SPRING 2001 ISSUE No. 84

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Journal of the International Map Collectors' Society

SPRING 2001 ISSUE No. 84

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Cover map: Detail from James Wyld: 'The United States of North America, with British Territories' (London, 1824). The Hermon Dunlap Smith Collection, The Newberry Library.

Copy and other material for our next issue (Summer) should be submitted by **10 Apr 2001**. 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

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From the International Chairman's Desk

In January I was invited by the Cultural Foundation of the Bank of Cyprus to Lefkosia (former Nicosia) to plan arrangements for the 22nd International Symposium in Cyprus in 2003. The Director of the Foundation, Lefki Mihaelidou, was not present at the pervious IMCoS symposium on the island in 1984. In fact, at that time the Foundation was not really involved, either with IMCoS or map collecting, and it was mainly the inspiration of the late Andreas Hadjipaschalis, and the drive of first IMCoS Chairman Malcolm Young, which led us to Cyprus then, only our second meeeting abroad. We will certainly miss them both in 2003, since Malcolm can no longer travel so far.

Our symposia were quite small affairs in those distant days. I think there were about 30 full participants, and some others who came for some of the functions. Now we can expect at least a hundred members and accompanying persons, and from all parts of the globe. This makes the organisation more complicated, necessitating planning far ahead, to ensure hotel reservations, and other requirements. We are lucky that the Foundation now has larger and more modern premises, so that the lecture sessions, map exhibition, possible musical evening, and a reception can all take place in their own building.

For members who have not had the opportunity to visit Cyprus, or who would like to return, an ambitious pre-symposium tour has been planned, visiting not only the neolithic, Roman and Hellenistic antiquities, but also the world famous Byzantine churches with their fabulous wall paintings. Several of them are now World Heritage Sites.

Before that date, however, we have two more international meetings to enjoy. Jim Akerman of the Newberry Library has written inviting all members to meet in Chicago in October, and this can be found later in the Journal. We are not attempting to arrange group flights, as the trans-Atlantic market is so competitive that members can probably find something cheaper than anything we could arrange on the official network.

Hans Kok is busy planning our meeeting in the Netherlands in 2002, and that is sure to include viewing many of the famous maps prepared at the height of the Dutch cartographic flowering. Treasures in plenty in store for IMCoS members.

Our local meetings in UK are not to be ignored either. I accompanied Valerie Scott, organiser of the visit to Holkham Hall on 28th April, on her preliminary inspection tour last month. Anyone who has not seen this magnificent stately home, should certainly take this opportunity, not only to enjoy the unique collection of maps that has been preserved there, but to enjoy great countryside. It was a grey, cold day when we went (wrap up warmly if the wind is blowing off the North Sea in April), but my mind was already seeing the hedges clothed in green, and the trees with new spring foliage. Our route took us through what is left of Thetford Forest. We passed such tantalising signboards, directing us to Iceni Village and Grimes Graves, with no time to divert to find out

where they might lead us, and what delights we should find when we got there. Norfolk, situated as it is on the east of the country is not the sort of place that you drive through to get somewhere else. It requires a special trip to see the pleasures it has to offer. The small town of Wells next the Sea appears self-contained and independent, with a wide variety of shops, including two interesting-loking bookshops—again something to investigate on a longer visit.

We had lunch in a High Street café where all the food is actually cooked on the premises, not at some 'home' that actually looks much like a factory. We went into the Crown Inn, and decided that it would be a very suitable place for members to gather on the Friday evening (but advance notice to Valerie is essential; they will not be able to cope with large numbers of unexpected hungry IMCoS members).

Journey time from London is probably over three hours, so it is definitely recommended that participants spend the Friday night there. No trains are convenient, so those who wish to join up for the car journey should contact Valerie to see who is going from their area.

For those with gardens there are also very good nurseries in Norfolk, in particular I remember a good rose garden. When I asked why I should buy my roses from there, the reply was that their soil is so poor that all roses which survive are much tougher than those from gardens with a richer soil. I have found this to be true. I would also like to visit Alan Bloom's garden at Diss.

IMCoS Chairman Jenny Harvey reports that she has now registered three domain names for the Society. The one currently in use is given at the foot of the Contents page:
http://www.imcos-mapcollecting.org

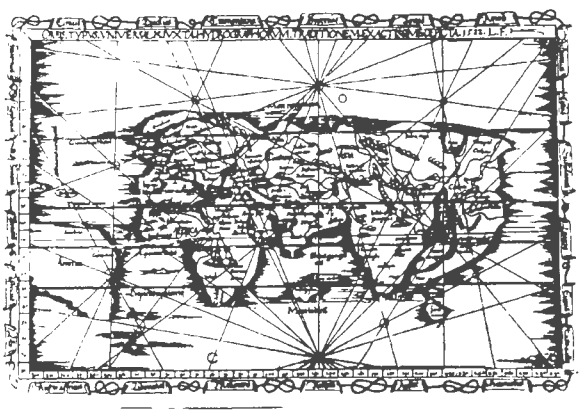
Nominations are invited for the IMCoS-Helen Wallis Award for 2001. They should be sent in writing to reach before 15 March to the Chairman of the Selection Committee, Valerie Scott, at the address on page 1. This award is presented annually to the individual who, in the opinion of the Selection Committee, has been responsible for cartographic contribution of great merit and wide interest to map collectors worldwide. Though the award is intended to recognise individual merit, in special circumstances a group of people or an organisation could be eligible.

