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IMCS JOURNAL



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Journal of the International Map Collectors' Society

SUMMER 2000 ISSUE No. 81

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Cover map: Allain Manesson Mallet: 'Isle d'Islande', Paris, 1683.
Courtesy Graham Franks

Copy and other material for our next issue (Summer) should be submitted by **15 July 2000**. All items for editorial use should be sent to The Editor, Susan Gole, 3 Aylesbury Road, Wing, Leighton Buzzard LU7 0PD. Tel: 01296 681 071 Fax: 01296 682 671. e-mail: sgole@compuserve.com

For Advertising, contact the Journal Advertising Manager, Derek Allen, 25 St Margaret's Road, London SE4 1YL. Tel/Fax: 020-8469 3932. e-mail: autolycus@dial.pipex.com

Chairman: Jenny Harvey, 27 Landford Road, Putney, London SW15 1AQ. Tel: 020-8789 7358. Fax: 020-8788 7819, e-mail: JEH@HARVEY27.DEMON.CO.UK

Vice-Chairman: Valerie Scott, The Nook, 74 High St, Waddesdon, Bucks HP18 0LJ. Tel: 01296 651997. e-mail: gp86@dial.pipex.com

Gen Secretary: W.H.S. Pearce, 29 Mount Ephraim Road, Streatham, London SW16 1NQ. Tel: 020-8664 6084. Fax: 020-8677 5417

Membership Secretary: Sam Pearce, 7 East Park Street, Chatteris, Camb. PE16 6LA. Tel: 01354-692 023. Fax: 01354-692 697. e-mail: samantha@pearce1.demon.co.uk

Treasurer: E.H. Timothy Whitten, Lower Bonehill Farm, Widecombe-in-the-Moor, Newton Abbott, Devon TQ13 7TD

Publicity Officer: Yasha Beresiner, 43 Templars Crescent, London N3 3QR. Tel: 020-8349 2207. Fax: 020-8346 9539

Int. Development Officer: Caroline Batchelor, Pikes, The Ridgeway, Oxshott,, Surrey KT22 0LG. Tel: 01372-843 425

Int.Secretary: Dr Robert Clancy, 11 High Street, Newcastle, NSW 2300, Australia

IMCoS Web Site: http://www.harvey27.demon.co.uk/imcos/

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From the Editor's Desk

IMCoS 1980–2000, the history of the first twenty years of our Society is scheduled to be mailed to all members with the Autumn issue of the Journal on 1st September. Many examples of early material sent out to members about various activities and other items made for the Society are awaiting scanning, and longer articles by our first and current Chairmen, our Founder, and first and current Presidents are either with me, or due very soon.

The final section of the History will contain details of IMCoS activities over the years, where we have been, who has given a talk, what exhibitions we have enjoyed, who has served on the committee, etc. etc. This is nearly ready, taken from entries in the Journal. Where the entry was missing or inadequate, I have been able to add the relevant information from the actual programmes of the events.

Thanks to the generosity of many of the remaining 58 members who had joined in the very first year and have kept up their membership, we have most of the funds required to print the history. It will be mailed free to all current members, and copies will be available for sale thereafter.

What is going to be the shortest section are the Reminiscences from current members. Despite my sad plea in the Spring Journal, I still have only 22 contributions. In my naivete I had thought that members would like to show their involvement with the Society. I find it hard to believe that so few of you have found time to sit at your desk/computer/table, and write a few lines about your involvement with IMCoS, with your hobby, or anything to do with map collecting. I will be putting the pages together during May and June, and will accept contributions until the end of May. So do please, please, send me something. The more varied the contributions the more interesting the History will be not only to current members, but also to our descendants in fifty years' time.

Another disappointment I had was the fact that in so many years only one young member applied for a Travel Grant to attend an IMCoS symposium outside their own country. This was set up when interest rates were high and it was decided that the money accruing from accumulated funds should be spent annually, and where better than to encourage young members. If you have a niece/nephew/grandchild who likes to look at your map collection, why not give them a Christmas/birthday present of a three year subscription to IMCoS. Then after two years, provided they are still under 32, they could apply for the grant. It was thought that this might appeal to the teachers among us, who must have many students who would benefit. The Grants are still available, so if you know of anyone who might like to join us in Cyprus (2003), Italy (2004) or Denver (2005) get them to send in their registration form now.

Apart from these two [almost] non-starters, my life with IMCoS has been great; good friends, interesting maps, and wonderful travel. From the contributions that have come in, it is clear that this is shared by so many members.

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South Pole – Muller, 1692, 8 x 6½ cms; shows New Zealand joined to the Southern Continent; set in a page of text. £90

The Batavian Myth in Early Atlas Maps II

This article continues from the Spring 2000 issue of the Journal and traces the development of the 'Batavian Myth', a greatly exaggerated view of Dutch history that was prevalent in The Netherlands in the 16th and 17th century, and its impact on maps from the period. The myth established a direct link from the Batavians, who inhabited the Rhine delta in Roman times, to the Dutch of the 16th century, and viewed these Batavians as very cultured and developed, almost equals of the Roman oppressors.

Dutch historical writing in the late 15th and early 16th century was most strongly influenced by Gerardus Geldenhauer (1482–1542) and Cornelius Aurelius (c.1460–c.1523), both of whom published studies about the Batavian past of the Dutch. The Netherlands at the time consisted of a number of largely independent cities, provinces and rulers that struggled under Spanish rule. In this environment we find that the descriptions of the Batavian ancestry would differ from author to author, usually in such a way that the details of this ancestry would most closely match the ancestry of the author.

Geldenhauer, who came from the province of Gelderland, argued that the Batavians first occupied an area called Betuwe, which was part of Gelderland in the 16th century, and that they later migrated and occupied a large part of Holland. One can even argue that the name Betuwe is derived from the name Batavi. Geldenhauer went so far as to commission a map, by mapmaker Willem Croock that reflected the boundaries of Batavia that he described in his book *Lucubratiuncula de Batavorum insula* (Bejczy p.16). I do not believe this map still exists.

Aurelius from the province of Holland at the same time argued that only Holland, and its inhabitants the 'Hollanders', was the true successor of the Batavians.

Throughout the 16th century the Netherlands became more united, and formed the 'United Provinces' of the Dutch Republic. The Republic revolted in 1572 and waged war against the Spaniards for much of the following one hundred years. The Batavian Myth grew in political importance, and it was used as one of the tools to unite the Dutch.

The uprising of the 16th century Dutch against the Spaniards was viewed as a parallel to the uprising of the Batavians under Claudius Civilis against the Romans in 69 AD. William of Orange, the primary leader of the revolt in 1572, was seen as the contemporary equivalent of Civilis. Many more works on the history of the Dutch were published by the late 16th and into the 17th century.

The political leadership took an active role in further establishing the Batavian roots of the Dutch Republic. The leadership, known as the 'States General', even commissioned an 'official' treatise on the subject, and asked Hugo de Groot to write this. De Groot's work *Liber de antiquitate reipublicae Batavicae* was published in 1610. This may be the most extreme example of the Batavian Myth, as De Groot tried to establish a complete historical, cultural, geographic and even political link from



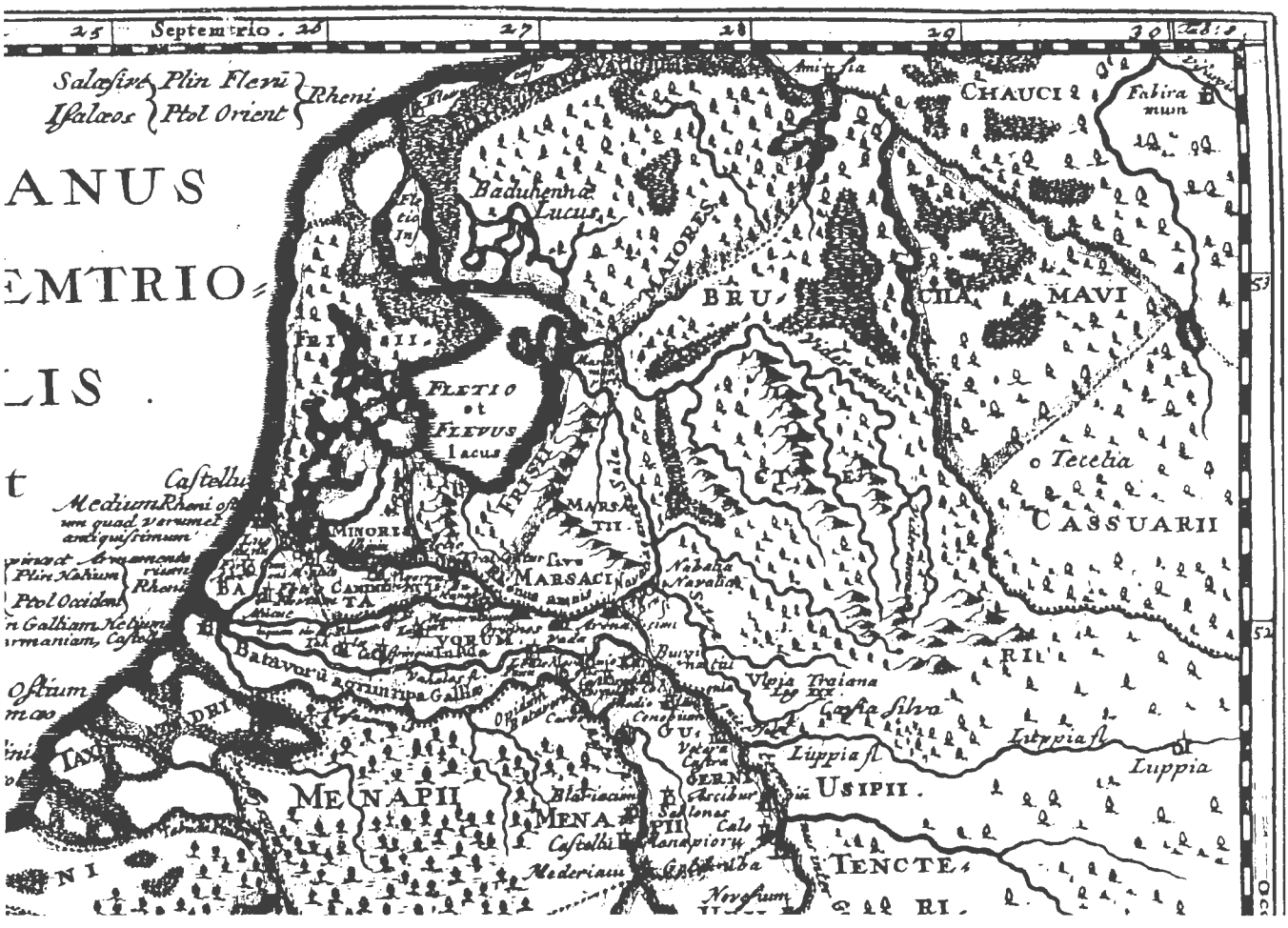
Van den Keere: Belgica Veteris Typus (1617), author's collection.

the Batavians to the Dutch and their Republic. De Groot included arguments that put the Batavians at the root of the political and governmental system in place in the Dutch Republic (Molewijk pp. 17-19)

Pieter van den Keere's atlas *Germania Inferior* of 1617, with text by Petrus Montanus, can be viewed as the cartographic equivalent of De Groot's 1610 publication. The atlas was dedicated to the Netherlands, com- missioned by and then presented to the States General in January of 1617.

In the atlas, Van den Keere includes 'Belgii Veteris Typus', printed from slightly amended plates from the map with the same name in the *Parergon*, and states in its title 'Ex Conatibus Geographicus Abrahami Ortelii'.

Since the map itself focuses only on the area that is modern day Belgium and Netherlands, it provides considerably more detail for the area than the



Cluver: Germaniae Cisrhenanae (1624, but 1683 edition?). author's collection.

Ptolemy maps, or the maps of Ancient Gaul or Germania that do not have this area as a primary focus.

It locates Batavia Vetus between the Rhine and the Mose, in line with the predominant opinion of historians at the time. By the early 17th century, most historians had sided with Geldenhauer on the question of the geographic location and development of the Batavians. The map incorporates a number of settlements that were not identified in earlier maps, and provides, as reference points, indications in italics of 'modern' towns such as Amsterdam and Haarlem.

Another interesting feature is the inclusion of two settlements with the name Batavadurum, one just north of the Rhine, and one south of the Rhine, but north of the Mose, which is referred to as 'Batavadurum Ptol'. It would appear that Van den Keere considers this second location as the one defined by Ptolemy, and includes it here only as an additional reference. From the manner that it is reflected, we can probably conclude that Van den Keere believes the more northerly location to be the correct one.

In Van den Keere's atlas, two pages of text by Petrus Montanus titled 'Veterum Belgarum Mores' follow 'Belgii Veteris Typus'. The text describes the daily life in 'Belgica'. This text includes a small map of Belgica, as well as five engravings of scenes from that daily life.

Given the fact that the atlas was produced for the States General, it is surprising that there is no specific emphasis on the Batavians in this work. The States had an

BATAVIA VETVS

Sive

TRACTVS RHENI, & MOSÆ,

TOTIVSQVE VAHALIS,

A DIVERGIO RHENI GORCOMIVM uſque, cum terris adjacentibus Cliviæ, regno Neomagenſi, & agro Bommeliano.

NEC inamœnum fuerit, veram ſedem veterum Batavorum contemplari, quam ex pa hac tabula ob oculos ponit Geographus. Toxandris atque Menapiis olim jungebantu Septentrione, extrema Galliarum obſidentes, qua Oceanus & Rhenus amnis Galliam B gicam alluunt. gens omnium Germanici nominis cis Rhenum nobiliſſima atq; fortiſſin Ipſum *Batavia* nomen nuſquam apud quenquam vetuſtiſſimorum ſcriptorum reperiti verum *Batavi*, in *Batavis* legere eſt apud Tacitum, Cæſarem, Plinium. Etymologiam q dam deducunt à *Batone*, principe regni, regio Cattorum ſanguine orto, ut ſit quaſi, *Bato have*, id eſt Batonis peculium. At nullus uſquam ſcriptor antiquus Batonis meminit. Vn ergo commentum hoc? Citat Hadr. Iunius Tacitum, cum inquit: Huic vero rei atteſtantur auctores, quos int præcipuæ fidei Tacitus, qui Cl. Civilem ex poſteris Batonis regia ſtirpe editum commemorat, unde non teme hanc Inſulam nobiliſſimam Plinius appellat. Sed Taciti verba conſulentibus nuſquam occurrit Bato. Locus T citi ita habet Hiſtor. 4. *Iulius Paulus & Claudius Civilis, regia ſtirpe multo ceteros anteibant.* De Batone nihil. Nuga tur etiam illi, qui Bataviam à profunditate dictam volunt, alludentes ad Græcum βαθὺς, quod profundum ſigr ficat. Veriſimilius eſt à gente Batavorum nomen accepiſſe Bataviam. unde & *Betaw* etiam nunc ſuperioris I

Blaeu: Batavia Vetus, title page (1631), courtesy Edward Ayer Collection, The Newberry Library.

interest to further develop and strengthen the Batavian Myth, and seemed to have actively done so by influencing De Groot's writing just seven years earlier (Molewijk p19) In *Germania Inferior*, however, the historical roots described by Van den Keere and Montanus are those of 'Belgica', a much more general and primarily geographic concept, rather than Batavia and the Batavians.

For much of the 16th and early 17th century, Ptolemy and Ortelius are the sources of historical maps, in particular for maps that include north-western Europe. In the early 17th century, and from then on, new historical maps develop. These maps are no longer based directly on Ptolemy or Ortelius, and they include various new views of Batavia, the Batavian Island, and the area of north-west continental Europe in general.

Philip Cluver's (1580-1622) his-

torical maps are a prime example, such as maps from *Introductionis in Universam Geographicam*, which was first published in 1624, and was reprinted numerous times. The map 'Germaniae Cisrhenanae', which I believe to be from this atlas, provides a new and original perspective. The map uses various historical sources to paint a complete picture of north-west continental Europe during the Roman times.

Due to its quarto size the print is very small, but we can identify Lugdunum and 'For Adri', the fort at Arentsburg, that we found on the Peutinger map earlier. Numerous settlements, that we did not see in other earlier maps, appear in the area, and explanatory notes on the map itself quote Ptolemy and the Roman author Pliny, and point out differences between them.

In 1631 Willem Jansz. Blaeu made another truly new and original contribution to the cartography of ancient Batavia, when he included a map called Batavia Vetus in his Atlantis Appendix. Batavia Vetus is, to my knowledge, the only existing 17th century map with sole focus on the area of 'Batavia'.

'Batavia Vetus', however, is a very curious map. The map itself does not include a title other than the one on the reverse with the accompanying text, and in actuality represents a 17th century view of the Betuwe, and areas to its immediate east and west, rather than a 'historical' view. It is only the title and the text on the reverse pages in the atlas that provide the historical context.

Historical atlases and maps continue to evolve in the 17th and following centuries. As the French and English overtake Dutch mapmaking, the interest in maps about Dutch history appears to decline. The Batavian Island continues to be included in maps of the area, but few, if any, of these maps provide more or better detail than the maps of the 16th and early 17th century.

The Batavian Myth, however, continued as an influence on the development of the Dutch for at least the next two centuries. It seems ironic that the Batavian connection later became mostly associated with the 'Batavian Republic', as The Netherlands were known from 1795 to 1806. Rather than being a renewal of the 'glorious' Batavian past, this period put the Dutch under French rule. The Batavian Republic was a far cry from the free, great and important, but mythical, Batavian past.

Request from the Editor:
Most IMCoS member have a particlar interest in either a geographical area of the world, a cartographer, or a map theme. Other members would be able to read about the same subject if members were to send in an article on it. So please do think of sending me something.

