898, having lost all their investors' money and accumulated debts of nearly twice as much—a grand total, today, of around £60 million. In 1901 they were convicted of embezzlement and fraudulent flotation, and went to jail.

Apart from the fragmentary records, there remain just the maps themselves. Today these are not particularly rare. Their appeal lies in the associated advertising, in the charm of any miniature, and—to the writer—the fact that he has come across no other cycling map of such an early date that seems to have been issued for its promotional novelty rather than for use. In the writer's experience they are usually, when found, in excellent

condition for century-old paper artefacts, with tight folds, suggesting that they were impractically small for use as maps, and if not thrown away at once, were tucked away and forgotten in the back of dusty drawers or old files like other surviving promotional ephemera. If anyone has information, rather than theory, on their later history, the writer would be pleased to hear about it.

NOTES

1. Printing rec0rd 1877>, with samples of work produced, and manuscript record 1869>, both at National Library of Scotland, Edinburgh.
2. Yorkshire, in which the whole sheet area is devoted to the map.
3. See Pont Office Edinburgh and Leith Directory 1896–7.
4. Examples in printing record, 1896 and 1897.
5. Letters, Bartholomew to Banks, 5-6-96 and 2-9-96, in Letterbook Apr 96–Mar 97.
6. Order and Cost Book Jan 1893–Oct 1897.
7. Letter, Bartholomew to Banks, 11-8-96, in Letterbook Apr 96–Mar 97.
8. Letter (referred to), Banks to Bartholomew, 31-8-96, in letter, Bartholomew to Banks, 2-9-96, in Letterbook Apr 96–Mar 97.
9. Order and Cost Book Jan 1893–Oct 1897.
10. Day Book Jan 1893–March 1897, entry 19-12-98.

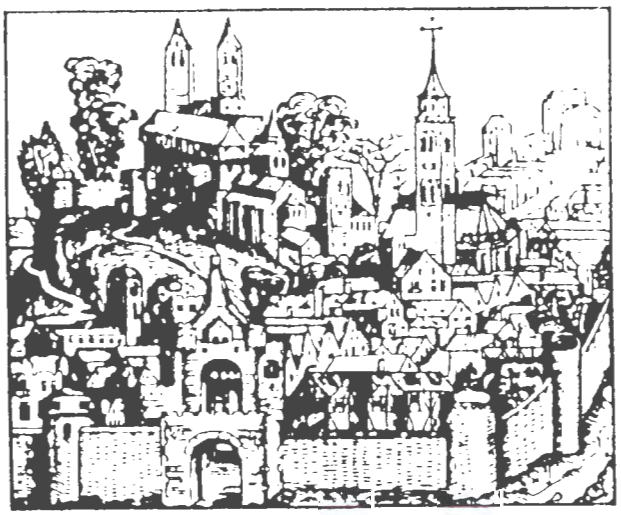
With thanks to Peter Milne, National Library of Scotland Map Library, and to Eugene Burden and Tony Burgess.

TIM NICHOLSON

Note from Tim concerning his Letter on p. 19 in Summer 1999 (No. 78) in IMCoS Journal:

Further to my letter in the last Journal, ongoing work has now thrown up yet another correction to my notes on Bartholomew maps in number 77. The final sentence is wrong, in that the first of the numbered half-inch layer coloured maps of England and Wales was sheet 18, *Birmingham, Leicester etc.*, which appeared in 1897.

Gonzalo Fernández Pontes



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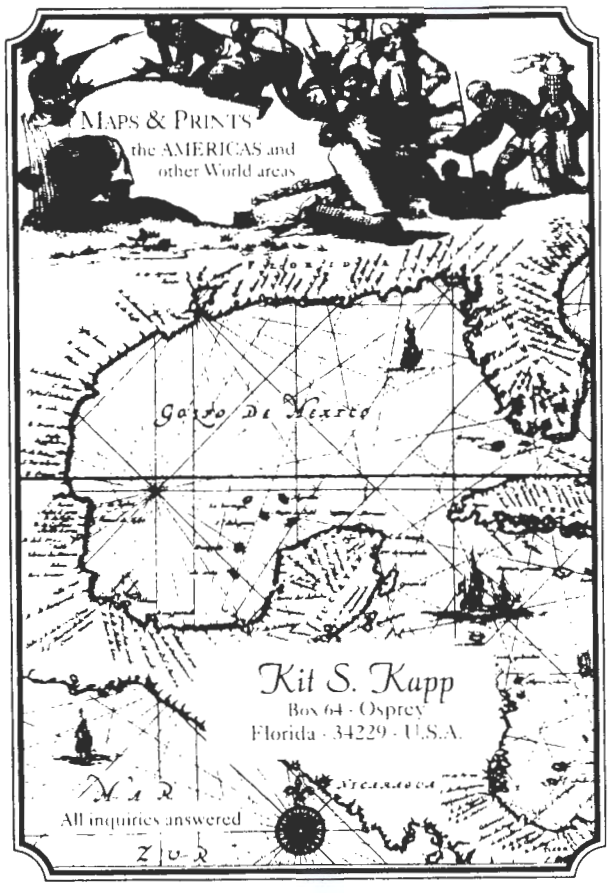


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International News & Events

2000 19th International Symposium
Reykjavik, Iceland
15–18 September
Contact: Emilia Sigmarsdottir, National and University Library of Iceland, Arngrimsgotu 3, IS-107 Reykjavik.
Tel: +354-563 5600
Fax: +354 563 5615
e-mail: emilias@bok.hi.is

Travel arrangements: Lara Pétursdóttir
Úrval-Útsýn Travel Ltd, Lágmúli 4, P.O.Box 8650, 128 Reykjavik, Iceland.
Tel: +354-569 9300. Fax: +354-568 5033
e-mail: larabp@icelandtravel.is
Http://www.arctic.is/urval/

2001 20th International Symposium
Chicago and Milwaukee
11-17 October
Contact: Jan Holzheimer, 1145 Lincoln Avenue South, Highland Park, Ill 60035

2002 21st International Symposium
The Netherlands
Contact: Hans Kok, Poelwaii 15, 2162 HA Lisse

Locations for future International symposia include the following (with tentative years in brackets):
Nicosia in Cyprus (2003),
Florence and Venice in Italy (2004),
Denver, Colorado, in USA (2005)
Capetown in South Africa (2007).