SOURCES

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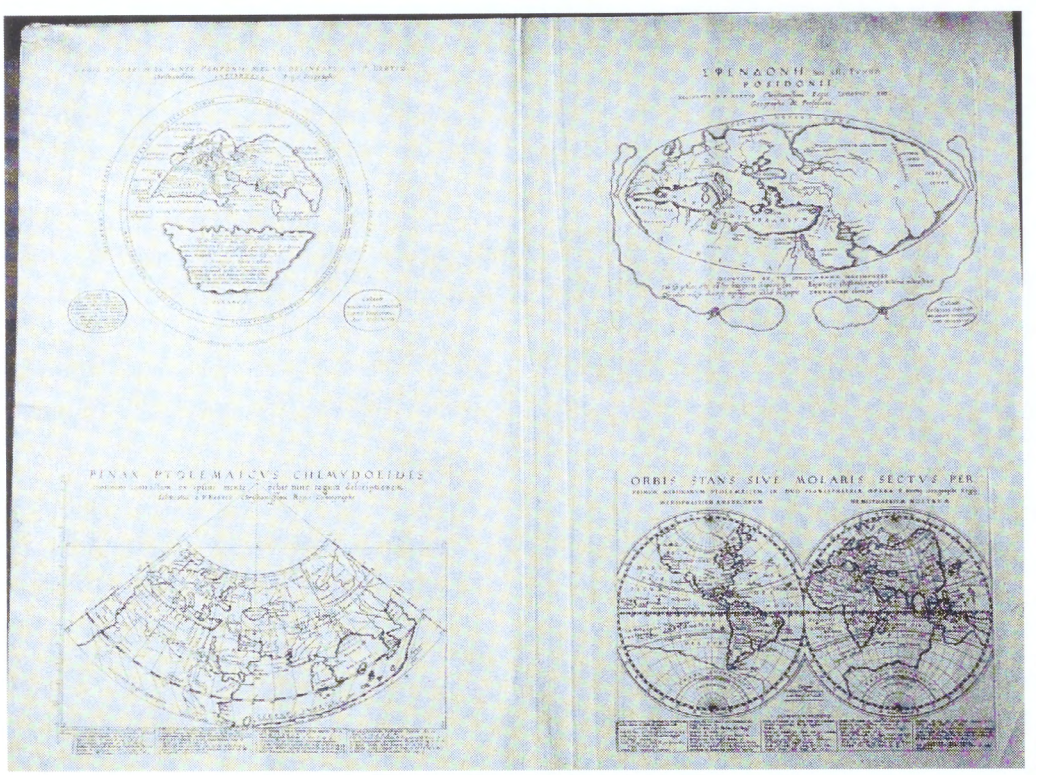
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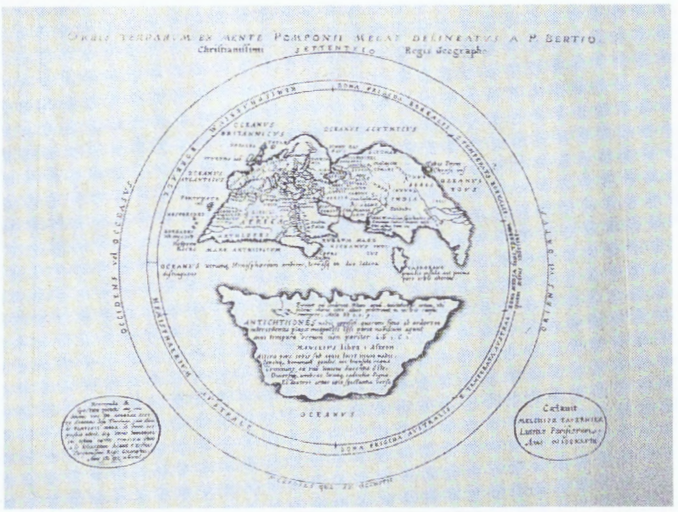
Tuf Columbus of Denmark has sent in a photograph of four world maps engraved by Melchior Tavernier for an edition of *Geographica Vetus & Antiquis, et Melioris* . . . by Petrus Berthius, published in Paris in 1628 [1630]. According to Rodney Shirley in his *The Mapping of the World* (No. 321), this 'small instructional booklet' was reprinted by Boisseau in 1645. It contained five world maps, four of which are shown below. Three of them present the classical world according to Pomponius Mela, Claudius Ptolemy and Poseidonius, and the remaining two were contemporary maps of the world in two hemispheres. One showed the hemispheres projected from the north and south poles respectively, while the other was on a normal stereographic projection. Four of the five maps (not the Ptolemaic one) are dated 1628, and bear the engraver's name, Melchior Tavernier, and the Paris imprint. Each measures approximately 145 x 195 mm, with the plate mark extending the measurements to 150 x 200 mm

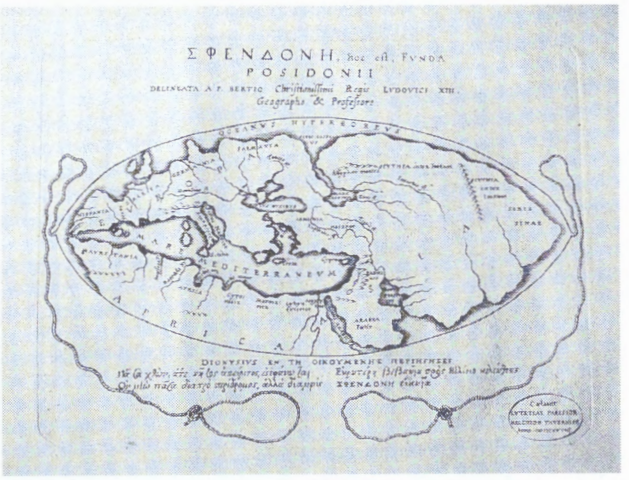
What is so unusual about the maps acquired by Tuf Columbus is the fact that four of them are printed on one sheet.The missing one is the world map projected from the two poles. The size of the sheet is 400 x 530 mm Each map clearly shows the individual plate mark, and possibly the sheet has been folded at one time.

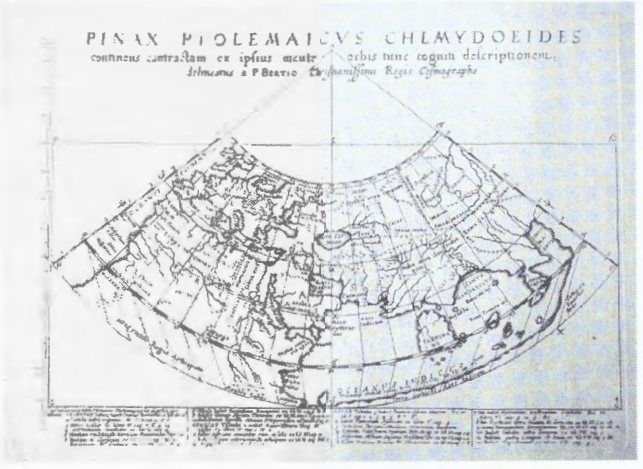
Tuf seeks help from IMCoS members about the printing of the four maps on a single page. Was it a test proof? Was this the way small maps were printed, and then the sheet of paper was cut and folded to fit the size of the book it was to be bound in? Are other examples known? Was there a larger-sized edition of the book, which is no longer extant?

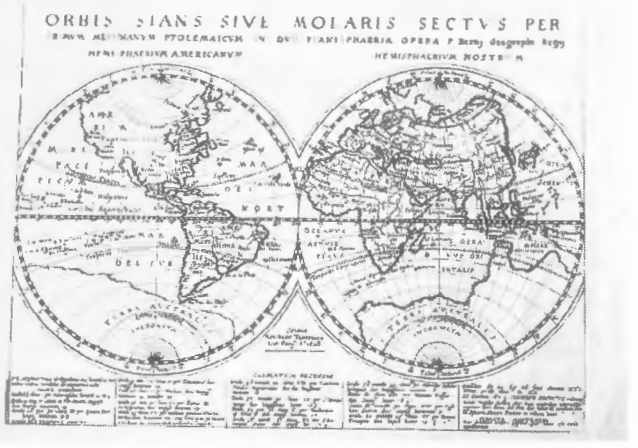
Replies may be sent either to Tuf at the address in the IMCoS directory, or to the Editor, for publication in the next issue of the Journal.











New International Representative for Croatia

Dubravka Mlinaric has agreed to become our representative for Croatia, replacing Ankica Pandzic. She works now in the Institute for Migrations and Ethnic Studies in Zagreb, but she is known to IMCoS members for the paper she read at our symposium in Budapest in 1997 titled 'The Croatian Contribution to the 17th Century Central European Cartography' (published in *IMCoS Journal* 72).

Dubravka graduated from the University of Zagreb in 1997 with a BA in History and Geography, and from the Central European Univesity with an MA in Central European History. Her thesis for the MA was titled 'The 17th century cartographic representation of the territories of the kingdom(s) of Dalmatia, Croatia and Slavonia in Central European and Mediterranean context'.

She is an active member of the 'Section of Cartography' at the Croatian Geodetic Society, and speaks English as well as her mother tongue Croatian, and also has a working knowledge of Latin and French.

She contributed a paper in Croatian to *Rainbow Bridge* (the festschrift for Drago Novak) on a 'Selection from Drago Novak's Collection of Old Maps of Croatian Lands'. Among her special interests is the study of various historical changes and relations based on geographic sources.

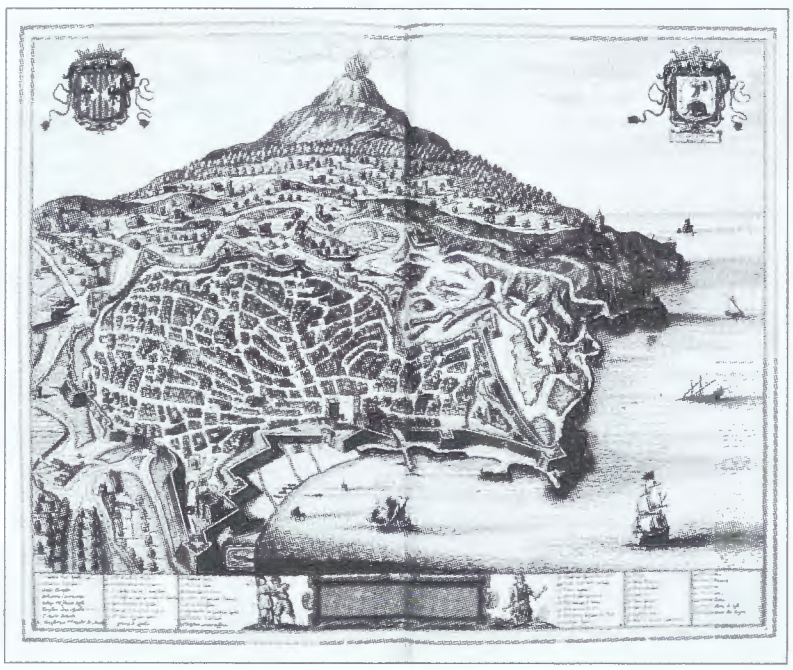
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Cartographic History of Iceland

What we, with our present-day cartographic eyes, see as Europe is the product of a relatively late process. The Roman Empire, with North Africa, Egypt and Asia Minor was centered around the Mediterranean. In those days only the northern part of our continent was called 'Europa'. It was separated from the main European land mass by the rivers Rhine and Danube, which today run right through the heart of Europe.

The north of Europe, seen from the Holy Land, was the dark, hidden part of the world, even as long ago as Old Testament times. In Greek mythology the 'Riphei Montes' were the mountains in the north behind which the sun circled back from west to east, and which were the source of all rivers flowing from the north. For the ancient geographers they were mountains that separated the Earth from the cold, uninhabitable zone in the north. But Seneca's tragedy 'Medea' (65 AD) strikes a forward-looking note: 'A time will come, in the course of the centuries, which will expand the ocean, the Earth's girdle, and reveal to man an enormously large, unknown Earth. The ocean will reveal new worlds, and Thule will no longer be the end of the world.'

As recently as the 11th century the geographer of the north, Adam of Bremen, believed the Baltic was a sea open to the east. For Mediterranean peoples too, the north remained a dark region that nobody was really interested in exploring. It was blocked off by a barrier of insuperable ice and meant not only cold and darkness, but was regarded by Christians as a place of the damned. For these reasons the medieval geographer only had limited information at his disposal. Until the 16th century, maps could offer nothing beyond the accounts of the portolan chartmakers, for Ptolemy himself had only a modest knowledge of the north. Siberia, Russia and frequently Northern Europe as well were squeezed into a narrow strip of land to the north of the Sea of Azov that bordered on the Arctic Ocean.

The term 'Scandinavia' first occurred in the form 'Scatinavia' in Pliny the Elder (23 to 79 AD). In 1477 this ancient picture of the north found its way into the first map of 'Scania' in the revived 'Geography' of Ptolemy.

Our first encounter with the name 'Iceland' in cartography is on a so-called Anglo-Saxon map, the 'Cottoniana' of the 10th century, which was drawn by an Irish monk and is today kept in the British Museum. It is certain that the development of the Iceland maps in the Middle Ages originated from the British Isles and not from Scandinavia. On many of these maps Iceland is depicted relatively correctly, but this is not true of the other Scandinavian countries.

As if under a magnifying glass, a student of the old maps of Iceland and the Arctic receives a concentrated view of the stations of a varied history of discovery. Iceland, Greenland and their geographical features were sometimes confused with one another, or even had a completely different identity. But Iceland and Greenland and the Arctic region as a whole had a common cartographic history that is often impossible to separate. Fascinating alienation ef-

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fects, conscious and unconscious errors, misinterpretations, confusions, distortions, plagiarisms and sales-promoting tricks contributed to a special cartographic personality of this geographical area. The search for the Northwest and Northeast Passages, the interest in trade, especially in stockfish, and in whaling were responsible for its great cartographic importance.

In this geographic region lay one of the great cartographic mysteries and also great scope for legends in what was, on the whole, a very narrow zone of knowledge and research. It was from Iceland that Greenland was first settled, and Iceland was the first step that Scandinavians took when setting course for America. For a long time, prudent seafarers headed for Iceland first if they wanted to get to Greenland, despite the fact that the sea route between Norway and Iceland was the longest stretch on the high seas that the Northmen of those days had to cover without sight of land. Iceland was to a certain extent the focal point of the voyages to Greenland, because it was the Icelanders who knew most about the settlements in Greenland. The Danes urged Icelandic scholars to study all books and documents that related to the geography of Greenland and the Arctic Ocean. And so Icelandic scholars drew maps of Iceland and the northern waters, thereby making a decisive contribution to geographical knowledge abroad. Because they believed they would find in Greenland descendants of the first (Icelandic) settlers, the Danes also took Icelandic sailors on their voyages as interpreters. Later, however, the ships appear to have generally used the direct route, usually via the Shetlands and Faroes and past Iceland to Cape Farewell. In the 19th century one could still find Icelandic names on maps of Greenland.

Excavations and documents have proved what the connections between central Europe and Greenland were like initially. It seems likely that the Vatican was well informed about the distant land in the north even before the first bishop, Erich Gnupson, was sent to Greenland in 1112. A contributory factor here may have been the fact that Gudrid, wife of Thorfinn Karlsefnis, who had taken part in her husband's Vinland expedition, herself made a pilgrimage to Rome in the first quarter of the 11th century.

We have to thank Abbott Nicolas of Thingeyrar, who died in 1159, for what are probably the oldest geographical communications about the discoveries in the Icelandic manuscripts of the 14th and 15th century, and which are also found in rudimentary form in the oldest portolan charts. The idea that Greenland was attached to Europe was first mooted by him a year before his death, perhaps due to his belief that the White Sea, because of its many and various monsters, was an enchanted ocean.

At the beginning of the sources accessible to us for the history of the geography and cartography of the northern part of Europe, and especially Iceland, stands the name of the Greek seafarer and geographer Pytheas of Massilia, from the second half of the 4th century BC. With his travel accounts about Thule, which in many cases was equated with Iceland and Greenland, he has captured the imagination of posterity and not least the imagination of cartographers right down to our own times in much the same way as Plato's Atlantis or Homer's Odyssey – with

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Abraham Ortelius's map of the Northern Regions, 1570.

close on 80 localisation theories, including of course Iceland.

For the first time, Pytheas deliberately set out not to deepen existing knowledge, but to make new scientific discoveries and explore how far the Earth extended to the north. For him and those seafarers from the north Scottish islands who showed him the way, however, Scandinavia was still a part of the world about which knowledge was only fragmentary.

The original interest in the cartography of Iceland was probably due to the first ancient traditions about Thule. This Ultima Thule was the end of the world, and changed its position from map to map. Behind it was the eternal ice, a division of Hell. The apocalyptic vision of Thule was one reason for mapmakers who wanted to show Iceland to give special emphasis to fire-breathing mountains and to fill the seas around the island with sea monsters and eternal ice.

In old Icelandic literature, natural phenomena and landscapes are not a topic in their own right. Landscape was only interesting if topographic factors played a part in the course of the events described. The strategic position of a port was described, for example. The 'Landnámabok' is the most important source for registration of the oldest Icelandic collection of place names with more than 1,500 sites, even if its historical reliability is not always certain.

According to the 'Sturiubok' (around 1250), the Swede Gadar Syarsson sailed round Snaeland (Snow Land – Iceland) as early as 860, thereby proving that it was an island. The Vikings gave the island the coldest name

that any place on Earth has ever received: Iceland. Like many medieval maps, the 10th century 'Anglo-Saxon World Map' mentioned earlier has its origins in ancient times. However, the unknown author added a new item of information: the British Isles, Iceland and Norway as part of a Jutland peninsula. The western end of Iceland bears the name Scridefinnas, which is probably a reference to the Samer people.

Adam of Bremen, in the fourth book of his ecclesiastical history of Hamburg and Bremen, a description of the Nordic peoples and countries written after 1072, gave an impression of how distant the island in the North Atlantic was from the consciousness and knowledge of the continent. He observed that the island of Thule bore the name Iceland, 'from the ice' that freezes the ocean. The cosmopolitan outlook of the island inhabitants of those days, by contrast, is accurately described by Icelandic Nobel Prize winner Halldor Laxness (1902-1998): 'The great world has become smaller for us Icelanders since the Middle Ages. In the 11th century the settlers on this remote island who had lived there for 200 years felt neither as small nor as alone as later.'

Idrisi of Ceuta (1100-1166) travelled around England, among other places, and reported about the island of Reslanda, to the north of Scotland, by which he meant Iceland. On his world map of 1154 Iceland (Gezire Reslanda) has a similar shape to that on the 'Anglo-Saxon World Map', i.e. a long island.

The names Iceland and Thule are also found on many wheel maps from the 11th to 14th centuries. The map by Richard de Haldingham and de Laffard (second quarter of the 13th century) shows three islands to the north of Orcades in the ocean close to the edge: Ultima Tile, Ysland and Farese. On Andreas Walsperger's world map (1448) there is an island called Svecia between Denmark and Norway. At the extreme edge on the western foothills of Norway is the name Yslandia, and the town of Pergen (Bergen) is shown and also Nydrosia. On Ranulph Higden's world map of 1360, which is in the book of Laxton's 'Polychronicon', there is a large island in the sea off the mouth of the Rhine which bears the names Noravega and Islanda. The book itself includes a description of Iceland by Giraldus Cambrensis.