NEWS FROM FAR AND WIDE

A Workshop for Map Enthusiasts in Bangkok

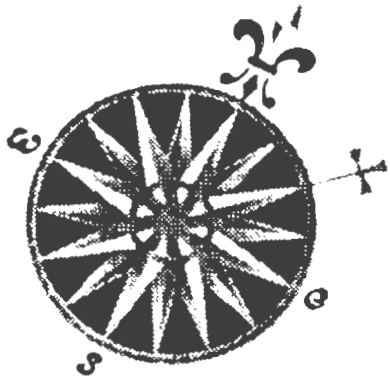
The esteemed Siam Society in Bangkok, Thailand was the venue for a workshop on antique maps in June 1999. A permanent collection of maps recently displayed at the Society featured the exploration of the area known today as Southeast Asia and served as a catalyst for the workshop. The event drew some thirty enthusiasts for a two-hour session held on a Saturday morning, which was double the expected number. The group comprised collectors at all stages. They were mainly members of the Siam Society and living in Thailand. The mix of nationalities was about two-thirds Thais and one-third foreigners. The large number of Thais who attended is encouraging and suggests an increasing interest in collecting antiquities.

Barent Springsted, an American and long-time resident of Thailand, initiated and led the Workshop. He is a former member of the Council of the Siam Society and a member of IMCoS. As a collector, he describes himself modestly as one with '...a growing interest in maps.' It began some fifteen years ago when he discovered two mid-nineteenth century maps of Southeast Asia at a street stall in London. Springsted says they were 'not great finds but enough to stimulate my interest.' Today he focuses on collecting maps specifically of Thailand. Recent acquisitions include two major maps of the area, one purchased at an auction in Bangkok and another through an auction on the Internet.

An impressive and well-received aspect of the workshop was the packet of handouts prepared by Springsted. Taking

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advantage of state-of-the-art technology, he downloaded information from the Internet and used it as handouts for the participants. The content ranged from the historical development of map making to hints for buying maps. He also included a copy of 'Terra Incognita,' (*Sawasdee*, vol 27, no 2, February 1998:26-33) by Dawn F. Rooney, the IMCoS Representative for Thailand. Springsted also made available books on maps and map collecting from his personal library. This profusion of material was particularly welcome in Bangkok where so little relevant information is available.

Attendees were also encouraged to bring their own maps to the Workshop for showing. Springsted, who brought some twenty maps from his own collection, led the lively discussion session that resulted. Dieter Ande, one of Thailand's two map dealers, attended the Workshop and provided answers to several technical questions from the audience which focussed on fakes, preservation and prices.

The public response to this Workshop is positive and encouraging and we hope the interest it generated will lead to future sessions on various aspects of collecting antique maps of the region.

DAWN ROONEY

Ristow Prize Winners

Washington Map Society announced the winner for 1999: Neil Safier, a Doctoral Candidate in the History Dept at Johns Hopkins University, for his paper entitled 'Mapping Myths: The Cartographic Boundaries between Science and Speculation on La Condamine's Amazon, 1734-44'. Judged worthy of mention were: Jilly Traganou, a first year Post-doctoral Scholar at Tokyo Keizai University, for her paper 'Geographic Representations of the Tokaido from Edo to Meiji Japan'; and Ken Mitchell, a Graduate Student in the History Dept at the University of Minnesota, with 'Mapping the French Empire: Jean Boisseau's 1643 "Description de la Nouvelle France".'

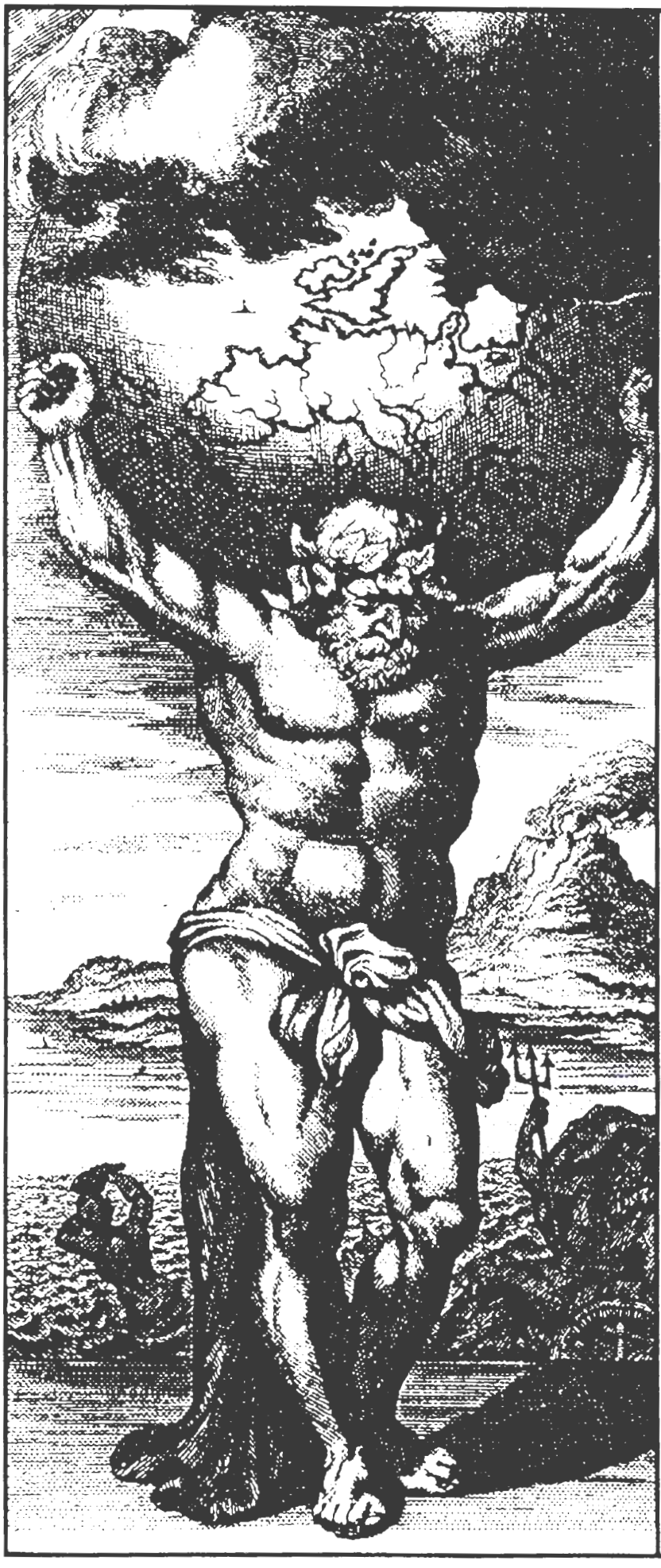
Applications are invited for the 2000 Ristow prize from all full or part-time students attending accredited colleges or universities. Details from: John Docktor (jdocktor@cyberia.com), 150 S. Strathcona Drive, York, PA 17403-3833, U.S.A.

Oswald Dreyer-Eimbcke writes from Germany:

Hundreds of old books and manuscripts of the State Library in Berlin were temporarily stored during the last war in Silesia. After the war they were moved to Crakov. So far negotiations between Germany and Poland for the return of these treasures have not yielded any result. Now IMCoS member Dr Tomasz Niewodniczanski has oferred his famous collection of Polish maps in exchange for the Berlin treasures so that they can return to their home in the Berlin State Library.

Award to Norman Thrower

The 1999 Constantine Panunzio Distinguished Emeriti Award has been award to Norman Thrower of UCLA. The award honours the 'accomplishment of one University of California emeritus of emerita (out of the entire nine-campus system) who has in a given year engaged in work or service of outstanding character in scholarship or other educational service. As members will recall Norman was the recipient of the IMCoS-Helen Wallis Award in 1997.



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19th International Symposium
Reykjavik, Iceland
15-17 September, 2000

The National and University Library of Iceland is our host for the first international symposium of the thrid millennium.

The library was established with the amalgamation of the national Library of Iceland and the library of the University of Iceland, and opened in a new building on 1 December 1994. The library will open an exhibition of maps of Iceland in conjunction with the symposium.

Reykjavik has been designated one of the European Cities of Culture in the year 2000. The year will also be celebrated as the 1000th anniversary of the Christianisation of Iceland and that a millennium will have passed since the discovery of North America by Icelander Leifur Eiríksson. There will be many unusual and exciting events and exhibtions involving individuals, groups, companies and institutions.

Programme

Friday 15th September

9.00-10.00 Symposium Registration at the National and Unviersity Library of Iceland. A brief guided tour of the library.
10.30-11.30 City tour by bus.
12.00-13.00 Opening of the symposium in the library auditorium.
13.30 Visit to the National Land Survey of Iceland in Akranes (80 Km north of Reykjavik.
17.00 Reception at Hoefdi House by special invitation of the City Council of Reykjavik.

Saturday 16th September

10.00-12.00 Symposium sessions at the National and University Library
Formal opening of the exhibition 'Exploring Old Landscapes 1540-1850' by Mr Olafur Ragnar Grimsson, President of Iceland.
14.00-16.00 Visit to the Culture House in Reykjavik. Viewing of special exhibition about maps of Iceland that appear in travel books and atlases. Talk by Mr Sumarlidi Isleifsson, author of *Iceland, the Unknown Land.*
16.15-17.00 Optional tour of the National Gallery of Iceland..
19.30 Gala Dinner at Saga Hotel.

Sunday 17th September

10.00-12.30 Optional visit to The Blue Lagoon (40 km south of Reykjavik). Opportunity to swim in the pleasantly warm, mineral-rich water.
13.30-17.00 Tour of the City hall and viewing exhibition 'City and Nature in Reykjavik'. Visit to open air museum at Arbaer for exhibition 'The History of Reykjavik -- From Farmstead to City'.

Monday 18th September

Optional tours (also possible before the symposium):
1. Day trip to Gulfuss waterfall and the famous Geysir.
2. As above and also where the great Viking and law-maker Njall made saga history.
3. Two-day trip to Southern Iceland..
4. Day trip to the Westman Islands.
5. One or two day trip to Akureyri, the largest city of northern Iceland. Home of Jon Sveinsson, author of children's books about Nonni.

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To tempt you to Iceland

'Iceland is the place for people who want to see new things and do new things. Discover a world that nature is creating and the people and culture that live and thrive in a challenging, beautiful and purely natural environment.' So begins one of the travel brochures for this refreshingly different island.