On Angelo Dalorto's portolan chart of 1325 or 1330 one can see two islands to the north of Scotland: Sialanda and Insula Ornaya. The sea chart of Angelion Dulcert (1339) and the Catalan world map of 1375 show an illegibly labelled and incompletely depicted island, the name of which could be Stilland or Istilanda, as well as Insula Orchania and Insula Chatenes.

Towards the end of the 15th century some maps begin to show changes, in that the island of Stillanda is replaced by a rectangular land to the north of Ireland. Either it has retained the name Stillanda, or it is called Estillanda in a variety of spellings. Some of the maps even include place names which, although their significance is difficult to determine, suggest that the land is Iceland. In the mid-15th century another change had taken place. Stillanda disappeared, and instead a new land appears that must be identical with Iceland. On a Catalan portolan chart, which is in the Biblioteca Ambrosiana in Milan and

dates from the second half of the 15th century, a land to the northwest of Ireland bears the name Fixlanda. The world map by Fra Mauro (died 1459), which was created between 1457 and 1459, shows the eastern part of the land with the name Ixlandia. The three place names are also found with different spellings on the Catalan chart in the Biblioteca Ambrosiana. Even if the name is very difficult to read, it may be assumed that an island in the same position, shown on the map by Juan de la Cosa, Columbus's navigator, bears the name Frislanda. This map, from the time around 1500, is now in the Museo Naval in Madrid.

The Icelandic map expert Haraldur Sigurdsson suspects a corruption of the word Stillanda: the *s* turned into *f*, the *t* into *r* and the *i* into *s*, which was nothing unusual at the time. This is probably a more convincing explanation for Frisland than the result of a corruption of Fishlanda, as the English were said to have called Iceland, or as a derivation from Faroes (Fär-Islanda) or even from Frostland. At any rate the precise origin of the name Frislanda is still a mystery today, and it is not to be found as a name anywhere else than on maps. Sigurdsson finds a total of seventy clues appearing on maps, with the names Stillanda, Stil(l)anda, Stillant, Estilanda, Scitilant, Ystillandia, Sillant, Istilandia, Fixlanda, Frislanda, Frixlan(i)a, Frixlanda or Frixlada.

Johannes Kepler, in his 'Notes on the Astronomical Dream', actually mentions a map of Europe in the Caroline University of Prague (Carolinum) on which the world 'Fiolx' appeared at the position of Iceland.

The Dane Claudius Clavus, who was born on the island of Fyn in 1388, is regarded as the oldest cartographer of the Scandinavian north. He depicted Greenland in cartographic form for the first time; until the revival of the Ptolemaic traditions, the north had only reached as far as the 63rd parallel in cartographic works.

On the so-called Nancy map, which must have originated between 1424 and 1427 as a copy of the Clavus map and owes its name to the place where it is kept, Iceland is shown as a crescent shape and Greenland as a peninsula with countries around the Pole and with the northern part of Eurasia. Between Iceland and Norway are three islands: Fareøø in the north, and further south, closer to Iceland, Parna insula, and the southernmost, Fameøø. The island of Byørnø is placed between Iceland and Greenland; this could mean the island of Gunnbjörn (Gunnbjarnarsker), which the author must have taken from the Greenland book of the priest Ivar Bardsson which appeared a century earlier.

In his corrected 'Geographie', the later Cardinal Guilleaume Fillastre, who appended to it a copy of the Nancy map in 1427, explained why he placed Greenland, the 'green land', in the south and Iceland, the 'land of ice', in the north. He considered this more logical, even if the Nancy map was evidence to the contrary.

Nicolas Germanus or Don(n)us or Donis (around 1420-1490) is regarded as an important editor of Ptolemy's 'Geography'. It seems probable that Martin Behaim (1459-1507), the creator of the famous globe, combined the Donis map with Catalan sea charts and took the shape of Iceland from both, with the re-

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sult that there are two countries instead of one. He changed many names, for example Islanda or Islandia to Islant. The island has a longish shape and lies to the north of the northwest tip of Scotland and to the west of Greenland.

Martin Behaim's influence on maps of northern Europe can still be felt as late as the middle of the 16th century. His North Pole is adorned by a ring of freely invented and arbitrarily placed islands that hermetically enclose a kind of landlocked sea. Mountain peaks rise up from the islands. A muffled person is trying to kill a polar bear with a bow and arrow, and below the legend Iceland one can read that the inhabitants of this island sell dogs and give away their children to foreign merchants to avoid having to feed them themselves. What Martin Behaim says about dogs is correct. At that time, and also later, numerous dogs were exported from Iceland to England. They were even known in England in Shakespeare's times. In Shakespeare's Henry V, Pistol says to Nym: 'Pish for thee, Iceland dog! Thou prickeared cur of Iceland' (Act 2, Sc. 1). Apart from Iceland, other countries drawn in are Greenland, Lapland and 'Vernmarck' (Finland?). Territorial ownership is indicated by two Danish flags.

In the last years of his life, Henry the Navigator (1394-1460) received from his uncle, King Eric of Denmark, a gift that interested him very greatly. It is said to have been a copy of the Clavus map of 1424/27. In the light of this map Henry appears to have had the idea that one might do better to look for a northwest sea route to India. Eric died shortly afterwards, and it was left to his successor, Christian I, to take up the idea of sending an expedition to the northwest.

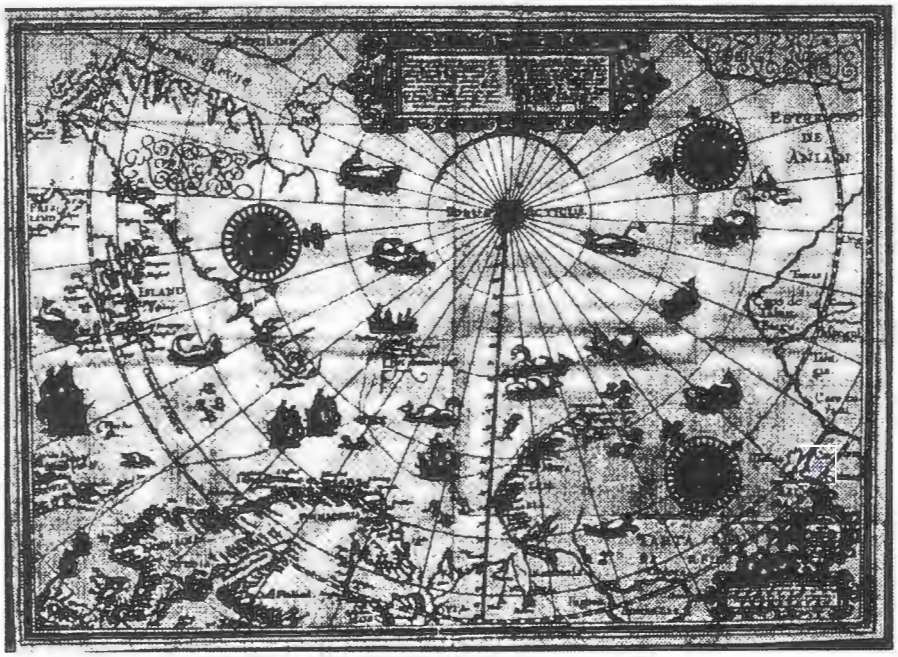
These expeditions, which at the instigation of the Portuguese crown were undertaken from Portugal via Iceland to Greenland and thence to Labrador —probably between 1471 and 1474— were led by the Germans Didrik Pining (born in Hildesheim in 1398) and Hans Pothorst.

Didrik Pining was one of the most proficient Danish fleet commanders, privateers and naval strategists of his time. In his old age the crown awarded him the governorship of part of Iceland even though he was a foreigner. He was succeeded in 1490 by his nephew of the same name. The island has Didrik Pining the Elder to thank for the 'Piningsdomar', two ordinances of 1490, one of which regulated the tithes and poor relief, while the other was concerned with matters of taxation and public order, vagrancy and the status of foreigners.

On the map by Jacob Ziegler (1532), whom we shall refer to again later, we find at the southern tip of Greenland the name Hvetsarg, where Pining probably made his first landing. The name Hvetsarg corresponds to the 'blue mantle' in the story of Erik the Red. This presumably meant a glacier chain on the east coast of Greenland that is crowned by a white ice cap. Crossing the Strait of Denmark by air today, one can see clearly that the bare rocky coast is separated from the open sea by a broad belt of pack ice.

Later, in 1551, Carsten Grip, the mayor of Kiel, wrote to King Christian III, that he had seen in Paris a map showing Iceland and an island that lay above Greenland. On this map, he said, Iceland was twice as big as Sicily. This was probably a map by the Pining-Pothorst

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expedition. It can be assumed that Christopher Columbus heard about the Pining-Pothorst expedition from Paolo Toscanelli, since the Florentine cosmographer knew about Greenland and was under the impression that it was the tip of Asia. He also reported that the expedition had taken place in 1474. According to a lost manuscript mentioned by his son Fernando, Columbus is also said to have visited Thule in 1477. This reference does not appear in quotation marks, so one cannot tell whether it is to be attributed to Columbus or his son. Otherwise there are no indications of any visit to Iceland, and in his log for 21 December 1492 Columbus writes that he reached England via the 'northern waters'.

Thus the assumption that Columbus went to Iceland is pure speculation. Indeed its only basis is two apocryphal accounts of the discoverer's life by his son Fernan Colón (*Historie – della vita & de fatti dell' Ammiraglio D. Christoforo Colombo, suo padre*, Venice 1571) and by the bishop and champion of the Indians Bartolomé de Las Casas (Historia de las Indias). The latter work is regarded as the more reliable., even if it was not completed until 1552-1561 and was first published in Paris in 1825. In it we find a mention of an alleged voyage by Columbus to Thule and the Arctic Ocean in February 1477. In this context it should be borne in mind that in the 15th century trade with Iceland virtually came to a standstill during the winter months.

In 1528 Benedetto Bordone's book of islands 'Isolario' was published in Venice. The work is of special importance for Iceland, because page one shows the first printed map specifically



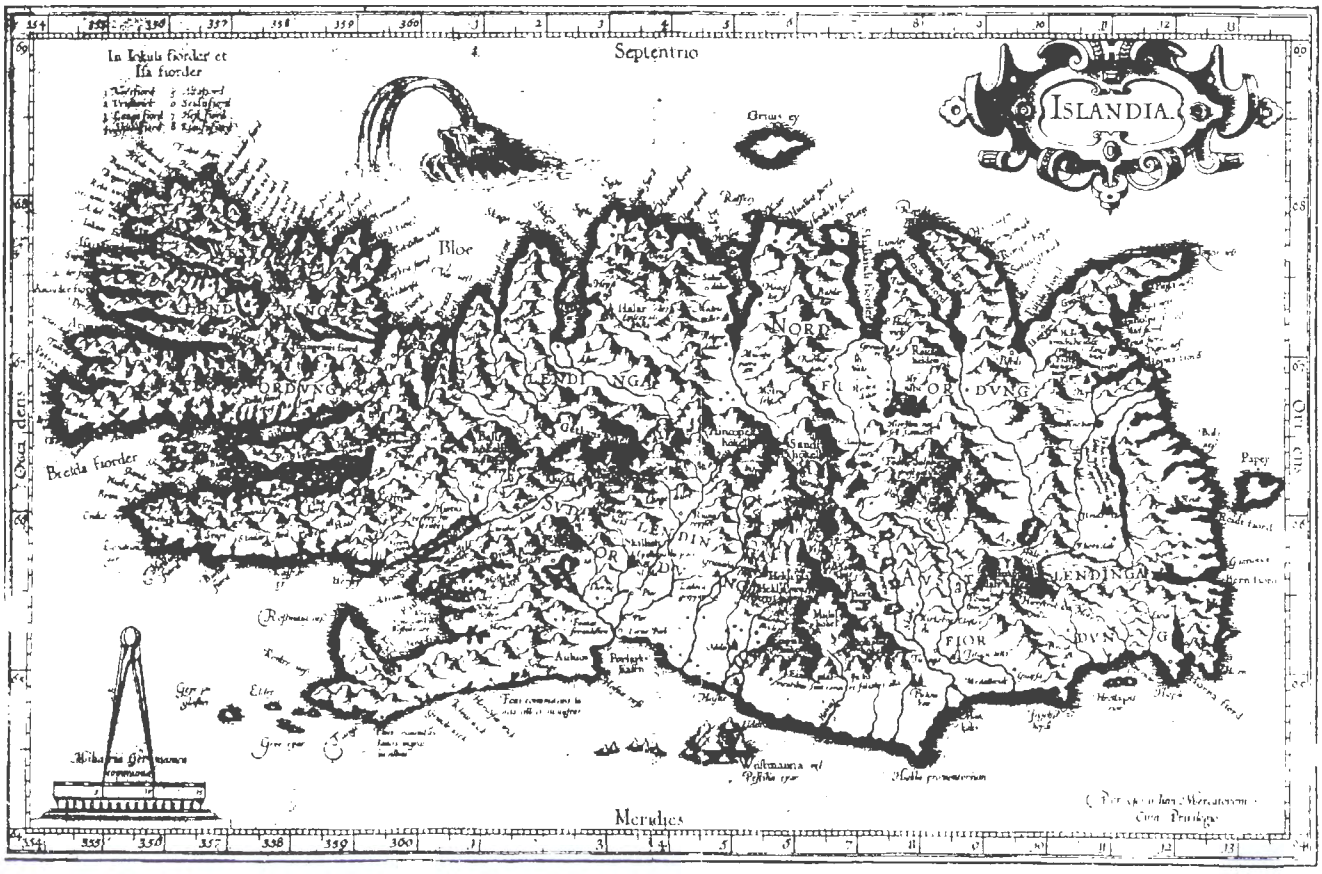
Benedetto Bordone's map of Iceland, 1528.

of the island on the Arctic Circle, even if it looks nothing like reality.

In 1532 Jacob Ziegler (around 1470-1549), in his book about the Holy Land, also published a treatise about Scandinavia, Iceland and the North Atlantic with a list of coordinates of about 500 places together with the resulting map. It shows for the first time the Icelandic volcano Hekla, which plays a major role in mythology. In his brief description of Iceland he borrows extensively from Saxo Grammaticus and adds material of his own. He states that Iceland is about 200 miles long from north to south, the island is mostly mountainous and uncultivated, but where there is flat land the pastures are so rich that the people sometimes have to drive the cows away so that they do not become so fat that they die. He speaks of volcanoes and says that they contain prisons for impure souls. He also speaks of the spirits of the drowned that openly walk about on Iceland.

As regards the 'Carta marina' of Olaus Magnus dating from 1539, we will confine ourselves to essentials and make only a few observations about Iceland.

Harald Sigurdsson believes that Olaus Magnus only had access to maps of the southern west coast, where the harbours were visited by English and German seafarers who traded in stock-



Mercator's map of Iceland published in Duisburg in 1595.

fish. The rest, he claims, is based on speculation and inadequate information. This would explain the very bold outlines and the lack of place names and other details on the north and east coasts. Much less likely is the assumption of some academics that Olaus used older reports by Portuguese sailors from the western part of Iceland.

Another interesting feature on the 'Carta marina' is the different types of ships, the origin of which is stated by the author in each case: to the southwest of Iceland, for example, is a ship from Hamburg, firing on a Scottish vessel, evidence of Hamburg's supremacy in Iceland and Icelandic waters, and also of the ongoing hostilities between Iceland voyagers of various nations. Already two men from the Scottish vessel have gone overboard and the mast is broken. The Hamburgers appear to be unscathed. On a journey from Danzig to Mantua and Rome in 1537, Olaus Magnus received a pamphlet that bore the title 'Monstrum in oceano Germanico'. The figures it contains are virtually identical with the sea monsters in the 'Carta marina'. With a sea monster to the south of Iceland, Olaus Magnus sought to pour oil on the flames of the struggles of the Catholic church. On the 'Carta marina' Iceland is drawn about 34 x 12 cm, which corresponds to a scale of about 1:300,000, but with much too strong a SW-NE orientation instead of W-E and also drawn excessively wide, so that the W-E axis is almost 3:1 instead of 3:2. But despite these shortcomings, the overall representation of Iceland is much closer to reality than on any older map. This is therefore a kind of key map for the island.

For the first time the principal shapes of the coastline can be recognised as reasonably close to reality.



Abraham Ortelius's separate page map of Iceland 1585 from the Theatrum, 1590.

Since neither Olaus himself nor – as far as is known – any other foreign geographer before him had visited Iceland, the relatively correct course of the coastline must have been at least partly due to verbal information from good sources. Apart from Scandinavian and German travellers to Iceland, the skippers, fishermen and merchants that visited Iceland in the 16th century, such informers probably included Icelanders themselves, with whom Olaus may have spoken on his journeys, namely to Nidaros in Norway or in Lübeck, Hamburg or Bremen. And this is probably why the interior of Iceland is much better depicted on the 'Carta marina' than on older maps. The two bishops' seats are on a west-east line rather than north-south, which is probably due to the incorrect orientation of the map as a whole.

After the 'Carta marina' of Olaus Magnus and the globe of Gerhard Mercator (1541) there was little progress in the cartography of Iceland for half a century. On the globe, the engraved copper strips of which first appeared at an auction in Gent in 1868, Iceland, which had previously stretched along the Greenland peninsula, now appears as in Ziegler in a west-east orientation north of the Arctic Circle.

The Parisian map dealer Hieronymus Gourmont appropriated other people's cartographic representations, redrew them, copied them and offered them for sale. No doubt he had great success with the woodcut 'Islandia' first published in 1548. He shamelessly made use of the 'Carta marina' of Olaus Magnus, because he had recognised his contemporaries' interest in 'wondrous manifestations'. For ex-

ample, he emphasised the sea monsters and fabulous sea-marks with a Latin text that translates as follows: 'The very high mountain Witserk, on the summit of which a sea-mark was made by the two pirates Pining and Pothorst, for the protection of seafarers off Greenland'. Two sailing ships can also be seen on the map. The whaler has two masts.