It was populated by the Vikings, and it was from here, in 1000AD that the first Europeans set foot in America. Their Sagas acknowledge that the New World was already inhabited when the Vikings reached it. Iceland is also remarkable for its wholesale conversion to Christianity. At the first parliament, the Althingi, in 1000 AD, the lawspeaker then, Thorgeir of Ljósavatn — himself a heathen — called parliament together and spoke the classic words: 'If the law is split, then peace will be split.' He pronounced the verdict that all Icelanders should be baptised into Christinaity. This decision, made at the oldest national assembly in the world, is considered the most important ever taken at the Althingi since its establishment at Thingvellir in 930.

However, it is not the old that strikes a visitor to Iceland, but the new. Most of the buildings are comparatively recent, but more than that it is the clear air, clean surroundings and bright colours that are most noticeable. Hot water is available free to all as it gushes out of the earth at just the correct temparature for a bath. Sparkling rivers and bright blue lakes offer fishing throughout the year. The local breed of horse, brought here centuries ago by the Vikings, is a popular attraction. Whales can be seen (with siting success rates in excess of 90%) off the northen and western coasts. Seals bask on skerries (rocky sea banks). And everywhere are countless numbers of sea birds on the shores and wetland species inland.

The famous Geysir, an incredible sight, gushes out boiling water and steam every five minutes or so. Nearby is the mighty two-tier waterfall of Gullfoss in a chasm on the river Hvítá. Volcanos are still active. In 1973 the Westman Islands witnessed an eruption which buried half the town. Nearby is the island of Surtsey which suddenly appeared out of the sea ten years earlier.

The city of Reykjavik too has much to offer. Nineteenth century houses have been preserved and converted into restaurants, with small cosy rooms, sometimes containing a single table. Fish is naturally a speciality here. Icelanders seem to be naturally artistic, and one of the best places to see this is the gallery built for Einar Jonsson (1874-1954), the country's first sculptor. In 1908 he decided to leave all his work to the Icelandic Nation under the condition that the state would provide him with a place where his work could be exhibited. The museum Hnitbjörg was specially built for this purpose and opened in 1923, the first public art gallery of the country.

The open-air museum at Arbaer has the appearance of an old country village with a cluster of houses around the farm Arbaer, a traditional turf farmhouse from the 19th century.

A visit to the Blue Lagoon is sheer luxury. Icelanders really enjoy their naturally heated water, and many go regularly to loll in the warm, mineral rich water. Perhaps that explains their clear complexions!

Despite its name Iceland has a pleasant climate throughout the year, lying on the Gulf Stream. In September it may well be sunny and clear, warm enough in the day but requiring a coat in the evening.

I look forward to seeing you all there next year.

S.G.

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Who's Who in the History of Cartography: the international guide to the subject (D9)
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The Shadow of the Moon: British solar eclipse mapping in the 18th century
by Geoff Armitage, foreword by Patrick Moore

Miniature Antique Maps: an illustrated guide for the collector
by Geoffrey King

Bel et Utile: the work of the Robert de Vaugondy family of mapmakers
by Mary Sponberg Pedley

IMCoS London Weekend
2-4 June 2000

Friday 2nd June
18.30 Reception courtesy Jonathan Potter, 125 New Bond Street

Saturday 3rd June
Visit to the British Library
96 Euston Road
Theme: 'Royal Maps for Kings and Queens'

Visit to the Map Room
Visit to the general exhibition areas
Tour of the building and visit to bookshop

Participants will be divided into four groups

20th Annual Dinner
at
Royal Overseas League, Park Place, St James's Street
18.15 Assemble
18.30 Talk by Lawrence Worms, 'Map Makers of London'
19.15 Presentation of IMCoS-Helen Wallis Award for 2000
20.00 Dinner

Sunday 4th June
IMCoS International Map Fair
at
The Commonwealth Conference & Events Centre
Kensington High Street
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11.00-17.30
IMCoS Members admitted at 10.30

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Exhibition Visit to Santiago de Compostela

'Cartography of Galicia'
The Puertas-Mosquera Collection

This exhibition is being held from 3rd to 30th April 2000 in the Colexio de Fonseca, an important site of the University of Santiago de Compostela, next to the famous cathedral of this city in north-west Spain. The Puertas-Mosquera collection provides a wide-ranging and balanced body of documents from the 16th to 20th centuries. More than 180 maps will be hung. They constitute the best collection of maps and sea charts of Galicia, in which navigational and territorial themes are presented along side urban and historical representations, such as the battles of Rande and Elvina.

IMCoS is planning to visit this exhibition over the weekend **7th–9th April**.

Santiago de Compostela 'grew around the supposed discovery in 813 of St James's tomb an event now firmly debunked by historians as a political manouvre by the church' (*Insight Guide*). It became a Renaissance university city in 1501 and Galicia's administrative capital in 1981.

The cathedral has been rebuilt many times, around a medieval core (1075-1211), designed to meet travellers' needs. Its original Romanesque doorway called Pórtico de la Gloria (1168–88)— Gateway to Heaven— is an unparalled masterpiece. The cathedral is 'Spain's single most valuable church property' (*ibid*).

Among the city's many sights are 73 monasteries, convents and churches, plus fountains, workshops and taverns. Museums include the Museo de la Catedral de Santiago, the ethnographical Museo de Pobo Gallego, and the modern Centro Gallego de Arte Contemporáneo.

IMCoS Travel Grants

IMCoS offers grants to help young members attend the Society's symposia outside their own country. Their value is currently £300 and one such grant may be awarded each year.

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

1. They should have been a fully paid-up member for two calendar years before the year in which the symposium is held.
2. They should be under the age of 32 years at the time of the symposium.
3. They should undertake to write a report of their attendance at the symposium for publication in the IMCoS Journal.
4. The application should state the member's date of birth, and be recommended by two fully paid-up members of IMCoS.

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

Suitable applications are invited at any time of the year, at least six months before the symposium for which the Travel Grant is sought.

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

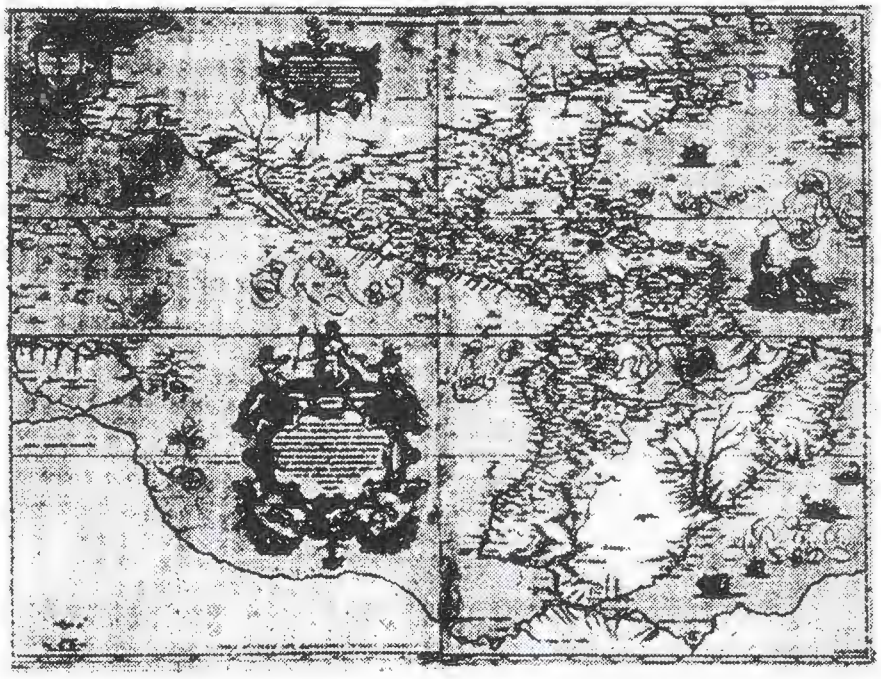
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Entrance £10.00. Refreshments are available. To help arrangements, please phone Harry Pearce (0181 664 6084) if you would like to attend.

This is an excellent opportunity to introduce new members to IMCoS. Non-members are welcome.

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MAPS AND SOCIETY

This lecture series in the history of cartography is convened by Tony Campbell (*Map Library, British Library*) and Dr Catherine Delano Smith (*Institute of Historical Research, University of London*). Displays for each lecture, at the Royal Geographical Society, are arranged by Francis Herbert, Hon. F.R.G.S. Meetings are held at the Warburg Institute at 5.00 pm. All are welcome. Admission is free. Meetings are followed by refreshments. Enquiries to 0171 412 7525 (Tony Campbell).

1999

Dec 9 **Professor Bruce Lenman** (*Dept of Modern History, University of St Andrews*)
War a Catalyst for Cartography: The cases for Cartagena de Indias and Havana, 1660—1762.

2000

Jan 20 **Dr Yolande Hodson,** F.S.A.
Maps and Society in Twentieth-Century Britain.

Feb 17 **Professor Charles Withers** (*Dept of Geography, University of Edinburgh*)
The Social Nature of Map-Making in the Enlightenment.

Mar 30 **Ian Mumford** (*Dept of Typography and Graphic Communication, University of Reading*)
Lithographed Maps – Art or Artefact? A Round-Table Discussion.

May 4 **Sarah Tyacke** (*Keeper, Public Record Office*)
Charting the East Indies before Amboyna (1612).

May 18 **Dr Jim Egan** (*Dept of English, Brown University, Providence*)
`From India's Savage Plain': Maps from Eighteenth-Century Georgia and the Colonial American South.

This programme has been made possible through the generous sponsorship of The International Map Collectors' Society, Jonathan Potter of Jonathan Potter Ltd, and Laurence Worms of Ash Rare Books. It is supported by Imago Mundi: the International Journal for the History of Cartography.

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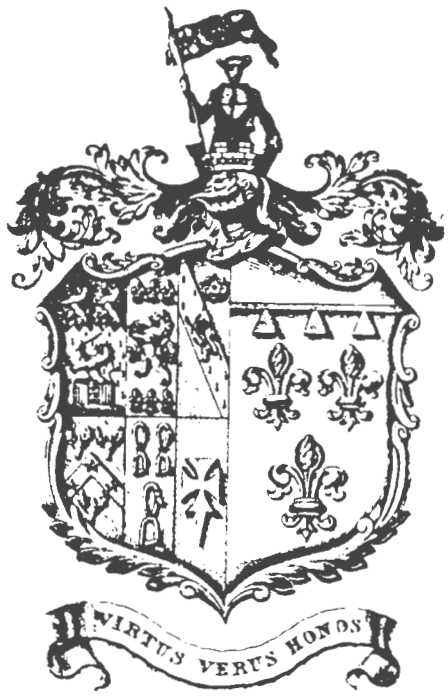
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THE SPICE ISLANDS IN HERALDRY

David Parry in his most interesting article on "The Spice Islands' Impact on Cartography"[1] observed that only Ternate is recorded in *The Times Atlas of World History*. A fifty-year-old rather ordinary Philips *Atlas* of mine does show one or two names in addition to Ternate in the Northern Moluccas but the Southern Moluccas only appear as very small dots as the Banda Islands. I noted that the atlas gave the name of Gilolo in brackets under Halmahera confirming my assumption that the larger coast below Ternate on the Blaeu map was Halmahera, an island that has always fascinated me by its name and shape!