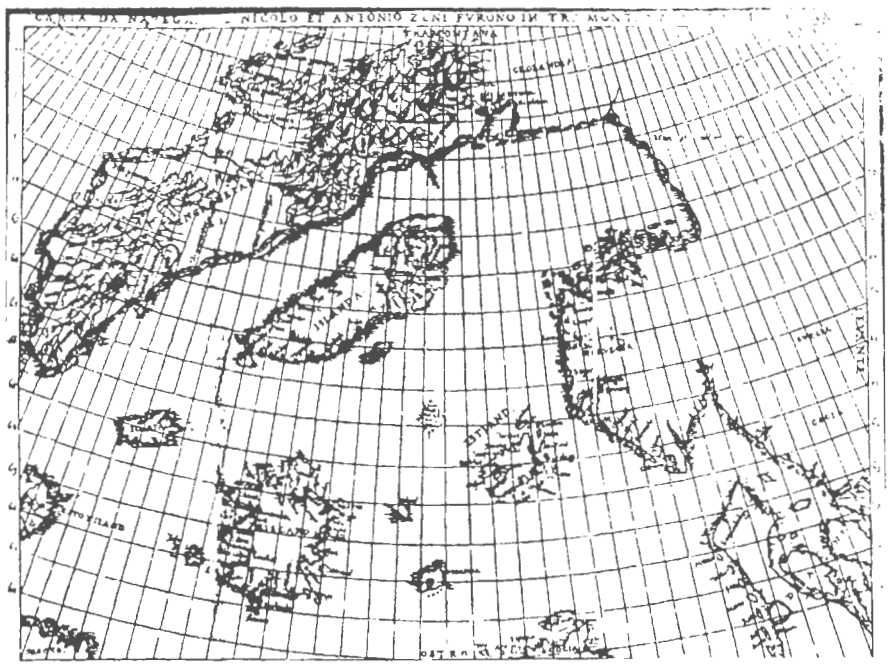
On Mercator's map of Europe dating from 1554 (and to some extent on his world map of 1569) one can clearly see the strong influence of Olaus Magnus in the shape of Iceland. There are various names on this map, many of which show little deviation from the original spelling. A great bay cuts into the country from the west; it contains numerous islands and is called Hanafjord sinus. Next to the name snauel jokel is the legend: 'This means snowy foothills, because it is always white with snow'. The most northerly fjord in the west is Wolfssund. In the interior there are lakes as in Olaus Magnus.

The oldest preserved sailing instructions for Iceland are in 'Dits Caerte Vandersee', printed in 1561, in which the place names seem to harmonise with modern Icelandic names. The map probably originates from the Dutchman Cornelis Anthoniszoon (1500-1553), who had published similar instructions, albeit without Iceland, in 1544.

Fernando Bertelli in 1566 and Giovanni Francesco Camoccio in 1571/72 published maps of Iceland that hardly differ at all as far as the island itself is concerned. The model for the rather coarsely executed, mirror-image map by the two cartographers was the 'Carta marina' of Olaus Magnus.

Maps that are almost identical with the Iceland map of Bertelli and Camoccio, bear the names Frisland or Estotiland instead of 'De Islandia Insula'. Both maps are reproduced in the travel annals of F.W. Lucas in 1898.

Apart from Plato's Atlantis fable and Pytheas' Thule story, there is probably no other literary tradition with a geographical background that has given rise to so much scientific discussion and endless new interpretations as the book 'Dei commentarii del viaggio', which was published in Venice in 1558. The apocryphal work is accompanied by a woodcut map 'Carta da navigatione Nicolo et Antonio Zeni, Furono in Tramontana L'anno MCCCLXXX' on a scale of about 1:7,000,000. The book and map were published by Nicolo Zeno (1515-1565), a descen-



Map of the Northern Lands from Nicolo Zeno's travel account, published in 1558.

dant of the brothers Nicolo and Antonio Zeno. The accompanying text describes the alleged voyages by his ancestors in 1380 to various places, including Frisland, Estotiland, Ikaria and Drogeo. Nicolo Zeno wanted first and foremost to prove that it was not Columbus from Genoa, but his own ancestors from Venice who first saw America many years earlier. And he was prepared to go to any lengths to do so.

The Zeno map is a classic example of an unscrupulous fake of the kind that earlier cartographers engaged in. Among other things, Zeno depicted the island of Frisland, or Frislandia in the text, and thereby created a total geographical confusion that many contemporary and subsequent cartographers fell victim to. Zeno's ideas and their repercussions persisted into the 18th century. Until the end of the 19th century the number of supporters and doubters of the Zeno map remained roughly equal. The Zeno map also gained credibility from the fact that Mercator acknowledged the island of Frisland first in his world map of 1569 and later in an atlas dating from 1595, as did Ortelius from 1575 onwards. Even reputable scholars such as Alexander von Humboldt (1836) and Nils Adolf Erik Nordenskiöld (1884) spoke out in favour of the genuineness of the Zeno account and map. And this although Georg von Horn had said in 1652: 'There is neither on the ocean nor on the mainland an appearance of the countries that corresponds to the account by Zeno'. Probably the main reason why the Zeno map attracted so much attention in the 16th and 17th centuries is that the 'Carta marina' of Olaus Magnus, on which it is partly based, did not become widely known until the end of the 19th century.

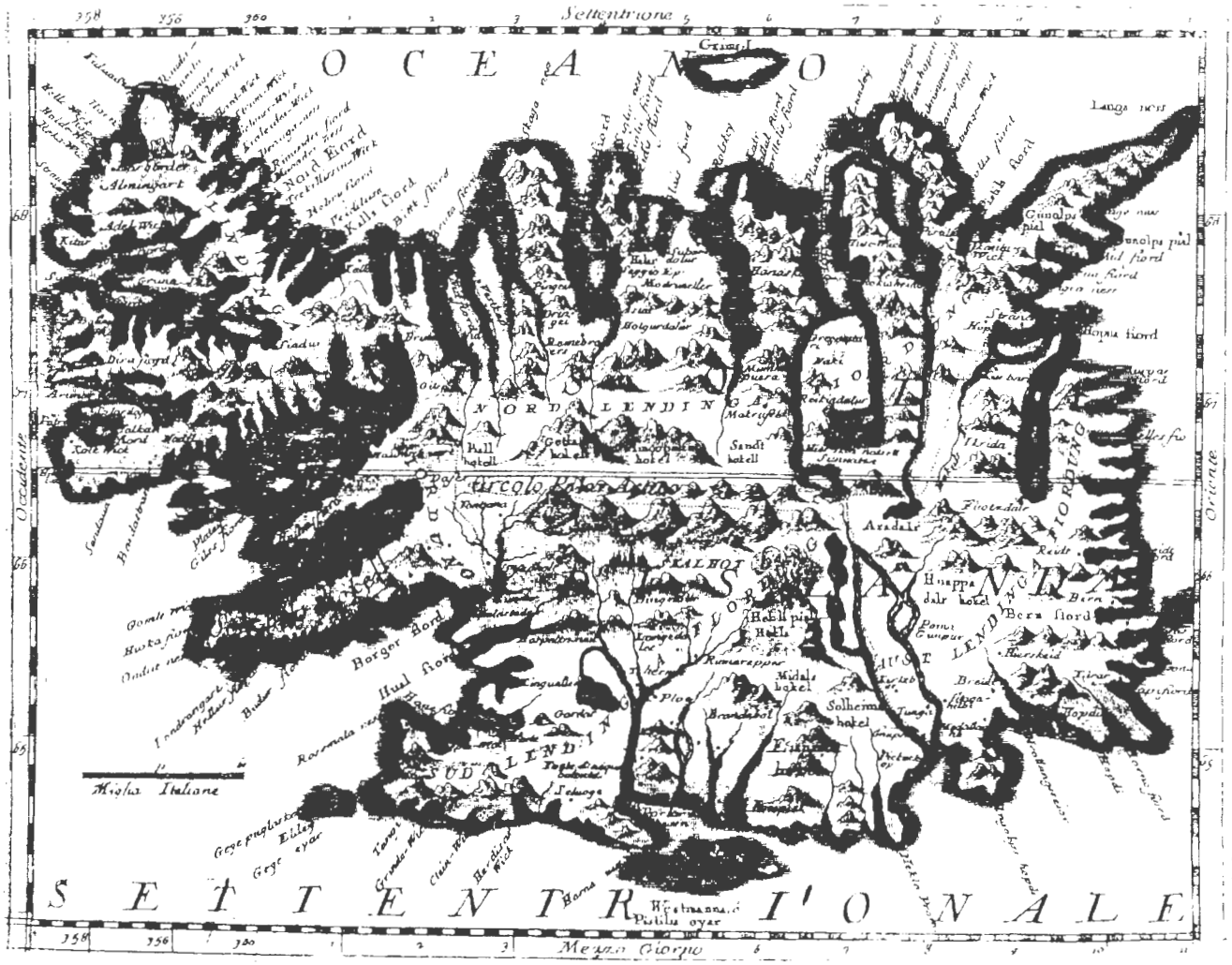
Zeno, as we have already made clear, did not invent the name Frisland, but was the first to give it overwhelming significance in cartography. Of all the previous maps, the Zeno map has the most similarities with the Portuguese portolan chart that was reproduced six years earlier in Björnbo's 'Cartographia Groenlandica'. One cannot therefore rule out the possibility that it served Zeno as a basis.

Just as the question arises as to whether Thule meant Iceland or the mythical land of Pytheas, it is the same with Frisland. Some have identified it with Iceland or Thule, some with the Faroes, and yet others have seen it as an island in its own right.

In 1692-1694 Marco Vincenzo Coronelli published a separate map of Frisland, adopting it along with Zeno's additional islands, although the imaginary island is depicted narrower. Tooley mentions a total of 19 known copies.

When Martin Frobisher in July 1576 published 'Sight of a high and rugged land', he localised his land on the coast of Greenland in the vicinity of Cape Farewell. However, on the basis of the Zeno map he had taken with him, he took this to be the imaginary island of Frisland and actually took possession of it for the English Queen. Probably this only happened because Zeno, in order to create enough space, had moved Iceland and southern Greenland too far north.

In the 16th century it seems likely that few people on Iceland possessed a map. In the Sigurdsregister at the bishop's seat of Hólar, books are mentioned among the inventory in various places, but only a single map: in 1550



Maria Vincenzo Coronelli's 'Isola D'Islanda' from Atlante Veneto, 1697.

the monastery at Munkadverá had 'a land map'.

In a strictly political sense an original map of Iceland should not only have a cartographic representation of Iceland as its contents, but should also have been made there and designed by Icelandic artists. The fact that this requirement was not met until Björn Gunnlaugsson in the 19th century is no blot on Iceland's cartography, since the shortcoming is made good by Iceland's first cartographer, Bishop Gudbrandur Thorlaksson (154 1-1627) and his great-grandson Thordur Thorlaksson, who followed in his ancestor's footsteps in the 17th century. Another Icelander, Sigurdur Stefansson, head of the Skáholt cathedral school, was almost made Iceland's first cartographer by the copier of his map of Greenland and North America. This map bore 1570 as its year of origin. The error was first noticed by Arni Magnusson at the beginning of the 18th century; Stefansson was born in that year or the year before, and died in 1594 or 1595. The original of this map has been lost, but in 1670 Thordur Thorlaksson appended a copy of it to his translation of Björn Jonsson's 'Grolands beskribelse'. The model for this was probably a map similar to the world map printed by Mercator in 1569, supplemented by information about the 'New World'.

In 1570 Abraham Ortelius published his famous map collection 'Theatrum orbis terrarum', though at



'Tabulae Islandiae' by Joris Carouls Flandrus, from Blaeu's Le Theatre du Monde, by Willem Janszoon Blaeu, 1638.

this stage it did not include a map of Iceland. Such a map, and indeed a very decorative one, appeared in the 1590 supplement under the title 'Islandia', dated 1585 and on a scale of 1:1,700,000. It was printed in several editions until 1612.

Iceland appears on the map in the full width of the sheet, surrounded by fantastic wonders of the ocean, some of which can be traced back to Olaus Magnus' 'Carta marina', and the same applies to polar bears on ice floes. The bays and peninsulas are shown larger than they should be. The mountains, as was usual at the time, were depicted as tiny outlines. All major fjords can be seen on the map, and their names are assigned. The country is divided into quarters, and in many cases the names of individual districts are stated. The map also indicates bishops' seats, monasteries, trade centres and the main farmsteads, and also a few mountains and glaciers. Hekla is shown in the course of an impressive eruption. As with a perspective drawing of the mountains, one gets the impression of an aerial photograph.

Ortelius' atlas retained its standing until the beginning of the 17th century. His map of Iceland does not contain any information about the author, only that it was dedicated to Frederik II of Denmark by Andreas Velleins (Anders Sörensen Vedel, 1542-1616), a well-known Danish historian. Since the king died in 1588, he may never have seen the map. For a long time the map was attributed to Vedel because of the fact that he appeared in the list of authors of the maps. Today we know that the map is based on



A. M. Mallet's map of the Discovery of Iceland, 1683.

drawings by Gudbrandur Thorlaksson. This was confirmed by his two contemporaries, the Danish historian Claus Christoversen Lyschander (1557-1623) and Bishop Jonsson. However, we do not know who drew the map. There is merely a list of churches and fjords that he used. In the 'Theatrum orbis' of Ortelius there is also a long description of Iceland, in which diverse material was brought together from other works and a reference is also made to Arngrimur Johnsson's first work 'Brevis commentarius de Islandia' (1593). Ortelius still believed in many fables, so his information is a mixture of fact and fiction. He reports that many equate Thule with Iceland, but that he does not believe this. In his opinion Thule lies on the Scandinavian peninsula, a view that is primarily based on Procopius.

ThorvaldurThoroddsen believed that Gudbrandur completed his map as early as 1571 and may have handed it over when he was ordained as a bishop in Denmark. The measurement of the geographical position of Hólar as 65^0 44' N, which probably did not take place until 1585, need not in his opinion have had anything to do with the map. Iceland, as is generally the case on older maps, is situated too far north. On the Ortelius map Iceland lies between 64^0 and 67^0 3/4' N.

In the year 1595, five years later than in Ortelius, there appeared in the last edition published by Mercator himself of the Atlas of the same name a new map of Islandia on a scale of approximately 1:2,150,000, the sources of which can be traced back to Bishop Gudbrandur. The map, which was printed in various editions until 1630, but was not used by other cartographers until Henri du Sauzet did so in 1735, is simpler and more reliable in its presentation, but not so decorative. To offer his customers even more, 290 toponyms are shown, 40 more than in the Ortelius map. The new names, however, are very dubious and perform an entirely quantitative function.

Heinrich Rantzau, governor of the duchies of Schleswig and Holstein for the Danish king as sovereign, was a friend of Vedel and had corresponded with many scholars on the continent, including with Mercator from 1585 to 1589, although there is no record of any such correspondence about Iceland. On the other hand Gerard Mercator's son Rumold wrote that his father had relied heavily for information about England, Scotland and Iceland on Bernard Furmerius from Leeuwarden, whose informants were Richard Stanyhurst, David Chytraeus (University of Rostock) and others. Chytraeus was a friend of Arngrímur Jonsson, the cousin of Gudbrandur Thorlaksson, and Claus Christoversen Lyschander was his pupil, which would appear to close the circle of information.

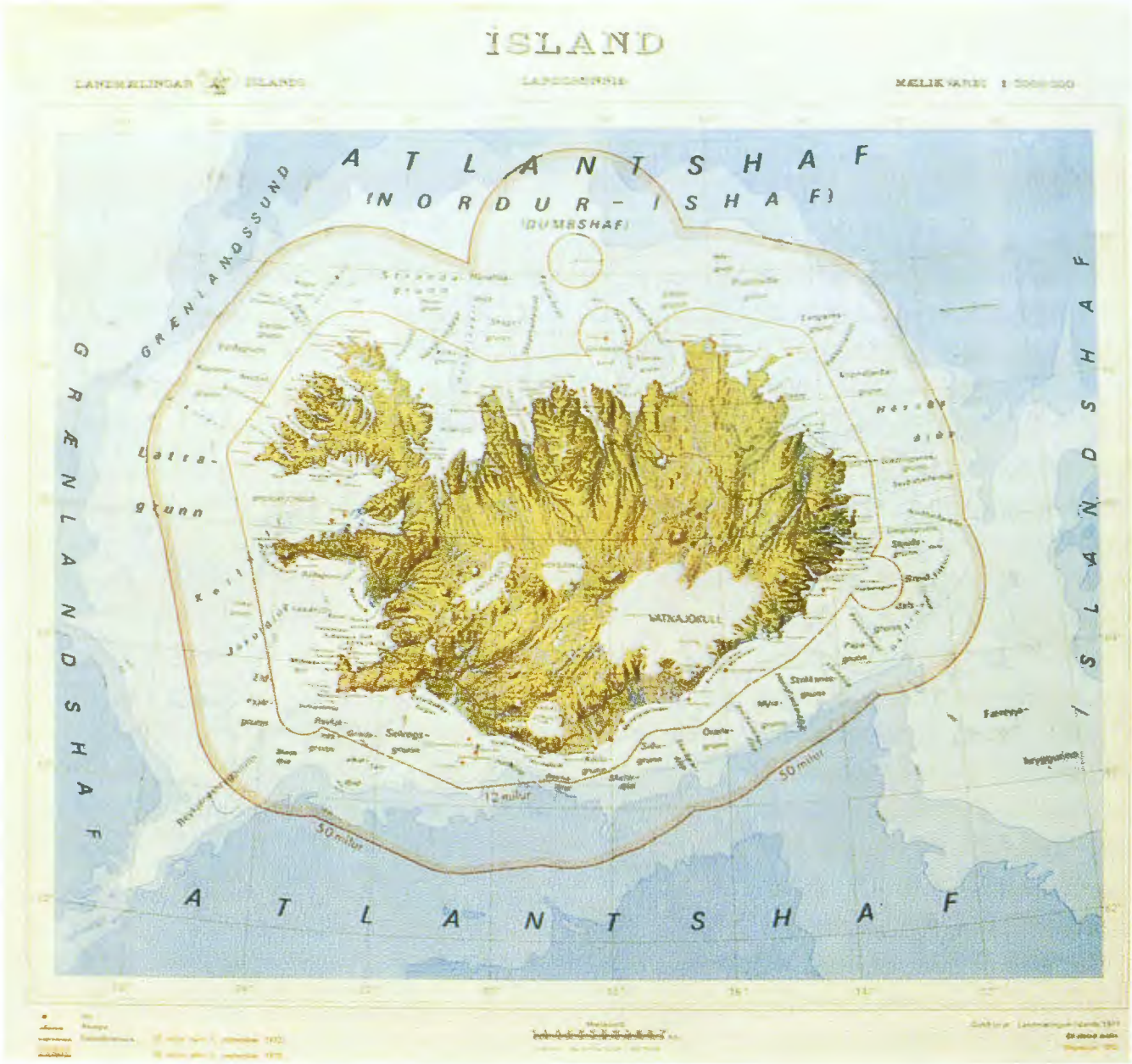
There is evidence that a copy of Arngrímur's 'Brevis commentarius de Islandia' was also sent to Ortelius. In 1603 and 1606 Philipp Nicolai from Hamburg wrote two letters asking for a picture of Hólar and a map of the diocese for publication in 'Theatrum geographicum', but apparently this did not take place. In his work Arngrímur referred to the Ortelius map, but makes no mention of Gudbrandur or Vedel. The Icelandic map expert Haraldur Sigurdsson believes the reason for this lay in the fact that Arngrímur was not satisfied with the map, but wanted to avoid any criticism of the royal historian Vedel who was of great importance to him.