One name in each of the Northern and Southern Moluccas occurs in British heraldry in connection with the hostilities between the British and Dutch in the East Indies at various times during the Napoleonic Wars. Ternate, a volcanic island of only 25 square miles in area, was captured by forces under Lieutenant-General Daniel Burr on the 21 June 1801 after an arduous blockade by sea and land of 52 days. Daniel Burr applied to the College of Arms for a grant of arms which he received on the 13 June 1821.[2] His arms included those of several families from which he was descended but his crest is of most interest as it includes the word TERNATE on the rim of the mural crown. A mural crown was often adopted in the crests of army officers while naval officers used a naval crown or coronet. The heraldic description of Burr's crest, which is shown on the bookplate of his son, is the following: 'out of a mural crown argent inscribed with the word TERNATE sable a Demi-Malay soldier habited and armed with a Kreese, the dexter arm supporting a standard intended to represent that taken at the capture of the aforesaid island of Ternate by the said Lieutenant General Burr, the sinister hand resting on the mural crown'.



D. Higford D. Burr.

An illustration of the Island of Ternate occurs in Valentijn's *Oude en Nieuw Oost-Indien 1724-1720* and in the Hakluyt Society's recent publication *Compassing the Vaste Globe of the Earth — Studies in the History of the Hakluyt Society 1846-1996* (Second Series Vol.183) in connection with the work of William Foster as Secretary of the Society.

The other connection with heraldry is the Banda Island of Neira, which was taken by a small force led by Captain Christopher Cole of the 36-gun frigate *Caroline* with 3 smaller ships. On the night of the 8-9 August 1810, under cover of a tropical storm, the party of some 140 seamen and marines and 40 Madras Europeans led by Captain Cole carried out a most audacious attack on the fortress 'Castell Belgica'. At the assault, it was found that their scaling ladders were too short, but the garrison opened a gate to let in some officers who had been outside when the attack was launched and the attackers took the opportunity of entering

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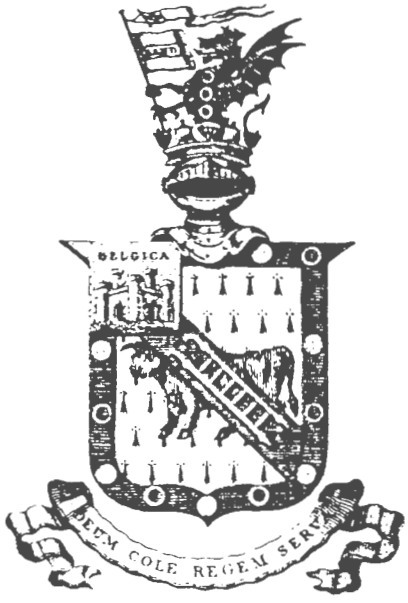
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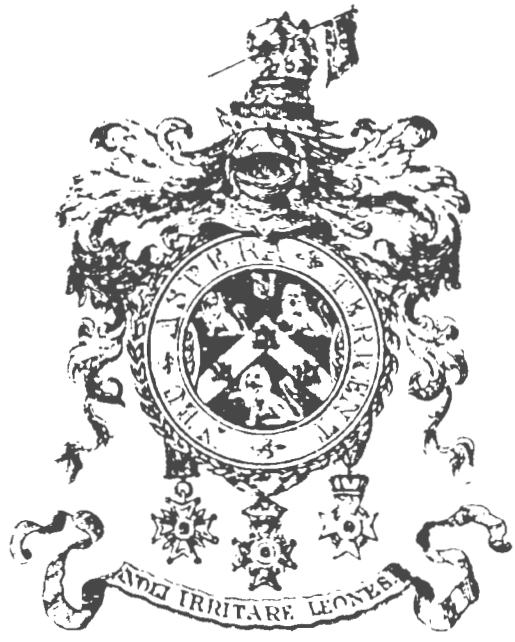
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'Christopher' Cole



Admiral Sir Edmund Lyons

the open gate which led to the surrender of the garrison. Captain Cole was awarded the Small Naval Gold Medal for the operation which was later commemorated with a clasp 'Banda Neira' to the Naval General Service Medal 1793-1840. Tbis medal was eventually introduced by Queen Victoria in 1848 to reward the services of naval personnel throughout the Napoleonic Wars and certain later operations (Algiers 1816, Navarino 1827 and Syria 1840).

Captain Cole's arms as they appear on his bookplate show within the shield, a scaling ladder no doubt in reference to their use in the attack and on a canton, the castle Belgica. The crest shows a naval crown with a demi-dragon displaying a banner inscribed BANDA and a pennant above. The canting motto 'Deum cole, regem serva' translates as 'worship God, revere the king'.