In view of the support that his father had received from the famous Heinrich Rantzau, Rumold Mercator dedicated the second volume of his *Atlas* to his father's benefactor. Incidentally, Mercator's son Arnold in his map of 1588 turned Iceland through 180 degrees, making the west east and the east west.

In 1619 Joris Carolus Flandrus, identical with Joris Carolus von Enkhuyzen, was taken into the service of Christian IV of Denmark. He worked for the 'Noordsche Compagni'. In a contemporary work from Iceland, Carolus is also referred to as Joris Holzbein ('peg-leg'), as he had lost a leg in the siege of Ostende. He was a well-known pilot in the North Sea and took part in three expeditions in quest of the north-west passage. He was the only one of his times of whom we know that he stayed in Iceland, namely in 1625, as can be seen from a letter addressed to King Christian which was sent from Bessastadir on 7 September 1625. He subsequently committed suicide from grief or disappointment at having failed to find any gold in Meta incognita.

Carolus' map of 'Islandia' on a scale of about 1:1,600,000 was first contained in an incomplete collection of maps by Jodocus Hondius which took shape between 1615 and 1629. Since it was in 1626 that Joris Carolus received authorisation from the Dutch authorities to make his map of Iceland, this was probably the year the map was completed. It was published in Amsterdam by Willem Janszoon Blaeu and Johann Jansson between 1630 and 1670, and by their successors up to 1700.

Johannes Mejer (1606-1674), the great cartographer from Schleswig-Holstein, made three complete maps of Iceland around 1650 and a further six regional maps. It is not known whether the latter served as preparation for the overall map or were intended as the basis for



Modern map of Iceland from the Iceland Geodetic Institute, showing the fishing grounds (1972).

a new map. The main source was Joris Carolus. The coastlines, especially in the south and east, were not corrected. However, Mejer was the first cartographer to take account of Bishop Gudbrandur's calculations and also used information from Danish travellers. For the first time, part of the great glacier Vatnajökull can be seen as 'Øster Midals Jökull'. This despite the fact that farm settlements had existed in the immediate vicinity of the Breidamerkurjökull and other southerly branches of the Vatnajökull ever since the colonisation days. The people living in this region had long had a detailed knowledge of the glaciers and their rivers. As early as 1200 a description existed of what happens when an ice face encounters resistance.

It was not until 1794 that Sveinn Pälsson undertook the first attempts to make an exact map of the Vatnajökull.

In 1651 the Danish government put into practice its intention to do something for Iceland in the cartographic field. It sent the nautical astronomer

Bagge Wandel (1622-1683), who was accompanied by Henrik Bjelke, to Iceland after he had undertaken surveying work on the Faroes. What Wandel achieved in Iceland is hardly known. It is very probable that the Danes first wanted to find new harbours. From a map that a Danish captain drew in 1715 on Örfirisey (where among other things the old port of Reykjavik is now located), it can be seen that the trading houses in the southeast part of one island stood in a group and were built very large. Until the middle of the 15th century the trading centre was still on the Grandahorn, but its coast was so severely undermined that there were fears for the safety of the trading houses. In 1780 Reykjavik superseded Örfirisey as the trading centre.

In the first half of the 18th century Danish cartographers set the standards for the cartography of Iceland for nearly a hundred years. Since the Danish monopoly sought to exclude other countries from trading with Iceland, foreign interest in maps of Iceland also flagged. With the appetite of the French for cod, two French expeditions were sent to Iceland in the second half of the 18th century with the aim of making sea charts of Iceland. It was the famous expedition of the French explorer Paul Gaimard (1790-1858) that aroused interest in Iceland by Jules Verne (1828-1905), whose novel *Journey to the Centre of the Earth* made the Icelandic glacier Snaefallsnes world-famous. At the beginning of the 19th century German cartographers also made contributions to the cartographic picture of Iceland.

Between 1750 and 1800 there appeared, by comparison with the times before, a flood of travel books about Iceland. The pressure on the Danish government to at last undertake more accurate cartographic work became greater and greater, and finally led to activities, the results of which were published by the Danish Hydrographic Office at the beginning of 1900. The island was shown with its correct outlines for the first time. This and the subsequent maps satisfied the seafarers, but not those who wanted more detailed information about the uninhabited parts of Iceland. The credit for eliminating these blank areas from the map of Iceland is due to Bjorn Gunnlaugsson (1788-1876), who was born in the north of the island and whose mathematical talents are said to have been extraordinary. The product of his labour of Hercules lasting several years was a map that was later awarded the gold medal in Paris. All maps from the second half of the 19th century are based on Gunnlaugsson's work. Improvements to his map were made primarily by the Icelandic cartographer and geologist Thorvaldur Thoroddsen (1855-1922). The two will always be mentioned together in the cartographic history of their country as pioneers who were the first to really make their homeland accessible to their fellow countrymen and the outside world. Today their cartographic achievements helps thousands of Icelanders and foreign tourists to experience the nature reserves of fire and ice.

Twelve years after the start of present-day independence, in 1956, the Icelandic Geodetic Institute (Landmaelingar Islands) was founded in Reykjavik as an independent institution.

OSWALD DREYER-EIMBCKE

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

'Royal Maps for Kings and Queens'

20th Annual Dinner

at Royal Overseas League, Park Place, St James' Street

18.15 Assemble

18.30 Talk by Laurence Worms

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

(nearest Underground, High Street Kensington on Circle Line)

11.00-17.30

IMCoS Members admitted at 10.30 am.

Laurence Worms is the proprietor of Ash Rare Books, 153 Fenchurch Street, London EC3M 6BB. Established in 1946, the company has been the leading dealers in antiquarian, rare and fine books in the city of London for over fifty years. It specialises in literary first editions, modern poetry, antique maps, and antique prints of London. They also stock rare and fine books on a host of other subjects.

Laurence has owned and run Ash Rare Books since 1971. He has represented the (British) antiquarian book trade on the National Book Committee since 1993. He is an elected member of the general Commmittee of the Antiquarian Booksellers' Association–International, and was made Honorary Secretary of the Association in 1999. He is a former member of the Council of the Bibliographic Society and also serves on the Council of the London Topographical Society.

He writes and lectures on various aspects of the history of the book and map trades. Recent work includes the compilation of a dozen 'lives' for the *New Dictionary of National Biography* and a chapter on early English maps and atlases for the *History of the Book in Britain* (CUP). He is currently producing a similar essay for *The History of Cartography*.

His talk before the IMCoS Dinner will concern the **London Map Trade**, with special emphasis on the closely related group of mapmakers who styled themselves 'Geographer' (or Hydrographer) to the King, notably John Seller, Charles Price, Emanuel Bowen, Thomas Jefferys, Thomas Kitchen and William Faden. With mention of John Senex and Herman Moll, he will see how they fit together, not just in terms of personal and trading relationships, but where they were on the map of London, and why they were at these locations.

The British Library

The British Library's St Pancras home, opened in 1999, was designed by Professor Sir Colin St John Wilson. It is the largest publicly funded building constructed this century in the United Kingdom. The total floor space is approximately 100,000 square metres. The basements, which are the deepest in London, have 300 km of shelving for 12 million books. There are eleven reading areas, four exhibition galleries, a bookshop, a fully equipped conference centre with a 255 seat auditorium and full catering facilities.

Dominating the Library's piazza is Sir Eduardo Paolozzi's statue of Isaac Newton. Paolozzi was inspired by William Blake's famous image of Newton seated and bending forward to plot with a pair of dividers the immensity of the universe.

In the entrance hall is a facsimile of Louis Roubilliac's statue of Shakespeare, and busts of four men, Sir Robert Cotton, Sir Joseph Banks, Thomas Grenville and Sir Hans Sloane, who gave their private collections to the British Museum in its early years.

In 1823 King George IV presented to the nation the library collected by his father George III. The Collection comprises some 65,000 volumes and 20,000 pamphlets as well as more than 400 manuscripts. The King's Library is housed in a six-storey glass-walled tower at the heart of the building, visible on entrance through the main doors.

The John Ritblatt Gallery on the ground floor contains a permanent exhibition of the greatest treaures from the Library's unparalled collection of books, maunscripts, maps, music and other forms of recorded knowledge. Currently on display are the Magna Carta, the letters patent of the East India Company, and Horatio Nelson's draft plan of attack for the Battle of Trafalgar. The diverse religious traditions of the world are represented by rare and beautiful copies of their sacred texts. To celebrate the millennium there is a special display of landmarks in the story of the Christian Bible. William Shakespeare's First Folio is among the literary treasures, and Mozart, Handel and the Beatles demonstrate the breadth of the music collections. A unique computer-based interactive system enables simulation of actually turning the pages of some of the items on display.

A special exhibition in the Pearson Gallery of Living Words (till 15 Oct. 2000, admission on payment) brings together library classics and contemporary authors in an enthralling display of 1000 years of literature, with special emphasis on the eternal themes of love and loss, time and place, humour and imagination, faith and identity, belonging and conflict.

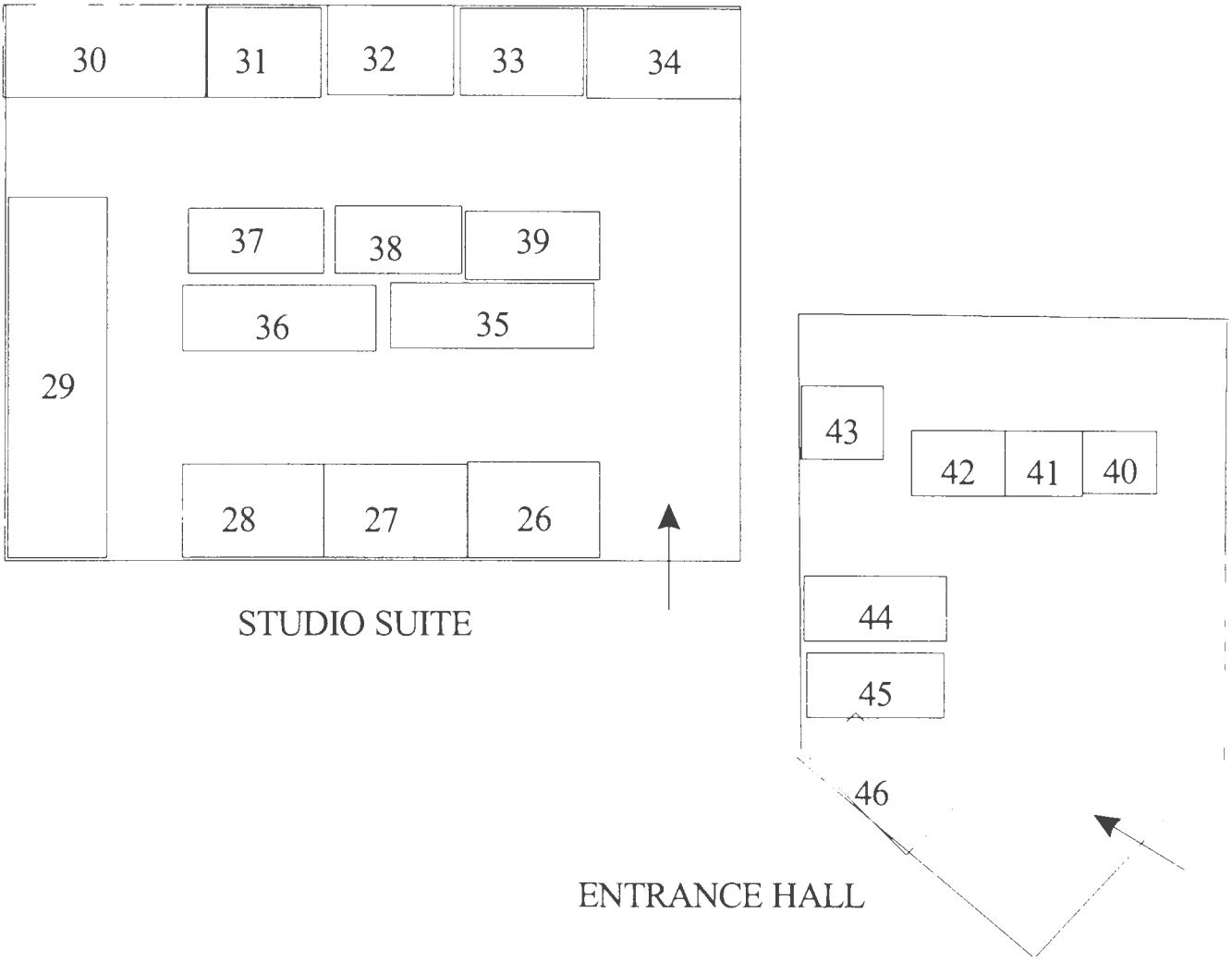
The **Map Library**, on the third floor, holds 4.2 million sheet maps, over 67,000 atlases and 145 globes. Other maps can be found in the Department of Manuscripts, and the Oriental and India Office Collections. The BL Map Collection on CD-Rom will be available for display and use at the IMCoS map fair.

IMCoS Visit

IMCoS members require no introduction to the huge collections of maps, but they should come along on 3rd June to see the special display arranged by Peter Barber, with emphasis on maps made for kings and queens of the British Isles.

Participants will be divided into four groups, to avoid overcrowding. Those who have registered already will have been informed by Harry Pearce which group they are in, and the time it will start. Though numbers are restricted there are still a few places available. Contact Harry at the address/tel/fax on page 1.

Similarly, contact Harry if you don't want to miss Laurence Worm's talk before the Dinner. Again, spaces are available at present. Having heard Laurence lecture at the Warburg Institute, I can strongly recommend attendance (*Editor's personal advice!*).



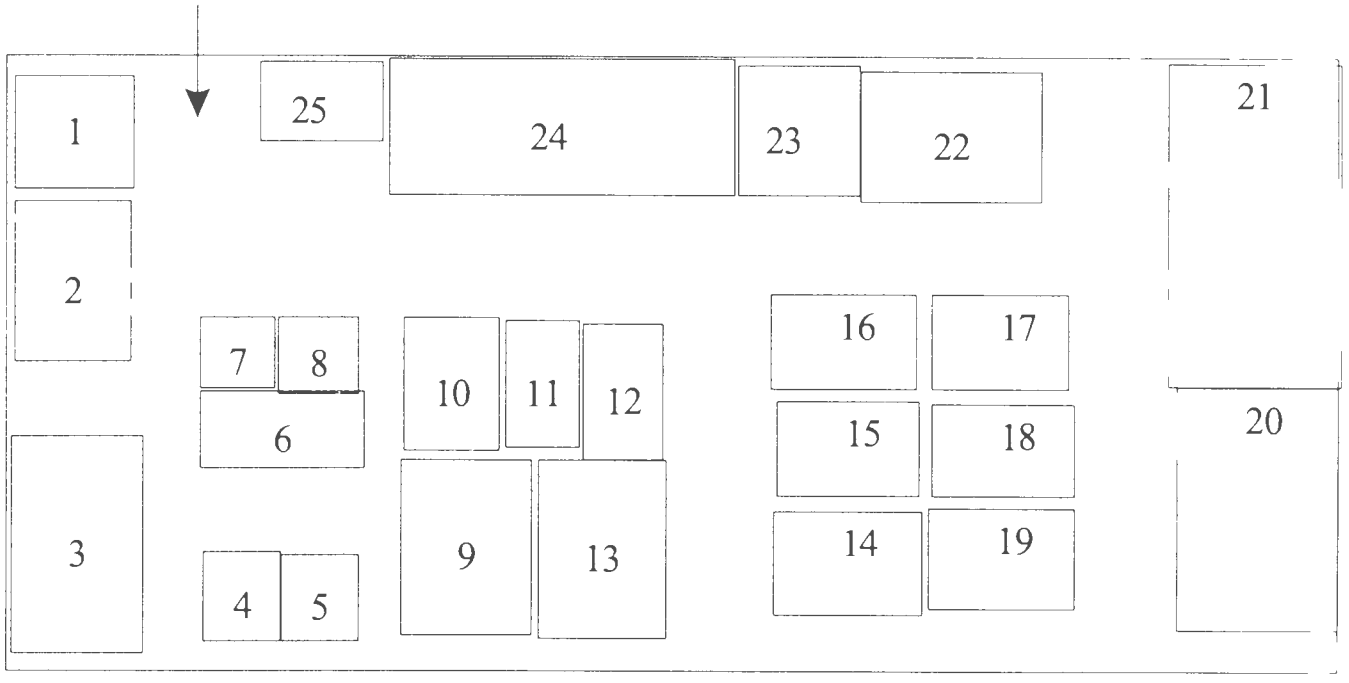
IMCoS 20TH INTERNATIONAL MAP FAIR
SUNDAY 4th JUNE 2000



The Commonwealth Conference & Events Centre
Kensington High Street
London W8

11.00–17.30
Admission Free

Doors Open
for IMCoS Members
10.30 am
Nearest underground station:
High St Kensington
on Circle Line



MAIN HALL

LIST OF EXHIBITORS

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40. National & University Library, Reykjavik
41. Membership
42. Wayfarer's Bookshop
43. The British Library CD ROM
44. Alexandre
45. The Prime Meridian
46. Filip Devroe

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International News & Events

2000 19th International Symposium
Reykjavik, Iceland, 15–18 September
*Contact:*Emilia Sigmarsdottir, National & University Library, Arngrimsgotu 3, Is-107 Reykjavik
Tel: +354563 5600. Fax: +354 563 5615
e-mail: emilias@bok.hi.is
Registration: Ferdaskrifstofa Islands, Lágmúli 4, IS-128 Reykjavik
Tel: +354 585 440. Fax: +354 585 4490
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2001 20th International Symposium
Chicago and Milwaukee
11-17 October
2002 21st International Symposium
The Netherlands
2003 22nd International Symposium
Nicosia, Cyprus
2004 23rd International Symposium
Italy. in Venice and Florence
2005 25th International Symposium
USA, in Denver, Colorado

Flights to Iceland

It has been difficult to arrange group flights to Iceland, since there are several choices of pre- and post-symposium tours, and some members may like to spend more time on the island. Also Icelandair have a near monopoly on flights.

Howerer, there are a few options to reduce the cost.

From USA

Those joining from USA may like to join Tom Sander and Bob Highbarger flying from Baltimore/Washington International. If at least eight travel from BWI, it may be possible to get Icelandair to extend a group price for those travelling from other Icelandair starting points in the USA. At the time of writing, Tom had a total of six signed up. His programme is as follows:
Mon 11 Sep. Dep. BWI by Icelandair
Tue 12 Sep. Arrive Reykjavik
Wed-Thur 13-14 Sep. Two day tour of Southern Iceland
Fri-Sun.15-17 Sep. IMCoS Symposium
Mon pm, depart Iceland for BWI.

Icelandair advises the group fare will be $571 per person, reduced from $816 if there are less than ten people.
Contact Tom Sander on:
Tel: (703) 426-2880
Fax: (703) 426 2881
E-m: Sanderva@erols.com

From UK

I have been offered a reduced fare from Icelandair if we have more than ten people attending the symposium. There is slightly more flexibility here, as we do not have to travel on the same day or flight, but we are all attending the same conference. They are dependent on space availability, so book early, mentioning the IMCoS symposium, and also the name of Ragnhildur Fjelsted, Sales Executive, if necessary. Icelandair:
Tel: 020 7874 1000
Fax: 020 7387 5711
e-m:ragnhildur@icelandair.is

You may fly from either London or Glasgow on the afternoon flights at £195 per person plus £36 tax, or evening flights from London at £150 plus £32 tax.

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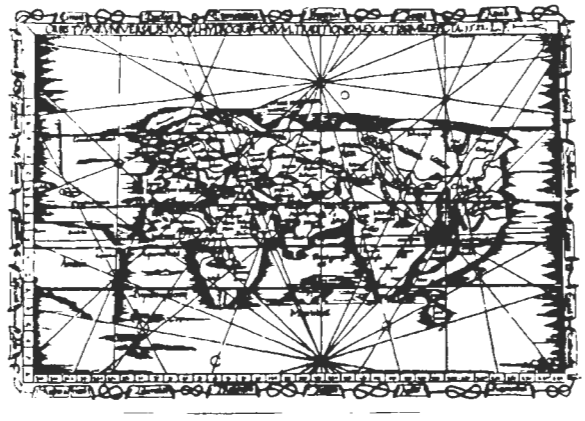
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Flights depart from Heathrow at 13.00, arriving 15.00, and 21.05, arriving 23.05. It takes about an hour to get from the airport to Reykjavik on the shuttle bus.

Return flights to Heathrow depart 16.00, arriving 20.00, and 17.00, arriving 21.00.

These are **daily** flights, so it is possible to have any combination of pre- or post-tour in connection with the symposium.

Another alternative is with **Go,** the cheap arm of BA. The basic fare is £120, but there are very few seats per flight at this rate. The fights go late at night, making an extra hotel night necessary. They also do not fly every day at present, but leave Luton on Mon, Thur, Fri and Sat at 21.45, arriving 01.00, and return on Tues, Fri and Sat at 02.00, arriving 06.05. If the basic fare is not available, then the next is likely to be £170. It might be posssible to arrange a group fare if more than ten people are travelling together, but personally I do not feel like being up for most of two nights by choice.They may be booked at:
Tel: 0845 6054 321
Fax: 01279 681 762
e-m: Gofly.com

News from Members

From Croatia, Dubravka Mlinaric writes:

The regular and continuous monthly meetings of the Section for the Cartography[1] under the Faculty of Geodesy in Zagreb, are co-ordinated by the Chairman Nedjeljko Francula, Miljenko Lapaine and the Secretary Robert Paj. Several other Colloquiums and Exhibitions of cartographic provenance were organised in Croatia in 1999 and 2000.

An interesting exhibition concerning the cartographic materialt was opened in the Historical Museum of Croatia in Zagreb from November 1999 until May 2000[2] titled *Slike mira* or 'Images of Peace'. The exhibition presented in a very vivid and unusual way the atmosphere of the Peace Treaty in Sremski Karlovci in 1699. The peace was concluded between the Habsburg Monarchy, the Venetian Republic and the Ottoman Empire. Included in the exhibition were everyday items such as: furniture, clothes and army equipment, and old maps from the repositories of various Croatian national institutions (libraries and archives) all of which were very decorative and colourful.

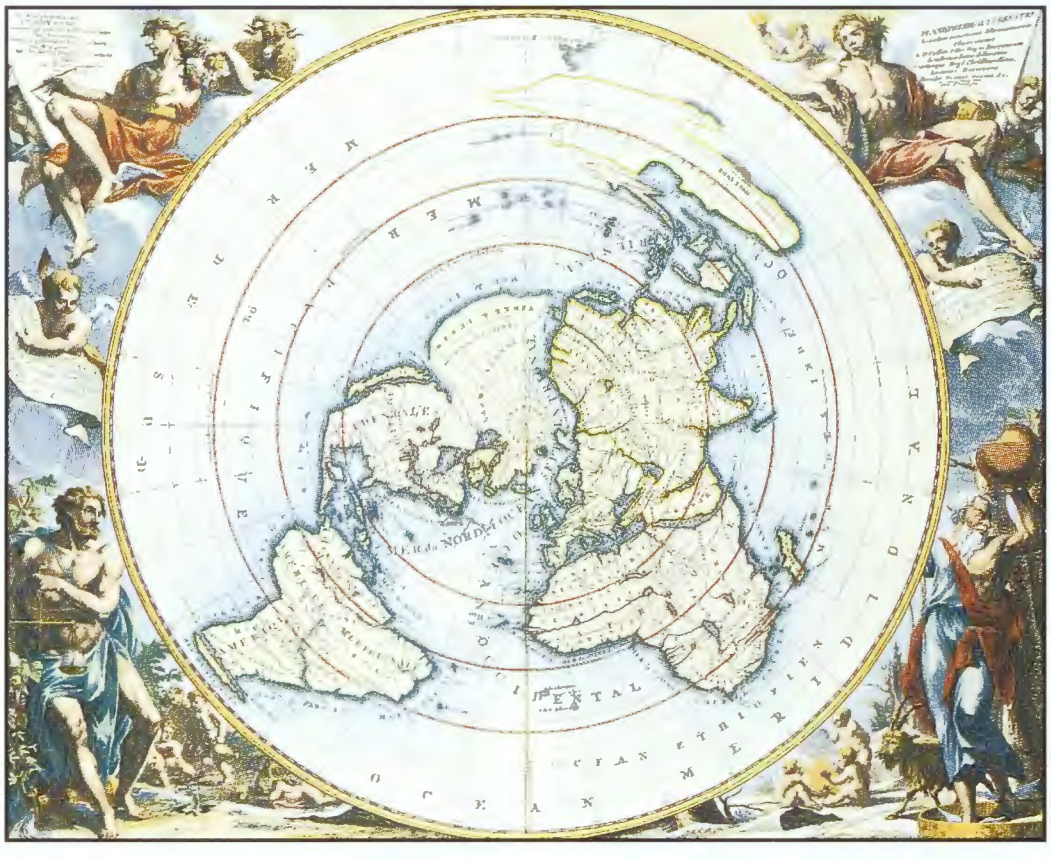
Another exceptional and special event followed by an exhibition took place in October, 1999, at the Croatian State Archives in Zagreb.

The International research project *Triplex Confinium*[3] was organised and supported by the Institute of Croatian History (History Department, Faculty of Philosophy, University of Zageb), Department of South-eastern History of the University of Graz and the Institute of South-eastern Europe of the Central European University in Budapest.

The first international scientific conference was on *The Microhistory of the Triplex Confiniumand* held in Budapest, March 21–22, 1997.

The second on *The Establishment of the Military Border Systems on Triplex from the Habsburg, the Venetian and the Ottoman Side in the 18th Century* was

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held in Graz, 9–12 December 1998. The final one was on *Cartographic sources for the history of the Triplex Confinium* held in the capital of Croatia, Zagreb, on 28 October 1999. It was followed by an exhibition, installed by Mirela Slukan from the Cartographic Department at the State Archives.

The exhibition was divided into several parts.[4]

1. Maritime Cartography–first attempts of critical cartographic presentation
2. First maps of the wider territory
3. First cartographic presentations of settlements
4. First maps of the Hinterland
5. Appearance of maps presenting the wider area of the future Triple-Frontier area
6. First attempts of detailed maps of Border-Lands
7. Demarcation Maps of the Sremski Karlovci Peace Treaty (1699)
8. Demarcation map made by the Croatian representative Pavao Ritter Vitezovic
9. Maps of the Triplex Confinium on Medvida Glavica
10. Position of the Triplex from the Po arevac (1718) to the Svištovo Peace Treaty (1791)
11. Appearance of the thematic maps of the Triple-Frontier area
12. Maps of postal-sanitary cordons
13. First topographical maps of the wider Triple-Frontier area (on the eve of Josephinian survey)
14. Habsburg cartographic attempts in Bosnia
15. Cartographic achievements in the period of the Josephinian survey
16. Appearance of Cadastre
17. Military fortification plans

The Project Team is currently planning a programme for the following International Conference "Eco-history of the Triplex Confinium" that will be held in Zadar, 3rd-7th May, 2000.

Finally, I would like to present the project of the Triplex Confinium[5] the triple-frontier, or multi-frontier area. The initiative for this project originates from Croatian historiography.

This term appears during the period following the delineation of borders at the peace negotiations of Sremski Karlovci in 1699. The term refers to the point where the Habsburgs, Venetian, and Ottoman borders met. This very point is Medvedak, now Medveda Glavica (Bear's Peak), at the top of the Debelo Brdo (Fat Hill), northeastern of Knin.

By investigating the Triplex, the scientists are applying modern methods of interdisciplinary analysis relating cartographic, geographic, historical, ethnic, cultural, economic, religious and various other aspects of its existence. The possibility of applying the comparative methods and mutual co-operation is almost unlimited.

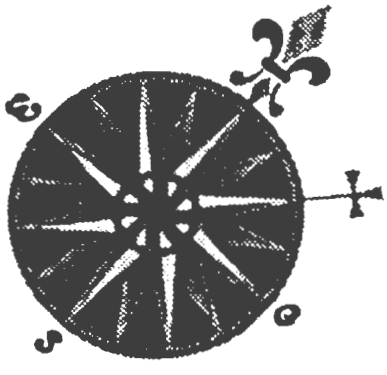
A history of the triple-frontier is impossible without returning to the sources, archival ones first of all, but also ethnographic, archaeological, oral, epic and lyric literature sources as well as cartographic sources. Since the project is primarily research-oriented, its success depends on its ability to research the work of many individuals and it opens a huge working field to young researchers, including cartographers. It is, therefore, a place to exchange new ideas and broaden our experience concerning the evaluation and maintenance of old maps as archival document and scientific sources.

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NOTES

1. The minutes from the meetings of the Section for Cartography can be found in Geodetski list (*Geodetic Review*), published quarterly by the Croatian Geodetic Society.
2. A catalogue of the exhibition was prepared by Dubravka Pei -Calderavic.
3. A historical Latin term for the triple border between the Habsburg Monarchy, the Otoman Empire and the Venetian Republic in 17th century Croatia.
4. The State Archives of Croatia also published an extensive tri-lingual catalogue, including map reproductions.
5. Further reading: Drago Roksandi : The Triplex Confinium, Internatiuonal Research Project: Objectives, Approaches and Methods, in Microhistory of Triplex Confinium, CEU, Budapest, 1988.

FromUSA

The Newberry Library invites submissions for the Nebenzahl Prize for Dissertations in the History of Cartography.

Further information from The Hermon Dunlap Smith Center for the History of Cartography, The Newberry Library, 60 W. Walton St, Chicago, ILK 60610-3380.

History of Cartography Conference, Madrid 1–6 July, 2001

Provisional registration forms are available from The XIX International Confernce on the History of Cartography, Biblioteca Nacional de España, Paseo de Recoltos 20, E-28071 Madrid, Spain. Fax: (+34) 915 807 716. E-m: 19.ich@bne.es

Letter to the Editor

Thanks are due to David Smith for his thorough evaluation of Volume One of the revised edition of Tooley's *Dictionary of Mapmakers* in the latest issue of the *Journal*. There are one or two points he made which we felt could not pass without comment.

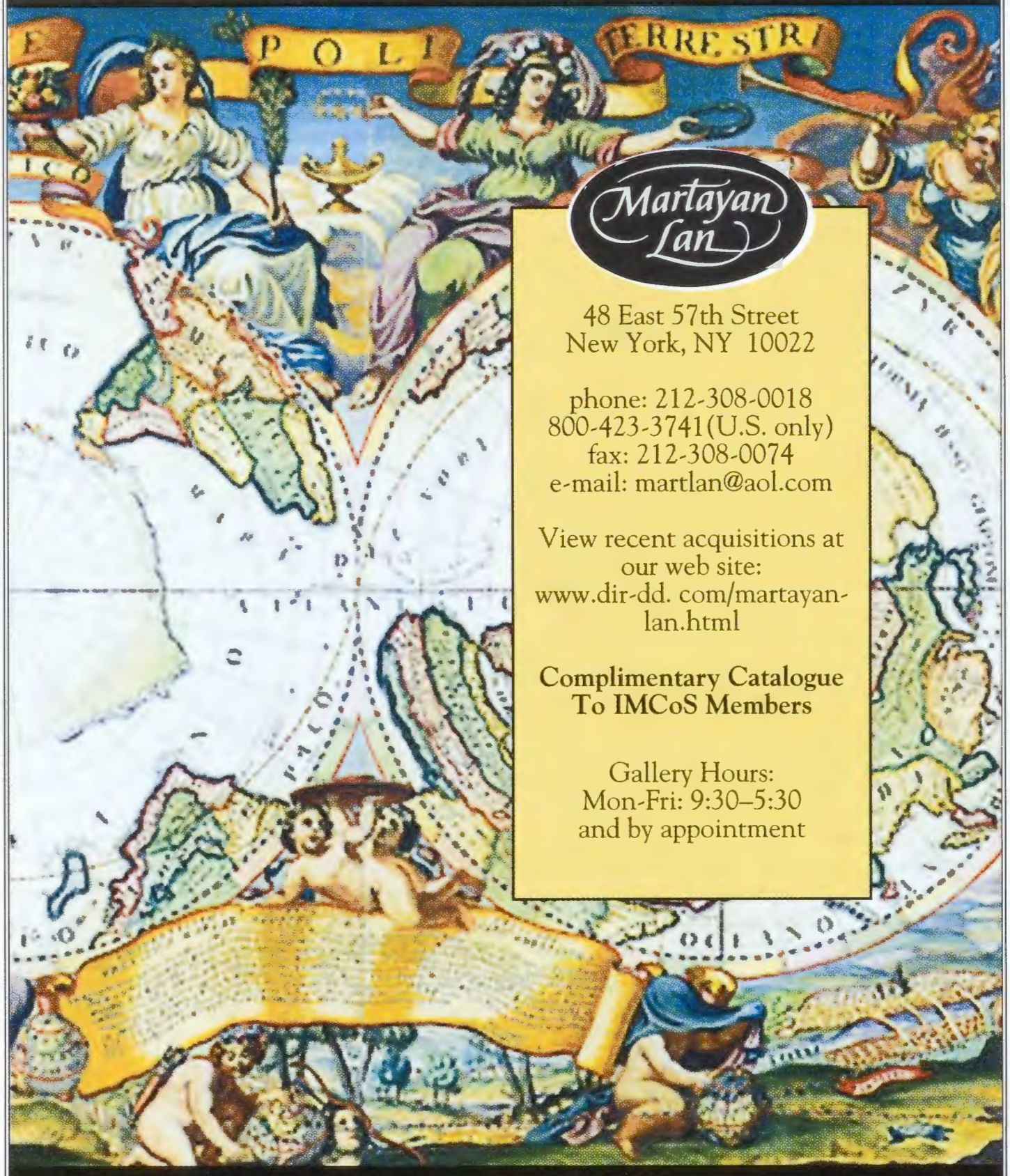
Yes, there are errors and omissions. We always knew there would be, but by definition we could not know what they would prove to be. There is no such thing as an expert on the whole subject of the history of cartography and we have never made any such claims. We could have gone on forever with our research, and might well have done so had cost been no object. As it is, eight years have already been spent on research, and we had to draw the line somewhere and publish Volume One. As David Smith himself points out, wherever that line had been drawn, some of the information in the book would inevitably have been superseded by the work of others.

The only unnecessarily hurtful criticism was his view that the errors and omissions that he has unearthed have destroyed his confidence in the Dictionary. Being a review, he is implying that others should share his lack of confidence. As stated in the Introduction, it was never intended to be a definitive academic work and if David had any confidence in, and respect for, the original he must surely have more in the new edition.

On one major point David Smith could not have been more correct. The work would have benefited from the contributions of collectors, enthusiasts and scholars. There are some notable individuals who have been consistently helpful throughout, but there are others, David Smith included, who kept their head down despite the requests for amendments, contributions and suggestions carried repeatedly in *The Map Collector* and other journals. Perhaps all of us could benefit from a new open attitude to the preparation of the succeeding volumes – it is still not too late to help with Volume Two (E-J).

Jo French, Editor
Valerie Scott, Consulting Editor and Publisher

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G.G. De Rossi, c. 1700-1710

IMCoS Visit to Santiago del Compostela

Together with seven other cities, the European Union has designated Santiago del Compostela as a European City of Culture for the year 2000. Founded in AD 830, it has over the centuries been a city of pilgrimage, and its university a centre of scholarship. A group of 27 IMCoS memberswas drawn to this cultural and historic place by a wonderful exhibition of the Cartography of Galicia. With the assistance of The University of Santiago del Compostela and the map dealers Frame, our IMCoS member Senor Carmelo Puertas Olivet has displayed around 180 of his extensive map collection in the Colexio de Fonseca.