Another officer who took part in the attack on Banda Neira was Lieut. Edmund Lyons in the 18-gun brig-sloop *Barracouta*. He later became Admiral Lord Lyons and was Ambassador to Greece and Commander of the British Fleet in the later stages of the Crimean War. He took part in the attacks on Java in the *Minden* and earned special recognition for a boat-service action he led on the 30 July 1811 when the fort of Marack was destroyed on the coast of Java. He received clasps to his Naval General Service Medal for Banda Neira, Java (July-September 1811) and Boat Service 30 July 1811. Clasps for Boat Service were awarded when small groups in boats from the larger ships attacked shore installations or ships at anchor in enemy harbours and were usually very hazardous operations. The arms of Admiral Lyons on his bookplate show the name MARACK inscribed on the banner in the crest. The badges suspended are from left to right: the Order of St. Louis of France, the Royal Hanoverian Guelphic Order and the Order of the Redeemer of Greece. The canting motto translates as 'do not exasperate the lions'.[3]

NOTES

1. *IMCoS Journal* -Autumn 1999.
2. The full grant was described in *Miscellanea Genealogica et Heraldica*, Vol.III, N.S.1880, p.156-7.
3. Elvin's *Mottoes Revised.*

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Book Reviews

Rainbow Bridge...Ispod Duge Most ...Regenbogen-Brücke: The Physician and Traveller between two Worlds, ed by Miriam Sperber and Vladimir Cvetni, Cakovec. 1988. ISBN 3-933151-83-X. 636 pp, 70 ills, 12 in colour. DM 29.00

Drago Novak is a familiar figure at IMCoS conferences and meetings. His hefty build is unmistakable and his friendly greetings are invariably infectious. Most of us know him foremost as an enthusiastic collector of Croatian maps. But, as this warm and appreciative book of personal essays brings out, Drago is indeed not two but a half-a-dozen over-lapping worlds.

The title needs to be in triple form—English, Croatian and German—to accommodate the languages of three of the national worlds Drago moves between. The 61 essays in this *Festschrift* are contributed by many friends and colleagues. Few readers will have the linguistic capabilities to read all of them—except the one person to whom they are admiringly addressed—Drago himself. Organised in five sections, they cover his professional work as an eminent radiologist and Head of the Institute of Radiological Diagnostic and Nuclear Medicine at Bonn; his roots and continuing contacts in Croatia, his country of birth; his activities as a collector of maps and pictures; his travels; and a final section under the heading 'Diaspora' reflecting his concern for the émigrés forced to leave Croatia.

Under 'Collecting', contributions from IMCoS colleagues include Oswald Dreyer-Eimbcke, Jasna Tomicic, Malcolm Young with Susan Gole, Gimpel and Eva Wajntraub, Cyrus Ala'i, Norman Thrower, Lutz Walter and Kazumasa Yamashita, with Dawn Rooney providing an essay within the 'Traveller' section. The fare of each essay is varied: reminiscences, short specialised studies, or more far-ranging reflections. But all are well-worth reading and are linked by their common theme of Drago Novak and his exceptional capacity for being the rainbow bridge between so many physical and intellectual worlds.

My own German reading ability being almost nil, and Croatian even less, I was not able adequately to sample the many essays in these two other languages. But I would single out the 'Chronology of Travels' (1938-1998), one of the two essays by Drago's wife Zlata Novak, and the aspirations of European unity expressed in `Europa als Friedensmacht' by Dr Otto von Hapsburg.

Rainbow Bridge is a remarkable book, and a worthy tribute to a remarkable individual of our time.

RODNEY SHIRLEY

The History of Cartography, Vol Two, Book Three: Cartography in the Traditional African, American, Arctic, Australasian, and Pacific Societies, edited by David Woodward and G. Malcolm Lewis. Univ. of Chicago Press, 1998. ISBN 0-226-90728-7. xxi+638 pp, 24 col plates, 267 halftones, 196 figs .

When this series was conceived, there were to be five volumes, and non-European mapping was to be squeezed into the first. Then research turned up so many examples, and of such widely differeing types, that a sixth volume was planned, to come as the second, following European mapping up to the medieval period. As the findings kept growing, that volume became two separate parts, one covering

maps fromthe Middle East and South Asia, and the second those of China, Japan, Korea, Tibet, Mongolia and South East Asia. That still left out so many cultures well versed in cartography that a third part was added to volume two, and it is this one that is the subject here.

The collage on the front cover is a warning of what to expect inside. There is a Lusaka memory board used during the last stage of Budye society initiation ceremonies, a Quapaw painted bison hide showing the route followed by Quapaw warriors to confront enemies, a Koryak dancing coat depicting celestial maps, an Australian aboriginal depiction of sacred places at Milmindjarr, and a matting stick chart from the Marshall Islands. This last is the only one likely to be familiar to most cartophiles as it has been depicted in many histories of cartography. Despite this `accepted knowledge', the sections on Pacific mapping contain many new ideas, and the authors warn against using the Marshall Islanders maps as typical of the region, since they are from a single archipelago, and were not used at sea.

So diverse are these `maps' that sometimes it is hard to understand how they have been included in such a volume at all. One requires a trained eye to grasp that a sand drawing of regular geometric shapes might actually represent a mountain range, and the passes through it, especially when the pattern is repeated in mirror image on the other side. The editor of one journal added a subtitle to a review of this volume: `One aborigine's watering hole is another's breast'. Many will argue, especially if they only look at the illutrations, that many items included here are not maps at all. This would go against the definition of a map given in the first volume of the series, and now to be found in almost every book on maps.

Malcolm Lewis, the joint editor for this volume, has long been known as the primary researcher for maps of the north American Indians, and it is likely that it was his research that emphasised the need for non-traditional maps to be included in such a comprehensive history. Many of his findings certainly do look like maps, even though many were drawn at the request of intruding Europeans, and at this late date it is usually impossible to know what effect the demands of the visitor had on the local mapmaker. However, a feeling of 'political correctness' does creep in at some of the examples discussed here. So little is known of early African mapping, yet that continent is given 35 pages. A similar argument holds for South America, once discussion of the pre-Columbian maps of Mezo-America is done. On the other hand, while maps of the Inuit of North America are well known, I had not realised that their culture spread right round the polar regions, and that they made such accurate and understandable maps..