The position of Galicia, with its long sea coast and many natural harbours, lends itself to the production over the centuries of charts for the seafarer as well as maps for those remaining on terra firma. We observed in this exhibition 300 years of navigational development. The extensive range of charts included three by Robert Dudley (1646-47) and several charts of Galicia and other parts of Spain from Waghenaer's first sea chart atlas 1583-90. Moving forward in time, Van Keulen was well represented, including an impressive large map of the West Coast of Europe and Africa orientated to the east entitled 'Mar D'Espana'. To those of us less familiar with sea charts it was refreshing to see maps orientated to the south or east - a different perspective on the world. The display also contained an excellent cross section of charts by other Dutch cartographers.

Of particular interest were the eight coastal charts of the Spanish cartographer Vicente Tofino de San Miguel from the Atlas Maritimo de Espana - Madrid 1786-89. Other large charts which captured our attention were the Pierre Mortier - 'Le Neptune Francois', charting the coast of France and Galicia in sections from San Sebastien to Bayonna, and Laurie & Whittle's 'New Chart of the Coast of Spain and Portugal from Cap Penas to the Streights of Gibraltar, drawn chiefly from the observations of Monsieur de Fleurieu by order of the French Government in the ship Isis in 1768 and 1769'. We observed many fine engravings, but for the purist the colouring in a few instances obscured the finer lines. However, such a comprehensive collection of charts led to comments of satisfaction from our sea chart collecting members, one of whom was heard to say: 'At last an exhibition with more charts than maps!'

Conflicts of the past were represented by James Wyld's 'Plan of the Battle of Corunna fought in the afternoon of 16th January 1809' - London 1840, and charts relating to the battle of Vigo. Centrepiece on a table were twelve maps, which together encompassed the whole of Galicia from Domingo Fontan - Paris 1845.

For those with more of an interest in land maps, an example particularly worthy of note from the 15th century is the first separate representation of Galicia taken from Ortelius by Metellus -1595. As we moved through the exhibition and at the same time through the centuries, Spanish cartography becomes more prominent. The final part of the exhibition displays a fine selection of Spanish provincial plans of Lugo, Orense,



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Pontevedra and La Coruna, including those by Francisco Coello - Madrid 1856-65 and Benito Chias - Barcelona 1900-1919.

The location of the exhibition at the heart of the old city caused a number of us to revisit it a second time, amidst our other activities as sightseers visiting the cathedral and museums, absorbing the architecture and history of the medieval city. This was IMCoS' third visit to Spain, and we were received with the same warm hospitality as before, both by Carmelo Puertas and by Jaime Armero (Senior and Junior). We were able to benefit from their local knowledge which resulted, for example, in our all dining together in an erstwhile leather factory - where we all had the opportunity to share Spanish food and wine at its best amongst friends.

JENNY HARVEY

The Icelanders are back!

This is the title of a press release from the Director of Programs and Information of the Leifur Eiriksson Millennium Commission of Iceland.

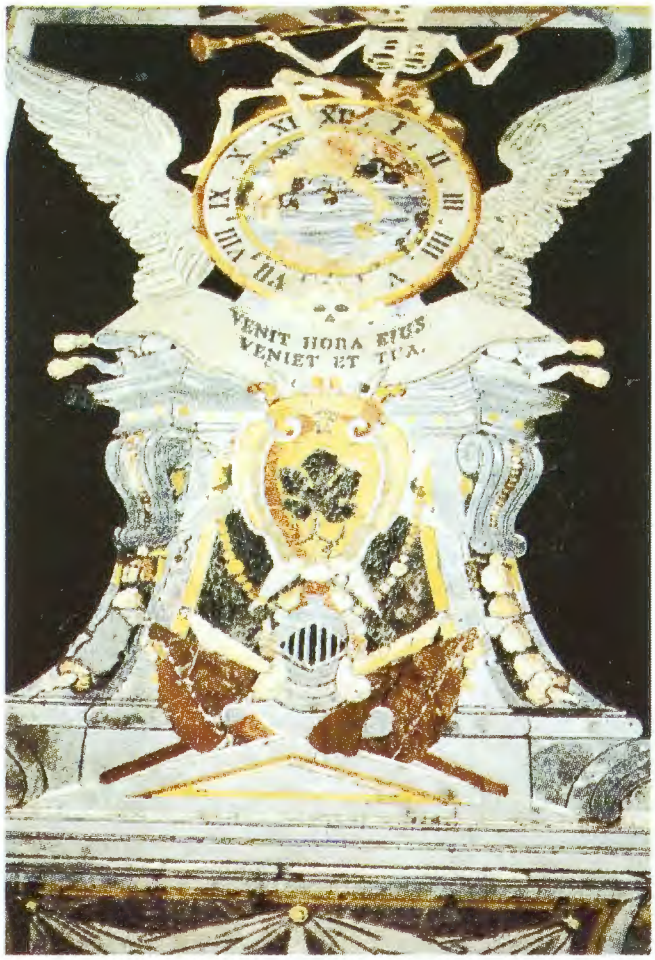
Icelander Leif Eriksson was in the year 1000 the first European to set foot on the American continent. Recently uncovered documents and archaeological evidence authenticates Leif's discovery and subsequent Viking settlement in North America – a history that the Icelandic Sagas had reported all along. In the year 2000 Icelanders again plan to visit North America on a Viking ship – this time to celebrate the 1000th anniversary of Leifs's adventure and the shared heritage between North America and Iceland.

The History

The Viking discovery of Vinland (Wineland) the Good and other lands on the Eastern Coast of North America is recorded in two medieval Icelandic Sagas, the Saga of Erik the Red and the Saga of the Greenlanders. From these Sagas it is clear that the existence of Vinland was common knowledge in Iceland at the time.

Leif Eriksson was the eldest son of Erik the Red, born at Eriksstadir farm in Iceland about 975. As a child he moved with his parents to Greenland, where his father founded an Icelandic settlement that flourished for some centuries. Following the custom common among the sons of prominent Icelandic families of the time, Leif made a voyage to Norway as a young man, to be presented to the King. Leif was converted to Christianity and sent to Greenland to spread the faith in the year 1000. He was driven off course on this voyage and found lands he had not known of. Later that year he mounted an expedition to explore the lands.

First the explorers came to a flat and stony land which they named Flat-Stone Land. Then they sailed further south and found another stretch of land which was level and wooded, and they named this Forest Land. Then they sailed a long way south and reached a country where there were grapevines and self-grown wheat. Flat-Stone Land was probably Baffin Island, while Forest Land was possibly part of Labrador. Archeological remains from the Viking



Map on a Grave Plate

Oswald Dreyer-Eimbcke has sent this photograph of a grave plate from the cathedral at Valletta in Malta. In the circle at the top is a map of the Mediterranean, with Malta shown larger than it actually is, in proportion to the other land masses.

The Editor would welcome examples of any other maps found in unusual places. This one is highly decorative, and clearly an important part of the grave plate, perhaps reflecting the wide travels undertaken by the person whose death it records.

Our own IMCoS bookplate reproduces many of the symbols commonly found on maps. Do send in any information on cartographic material found in unexpected places.

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Age have been discovered at L'Anse aux Meadows, on the northern tip of Newfoundland. They are probably the remains of wintering quarters, a staging point.

Attempts were later made to settle in Vinland (Wineland). An Icelander, Thorfinnur Karlsefni, led a large expedition in the early 11th century. According to the Saga of the Greenlanders, there were sixty men and five women on this ship including his wife Gudridur. This group stayed at the houses Leif had built a few years earlier but left after three years following a clash with the natives.

During the first autumn, Snorri, the son of Thorfinnur and Gudridur, was born, and he is the first European history records as being born on the American continent. Their expedition travelled further south than the others, and scholars believe even as far as an island now known as Manhattan. This family then settled in the South of Iceland.

Very little is known about Leifs later life, but the two Sagas say that he 'became wealthy and well respected', and after a rescue of shipwreked men they say 'In this, as in many other things, he showed the greatest nobility and goodness ... and after this he was always called Leif the Lucky'.

Leif's Voyage recreated in 2000

Icelandic history and the history of North America is connected in this unique and fascinating way. Hence, the 1000th year anniversary of the voyages provides a special opportunity for Iceland in the year 2000 to both commmemorate the pioneering voyages of its forefathers and to introduce its living culture on the western side of the Atlantic.

The voyage of the Viking ship *Islendingur* (Icelander), which is to set sail from Reykjavik on the National Day of Iceland, June 17th, will recreate the 2,600 mile Odyssey Leif made a thousand years ago. It will make stops in Greenland (July 15-18.) and then in Newfoundland, (July 28.-August 20.) where a Viking-age settlement has been excavated at L'Anse aux Meadows, before heading down the coastline through Halifax (August 25.) and Boston (Sept. 8-15.) to New York (October).

Facts about Islendingur

The Vikingship *Islendingur* is an exact replica of an old Viking ship, called 'Gaukstada', which was found well preserved in an ancient burial mound in Norway in 1882. It is believed to be from 870 AD, the time of the settlement of Iceland.

In the Viking Age a ship like Islendingur would normally have had around 70 crewmembers, with a double shift of rowers for the 32 oars. There would have been a sandpit to support an open fire and live stock such as lamb on board, so fresh meals would be cooked on long voyages.

The viking ship *Islendingur* is a worthy representative of the ships that sailed the North-Atlantic a thousand years ago. Like the original Viking ships, *Islendingur* is a fast ocean going vessel, exceptionally stable.

On the 2000 Leif Eriksson Voyage, *Islendingur* will be accompanied by an escort ship, a 150 ton vessel – originally a fishing boat.

The main owner of the ship, its designer, builder and its captain is Gunnar Eggertsson, a 45 year-old Icelander, who is a descendant of Leif Eriksson.

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Book Reviews

English Maps: A History, by Catherine Delano Smith and Roger J P Kain, The British Library, London, 1999, (Volume II of the British Library Studies in Map History), pp.xiv+320, ISBN 0 7123 4609 0, £25.

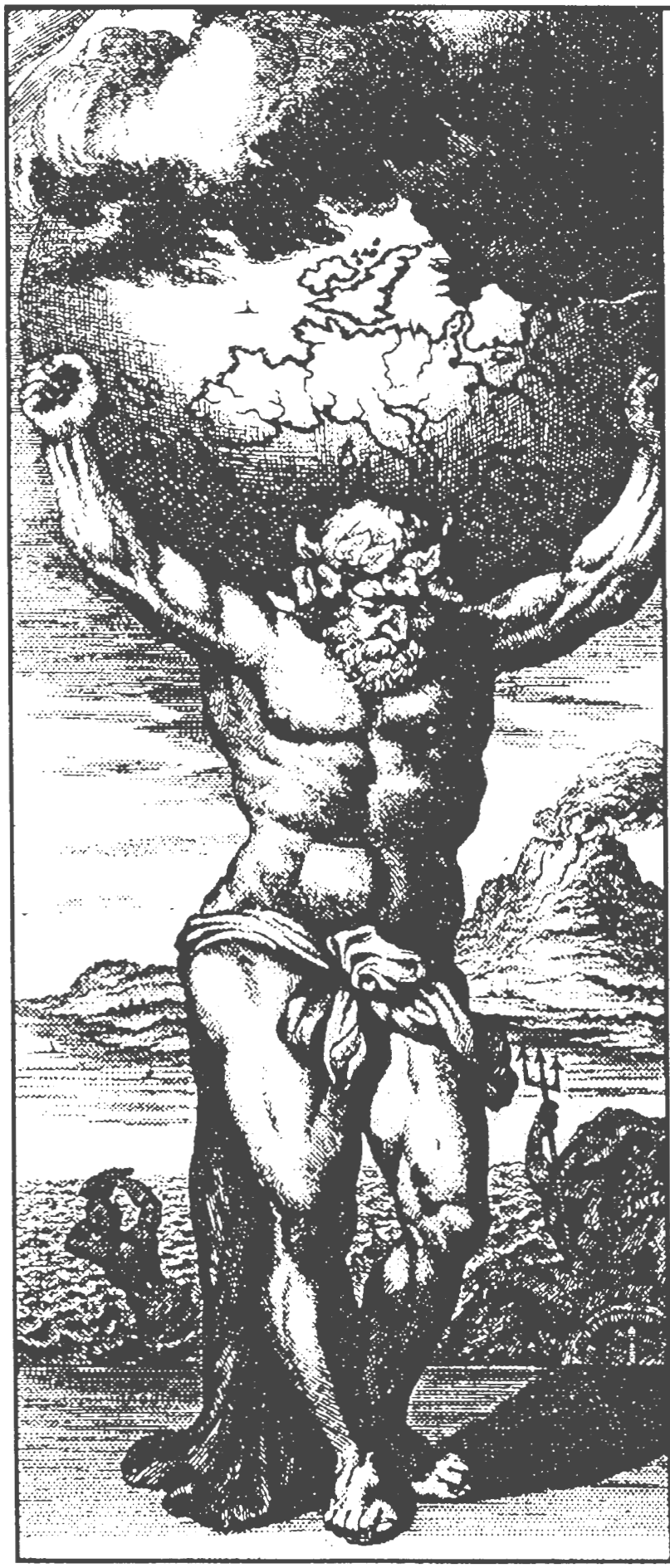
The names of Dr. Delano Smith and Professor Kain are individually well known in the field of cartographic literature. In now co-operating to produce this authoritative and well illustrated volume they have achieved an undoubted success. Their stated aim is an ambitious one; they say in the Preface that 'they believe the present book to be the first full-length exploration of the political, religious, social and economic enmeshing of maps in the history of any nation state.' For the avoidance of doubt, and as the title makes clear, the nation state here is England. It will therefore immediately become apparent that this is not just another book for map collectors, and those who read the book from a political, or religious, or social or economic viewpoint will no doubt have their own perspective as to how far those aims have been achieved. Far be it for this reviewer to trespass into fields of study with which he has no special expertise; for IMCoS however he has no hesitation in saying that this is a book which is excellent value, and should readily find a place on members' bookshelves.

The book is readable, one might say elegantly written, and the scope is enormous; it is not therefore necessarily one to read at a sitting. Nor is it just a book of reference, although it is one to which reference can constantly be made. It is a book to pick up, to dig into, perhaps for reading a chapter at a time, with a text which is supported by comprehensive and readily accessible notes. The notes themselves are of great value, and do need to be read alongside the text itself

It is impossible to do justice to the contents in a short review, but, after the Introduction, the seven chapter headings will give an impression of what is covered, Mediaeval, Country and County, Property (which includes, e.g. estate, enclosure and tithe maps), Travel (including, e.g. itineraries, road maps), Towns, Maps in Everyday Life (including the Ordnance Survey and coastal charts), and a final short chapter on The Lottery of Map Survival. The text is enhanced by some 160 black and white illustrations and 26 colour plates.

Even in such a comprehensive work as this, the authors inevitably have to be selective in their treatment of different subjects, and their own special interests may understandably be reflected to some extent in the choices which they have made. The keen collector of say county maps, or road books, or coastal charts, might ask why his favourite surveyor or publisher may not have been mentioned. If there were any such criticism, whether of selection of subject matter or of detailed content, this would overlook the rationale of the work. It would also fail to recognise the success which the authors have achieved in describing in a single volume the roles of maps and the uses to which they have been put through the centuries, and highlighting both the diversity and the continuity of English map making.

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The British Library Map Catalogue on CD-ROM with an accompanying printed guide by Tony Campbell, Map Librarian of the British Library. The British Library and Primary Source Media,[1] 1999, ISBN 0753651378, List price £1,495.*

This CD-ROM[2] is a well-designed program that allows you to search the extensive holdings of the Map Library of the British Library published in several different books; namely the nineteen printed volumes of the map catalogues and the post-1974 automated file. Their details are as follows:

> 'The British Museum Catalogue of Printed Maps, charts and plans. Photolithographic edition complete to 1964'. 15 vols. (1967).
>
> 'Ten year supplement, 1965-74'. 1 volume (1978).
>
> 'Cartographic Materials File' (1975-97).
>
> 'Catalogue of Manuscript Maps, charts and plans and of the topographical drawings in the British Museum'. 3 vols. [with addenda] (1844-61). [Records for drawings of small architectural features – most of which had been transferred to the British Museum's Department of Prints and Drawings were not converted].

There are 189,240 main records plus approximately 18,000 subsequent editions and over 8000 further copies of items on the CD-ROM. I have had occasion to use the British Library's multi-volume printed catalogue, and this computer version is much faster and easier to use. One can now search simultaneously from the various catalogues. My search uncovered items that I missed in my search of the printed volumes. My personal cartographic interest is pre-1800 maps of my home state of Pennsylvania, and I will discuss how I searched for these maps.

Several files were placed on my computer's hard drive when the program was first installed. Clicking on the 'British Library Map Catalogue' icon starts the program. The opening screen has as background wallpaper the double hemisphere world map by Girolamo Ruscelli 'Orbis Descriptio' from his 1561 *La geografia.* From that screen it is possible to go to an 'Introduction' which briefly describes the map collections of the British Library and the catalogue. Clicking on 'Start' brings you to the search screen.