The authors of the various chapters come from an interdisciplinary background: anthropologists, ethnographers, archaeologists and art historians, as well as geographers and map curators. If nothing else, this book will have encouraged them to look out for maps in their more specialised work, and to bring their findings to the attendtion of cartohistorians. For the rest of us, already alert to the possibilities of maps lurking in unlikely places, it is a welcome respite before the series returns to what most of us expect from the word map or cartography in the title of a book.

SUSAN GOLE

Antique Maps 2000 Calendar, published by Pomegranate Communications Inc., Box 6099, Rohnert Park, California 94917, USA. 12 pp. $12.95 (USA).

Twelve pages containing coloured maps from the United Kingdom Hydrographic Office which was founded in 1795 by an Order in Council signeed by King George III with the remit to p;rovide the British Admiralty with accurate charts for all areas of the world in which the Royal Navy operated. Before this, chart production had been haphazard, relying on the initiative of captains and explorers to pubish their own work. Over the past 200years, the archive of the Admiralty has built up a world-renowned collection of more than three million documents in a variety of media, dating from the early 1500s to the persent day.

Although the colour used for thr reproduction of this selection of maps from this rich archive is disappointing, even ore disappointing is the selection of items chosen. With such a rich collection to choose from we would like to have seen at least one or two unusual items but these are all maps we have seen many, many times before. For example, the Ortelius map of America introduces us to the month of December and the Joan Blaeu double-hemis[here world map graces the month of May. Four of the other months are illustrated by maps published by Frederick de Wit and consequently look similar.

Worse still is the fact that the publishers have committed the cardinal sin of photo-reducing large maps. Anyonc involved in publishing knows that this leads to a lack of definition and that it is much better to produce a detail or section of the map at a decent size.

So why should you buy this calendar? Probably because it is the only one I have seen for sale this year which illustrates early maps!

VALERIE SCOTT

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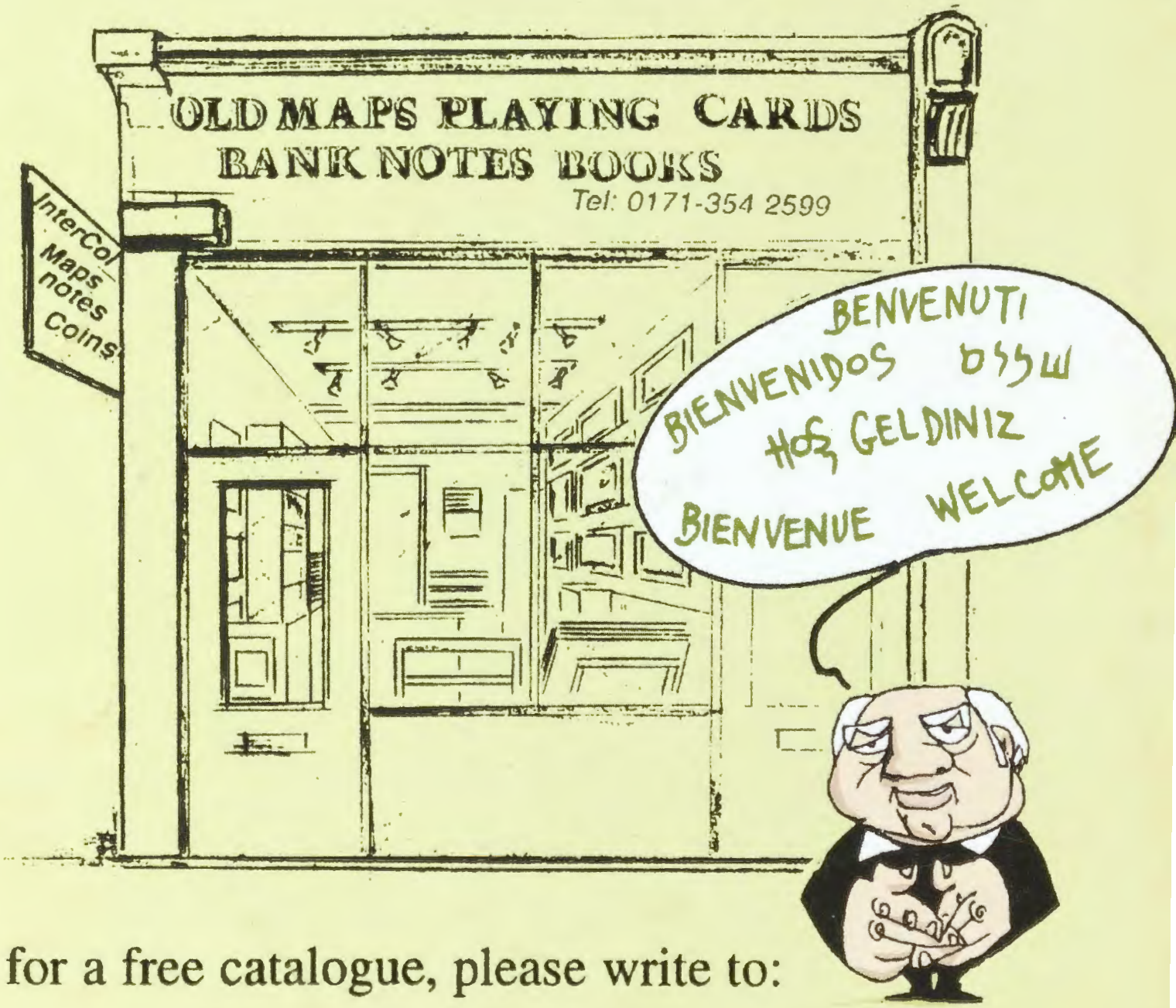
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