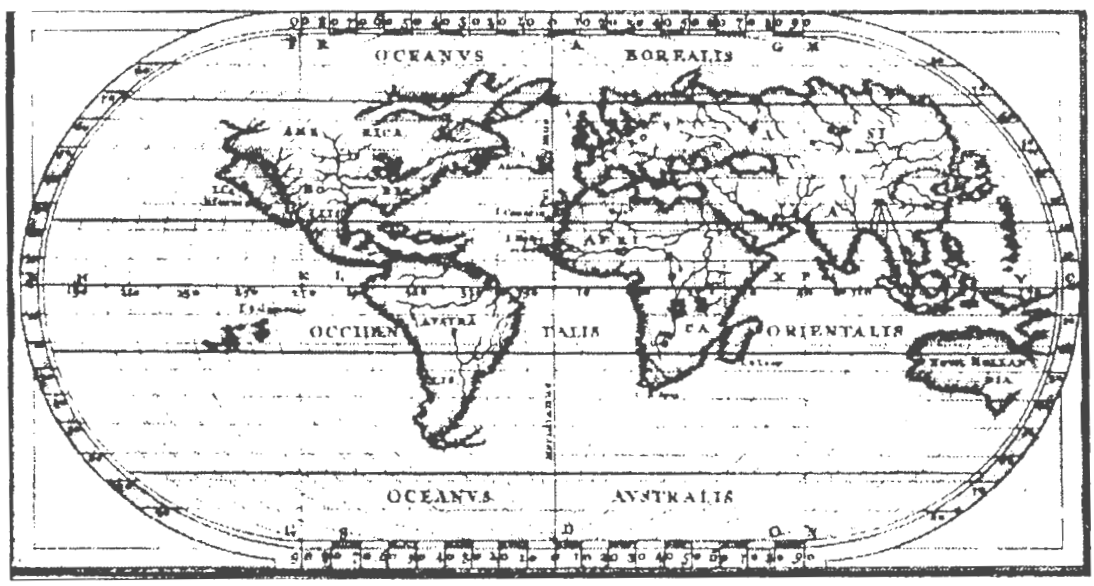
The programmer who developed the search engine for this British Library CD-ROM should receive an award for technical achievement. I have used many library computer search programs, and none is as easy to use as this one. The search screen is by far the best I have ever encountered for searching a library database. This search engine should become the standard for all cartographic libraries! The onscreen help is easy to follow, and it is not necessary to consult the printed guide for help. The printed guide does give many useful suggestions for improving ones search techniques, but the onscreen prompts are user-friendly. One can search on any combination of place/area covered, place/subregions, name/publisher, title, year, place of publication, subject, format, scale, language, shelfmark, ISBN/ISSN number, or the whole record. Clicking on any of those buttons brings up the index for that topic and the number of entries. As an example, click-

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ing on format will tell you that there are 13,821 atlases and 1 atlas for the blind (*Atlas of the United States printed for the use of the blind* ... under the direction of S.G. Howe, etc. Publication Details: Boston: Institution for the Education of the Blind, 1837, Shelfmark: Maps 1.c.2. Maps 32.b.26.).

A search for *Pennsylvania* in 'place/area' and <1800 in 'year' produces 44 hits or records. This translates into more than 44 maps, because multiple editions or states of a map appear with the record of the original map. However this search failed to find maps of small locales within Pennsylvania such as Fort Pitt.

Searching the 'whole record' for *Pennsylvania* and 'year' <1800 produced 103 records. I now have several maps of Fort Pitt. This search failed to find maps with antiquated spellings of Pennsylvania, i.e. Pensylvania, Pennsilvania, Pensilvanie, etc. The solution is to use multiple search terms in a single field and wildcards – all allowed by this program. The operators AND, OR, NOT, LIKE, NEAR, ADJ (adjacent), ALL, NONE, and SAME can be used to join multiple search terms. Two truncation symbols can be used – one to replace an unspecified number of letters (*), and the other to replace a single letter (?).

A 'whole record' search for *Pen** produced too many records of maps depicting a 'Peninsula'. A search for *Pens** gave me some maps of 'Pensacola, Florida'. The most rewarding search was for *Penns* OR Pens* NOT Pensacola* and 'year' <1800 with 172 records. The entire search required less than 5 seconds. There were a few records I had to discard such as a map of 'Church near Pensford in Somersetshire' or a map from 'Pensionarissen der Stadt Rotterdam'.

Upon completion of the search you can view the list of records or get a full description of the records. Selected records can be printed, previewed in Windows Word Pad, or saved in a file. Search queries also can be saved for future recall.

I tried another test of the searching capabilities of the program. I knew of a map that showed the location of a water pump in London that transmitted cholera. Could the map be located without knowing anything else? Searching the 'whole record' for *London AND cholera AND pump* produced, in less than a second, John Snow's famous 1855 map of the deaths from cholera around the Broad Street pump.

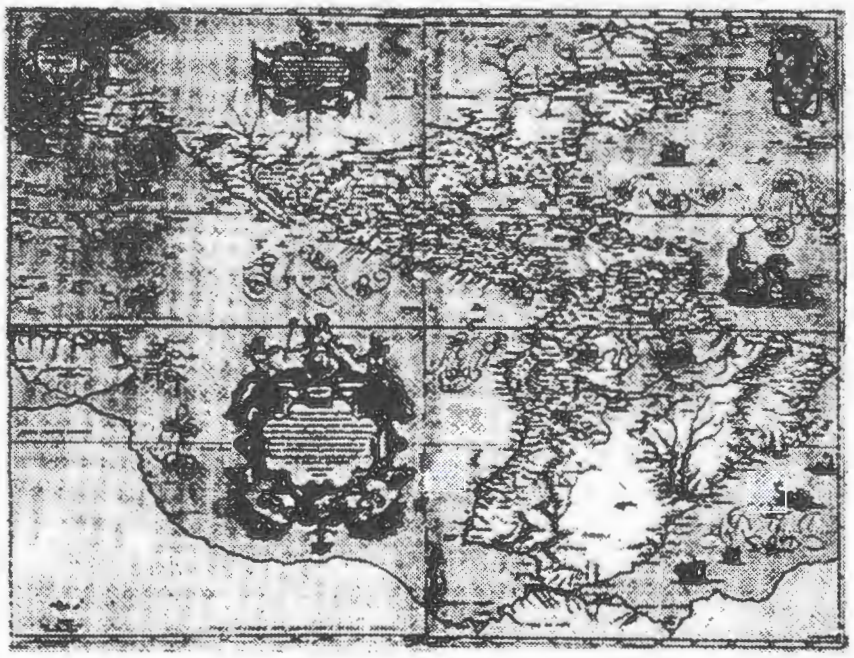
I have a few minor complaints about the program – none of which interfere with the searching capabilities. There were no instructions on how to load the program onto my computer. An inexperienced user might not know to browse the root directory of the CD-ROM and run setup.exe. The program does not support long file names (allowed in Windows 95/98). The inexperienced user might not know what to do with the error message received if he does not use an old 8-character DOS file name for saving his queries or search results. The program should either accept long file names, or the error message should inform the user to restrict the name to 8 characters. There is a tab 'Search History' on the search screen. Clicking on that tab opens a window, which shows previous searches (an excellent idea). However there is no indication of how to close the window. It does not have the customary box with an X in the upper

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corner. By trial and error I discovered that it would close either by double clicking anywhere on the top window bar or by a single click on the 'Search History' tab. Either having a box with an X in the upper corner, and/or changing the 'Search History' tab to 'Close History' would allow the user to easily close the window.

Several bugs were encountered in the program when I tried to print to a file or print to Word Pad. I exchanged several e-mail messages with David Bird, the software programmer. We were able to identify the cause of the bugs (I loaded the program onto drive H, and the program was unable to locate needed Windows files on drive C – there would have been no problem if I had loaded the program onto drive C). Mr. Bird sent me a patched file that corrected the problems. Hopefully the publisher will correct the CD-ROM and distribute the patch to early purchasers who experience printing problems.

The *British Library Map Catalogue on CD-ROM* is an excellent reference source, and it should be on the map collector's bookshelf next to Rodney Shirley's *Mapping of the World* and Philip Burden's *The Mapping of North America*. Unfortunately the list price will restrict purchasing mainly to those institutions and libraries that now own the print versions of the British Museum map catalogues. Many more copies of this CD-ROM would be sold if its price were similar to that of Shirley's or Burden's book. Considering the marginal cost of producing another CD-ROM and printed guide, ten copies sold for £150 each should produce as much revenue as one copy sold for £1495. Hopefully there soon will be a moderately priced version for the average collector.

1. Primary Source Media, 50 Milford Road, Reading, Berkshire RG1 8LJ, England, Tel: +44 (0) 118 956 8844; or Primary Source Media, 12 Lunar Drive, Woodbridge, CT 06525, USA, Tel: 203-397-2600.
2. Technical Requirements: IBM-PC AT 486 class or higher; 8MB of memory; 5MB of free disk space; CD-ROM drive; VGA graphics card; Windows 3.1x, 95, 98, or NT.

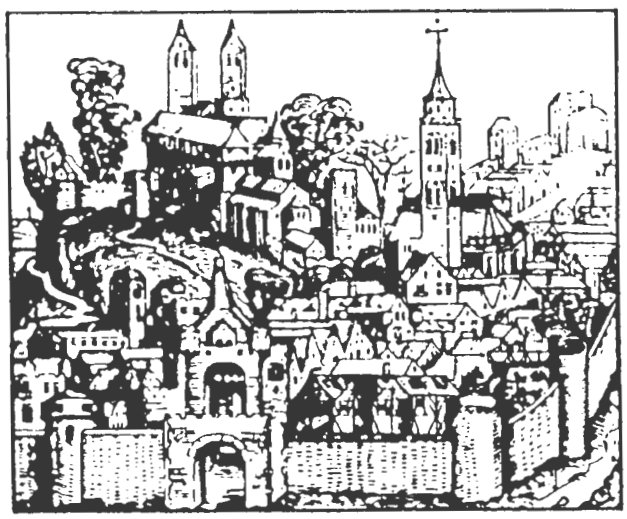
JOHN W. DOCKTOR

Early Mapping of Southeast Asia, by Thomas Suarez. Singapore: Periplus Editions (HK) Ltd, 1999. ISBN 962-593-470-7. Pp 280, 168 colour and b&w ills. US$65.

This is an intriguing book. At first sight it could be taken for a 'coffee table' item, but that is only because of its size and many excellent, colourful pictures. It is not an exhaustive, academic work, yet it is intellectually rich, hugely informative, and lucidly written. Libraries and museums appear to be the source of but few of the illustrations, yet presumably from his own resources and certainly from those of other dealers and collectors, Tom Suarez has assembled a quite exceptional range.

The coverage is both wide and deep. The first chapter on the lands and peoples of Southeast Asia deals with geographical, cultural, religious and colonial influences. The second is on Southeast Asian maps and geographic thought, noting the cosmological considerations derived mostly from India, and the way in which travel, trade and statehood promote geographic concepts and are natural precursors to map-making. There then follows a chapter on Asian maps of the region, before turning to the early Mediterranean and European record. Detailed chapters on early European maps are grouped under

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a section nicely described as 'The View from the Deck'. Finally, there comes a section titled 'Companies and Colonisation' taking us up to the mapping of the interior of the continental landmass and transition to the modern era. With maps dated up to as late as 1904, the description 'Early Mapping' in the title of the book is rather dubious, but that, along with other minor criticisms, amount to mere quibbling. The Endnotes, References and Index are of a high standard.

On page 255 there is a good example of the author's lucid style and penetrative assessment, even when dealing with a not especially significant map, one by Edward Weller, 1863, detailing the Southeast Asian mainland:

> Despite the clear boundaries inferred by the colored lines, Weller tries to indicate the subtleties of Southeast Asian political alignments of the day by marking certain areas 'petty states' and indicating their kingdom's tributary status . . . The fact that the Mekong ran through their collective territories, and that they lay in the cracks between Siam and occupied Indochina, meant that within the next few decades these groups were literally squeezed out of existence as Siam and France pushed in from opposite sides. Burma boasts the greatest detail in the map, a result of Britain's studious mapping of their exploits there. Although the Lan Na kingdom . . .was still independent, its close alignment with Siam led Weller to include it in the same wide orange outline, separating the two former rivals with a thin red line. Its capital, Chiang Mai (here Zimmé), whose location was long left to guesswork, is finally mapped accurately.'

In the opinion of this reviewer, it would be difficult to better this concise and informative summary of both the map and the historical geography of the area during the period. The author appears to maintain this standard throughout the book.

Your reviewer has a particular interest in, and some knowledge of, the mapping of Ceylon, so sought to test the book in this respect. The very first reference led him to a description and illustrations of the Traiphum, a 1776 Thai text and map giving an account of the Creation from the Theravada Buddhist perspective, with a wondrous depiction of Taprobana or ancient Ceylon. On the confusing and controversial issue of whether Ceylon or Sumatra was really Taprobana, the author provides both here and in subsequent chapters clear and reasoned comments on the matter.

The success of this book is perhaps due in large part to the extent to which the person of Tom Suarez pervades it. He has been a classical violinist and in the way that success in that field only comes when a personal stamp is put upon what would otherwise be mere technical accomplishment, so with such a book as this. That there is much in it, and rightly so, about the indigenous mapping of the region, may owe something to the influence of his Thai wife. At last the mapping of this important and fascinating area has the author and the book it deserves.

ALAN BARTLETT

Mapping Boston, edited by Alex Krieger and David Cobb with Amy Turner. Published by the MIT Press. ISBN 0-262-11244-2. Visit the book's web site at http://bostonmapping.com

This book is a treasure, wider than its title suggests. In the foreword Norman B. Leventhal says 'Mapping Boston traces the growth of the city from its earliest European settlement to the present day. It does so by weaving together 50 plates, essays about maps

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and the city, a variety of short stories about our history and nearly 300 illustrations. Just as an old map's original purpose was to educate and inform, we now turn to maps, years or centuries later, to learn many varied stories. From a city's beginnings to its changing neighbourhoods to its growth, maps capture history as well as geography, political science, economics, ecology and sociology. With that purpose in mind here is a book for a wide spectrum of people— from students to scholars and from lifelong residents to casual visitors.'

The first section of the book deals with the shaping of Boston, covering its early history and diagramming its growth. Since I have no knowledge of Boston I read this with the eyes of a novice, and found myself in need of a map! My start points were firstly the series of outline maps in Chapter 2 showing the growth of Boston's land area and change in shoreline since 1630, produced using a computer program to overlay past and present, and secondly the first printed map of Boston 'the Town of Boston in New England' by John Bonner, 1722, which appears threequarters of the way through the book, as the first of the Boston Plates in Chapter 9. These served me well as the limits of what I was about to discover, but finding my way round the book to identify them took some time.

The second section of the book appropriately widens the reader's horizon to the mapping of New England. First Barbara McCorkle covers the mapping of Boston pre-1800 dividing her material into three periods—The Period of European Discovery pre-1634, a Transitional Period (1634-1754) and the 'Modern' Period of rapid expansion, 1755 to 1850. Next David Bosse takes a look at the Boston map trade of the 18th century, which initially was reliant on English cartography. Maritime commerce and navigation was important in the economic life of Boston and English chartmakers established an unrivalled position in the colonial chart trade British Admiralty charts also became part of the Boston map trade, with 200 charts published between 1774 and 1784 Mapping in the 19th century and beyond is examined in a chapter by David Cobb. This covers the transition from the Euro-dominated map publishing industry to a flourishing American map industry in Boston. The chapter discusses some significant maps and series produced in the 19th century, including fire insurance mapping led by the Sanborn Map Company, large scale maps (1 inch = 50 feet), and Federal Govermnent Mapping with the establishment of the US Geological Survey in 1879. David moves on to touch on current mapping trends with the advent of new technologies since 1980. This second section of the book finishes with 23 New England Plates.

The third section of the book returns to focus on the city of Boston itself First Nancy Seaholes examines Boston's topographical development in maps, including early photographs of the city and aerial photographs from the 20th century. Alex Krieger focuses on encounters with places on the maps. He looks at the manipulation of the city's geography and links between the land and the sea, supplemented again by photographs. This section is completed by the 17 Boston Plates.

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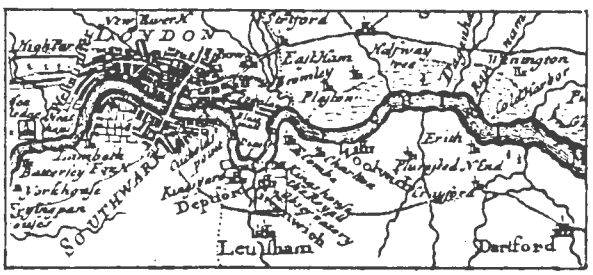
Plate sections of this book, maps (colour and black and white) and illustrations throughout each chapter make it a visually attractive read. The breadth and depth of material inevitably mean decisions regarding order and access. The book broadly follows a chronological path, yet there were occasions when finding my way around the book was tiresome. Text references to maps were linked to figures/plates but not to page numbers, leading to more thumbing through than a casual reader would wish. Do not let this comment put you off. It was worth the irritation in the context of the comprehensive picture which the essays, maps and illustrations provide to a wide audience. I shall be buying the book and visiting Boston as a result of my encounter.

JENNY HARVEY

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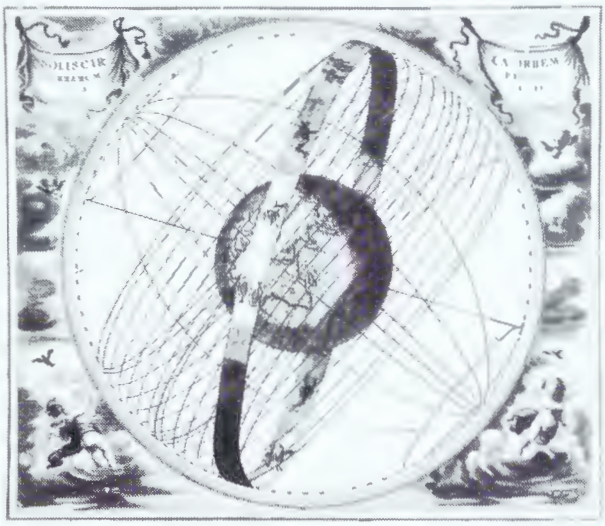
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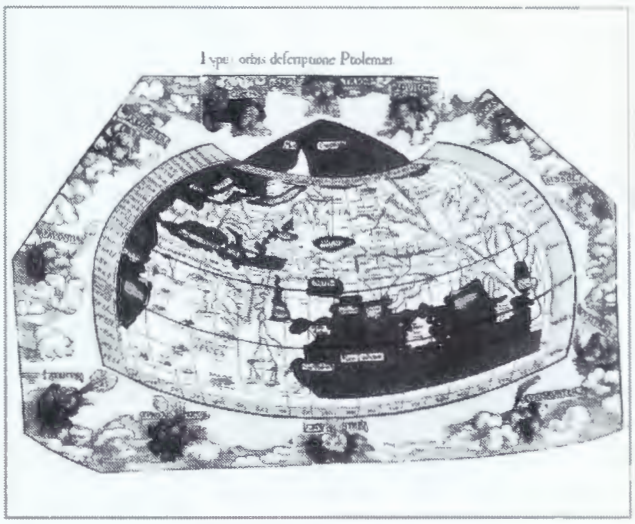
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