The Award is presented annually at the June Dinner or Lunch, in the form of a silver salver along with a cheque.

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Waldseemüller's World Map to go to USA

Martin Waldseemüllers famous wall map of 1507, a unique specimen measuring 1.30 m high by 2.30 m wide, is regarded as America's birth certificate. It is the first known occurrence of the name America.

Credit for finding this birth certificate of America goes to the Jesuit, geographer, historian, school teacher and eminent Ptolemy researcher Josef Fischer (1858–1954) from Feldkirch. Fischer's real intention, when working in the library of Waldburg-Wolfegg castle in 1901, was to carry out research into the Viking voyages in North America. But what he turned up was three world maps by Waldseemüller: the wall map of 1507, the 'Carta marina' of 1516, and the globe segments first printed in 1507 which formed the basis for the scaled-down segments in the 'Cosmographiae introductio'. They were all bound in a collection published by Johannes Schöner. The globe maker from Franconia had bound Waldseemüller's woodcut maps together with maps from his own production. As result two unique specimens of great importance for the history of cartography were preserved for posterity.

This valuable cultural legacy of Schöner's passed through a Belgian lady ancestor of the present Count of Waldburg-Wolfegg into the family's possession. A single undated plate showing the New World had already been discovered in the 1880s, At that time some historians believed that it was a plate from the world map of 1507. Another copy of the map designed for sticking onto a globe had been found in Vienna in 1890 in the collection of the military cartographer General Franz Ritter von Hauslab (1788-1883). Following his death, his extremely valuable collection of cartographic works passed into the possession of the Prince of Liechtenstein, first in Vienna and then, during the Second World War, in the Liechtenstein capital Vaduz. The globe segment was then sold to the James Ford Bell Collection in the Library of the University of Minnesota in Minneapolis. In 1991 a third copy that had unexpectedly turned up in the art dealer world was acquired for over two million marks by the Bavarian State Library with the aid of the Bavarian Cultural Foundation and the Robert Bosch company.

The unique world map of 1507 has been shown to the public only three times to date: once in Florence, in 1983 at the exhibition 'The Naming of America' in Washington. and in 1992 in Berlin, where it was insured for 10 million dollars. If all the indications are anything to go by, the gem from Upper Swabia will shortly cross the Atlantic to the USA. The world map is to be sold for ten million dollars to The Library of Congress in Washington. Efforts to acquire 'America's birth certificate' for the New World go back as far as the 1920s. In the 1990s there was a sharp revival of interest in the United States. Today the transaction would seem to be as good as settled. One indiscreet remark, and the information leaked to the American media that all obstacles to the sale had now been overcome.

The object of this potential sale is certainly of great significance as a 'national cultural asset worthy of protection' and is thus strictly barred

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from sale under the German laws controlling the exporting of cultural assets. The exceptional authorisation must be seen as a gesture of goodwill to the state of America by the German government on the threshold of the new millennium. Michael Naumann, a principal from the German Federal Authority for Culture, points out that this is only the fourth time such permission has been given since the act came into force in 1955. One of the deciding factors was the future home of the map. The 200 year old Library of Congress is the biggest library in the world, and also one of the most famous. The map from Wolfegg is to be put on display in the library's Hall of Fame—as a kind of icon like the Declaration of Independence of the United States. This would for all time ensure it of a public such as is rarely enjoyed by private cultural treasures of the stature of this map.

The history of this map is very eventful: it was created in 1507 in the little town of Saint Dié in the Vosges hills, and its creator was the scholarly monk Martin Waldseemüller, one of the greatest cartographers of his time, who is believed to have come from Freiburg im Breisgau.. The map with an area of nearly three square metres bears — in Latin — the title 'Representation of the Entire World in accordance with the Tradition of Ptolemy and the Voyages of Amerigo Vespucci'. And on the part that shows South America in line with the geographical ideas of the day stands the name 'America'. Whereas Columbus, right up to his death in 1506. clung to the mistaken belief that he had found a new route to East Asia, the Italian seafarer Amerigo Vespucci took a different view. He was the first to assert that what had been discovered here was a new continent. And since Columbus was very soon forgotten, Vespucci was instantly regarded as the discoverer of the New World, which led to the plausible 'christening' by the cartographer.

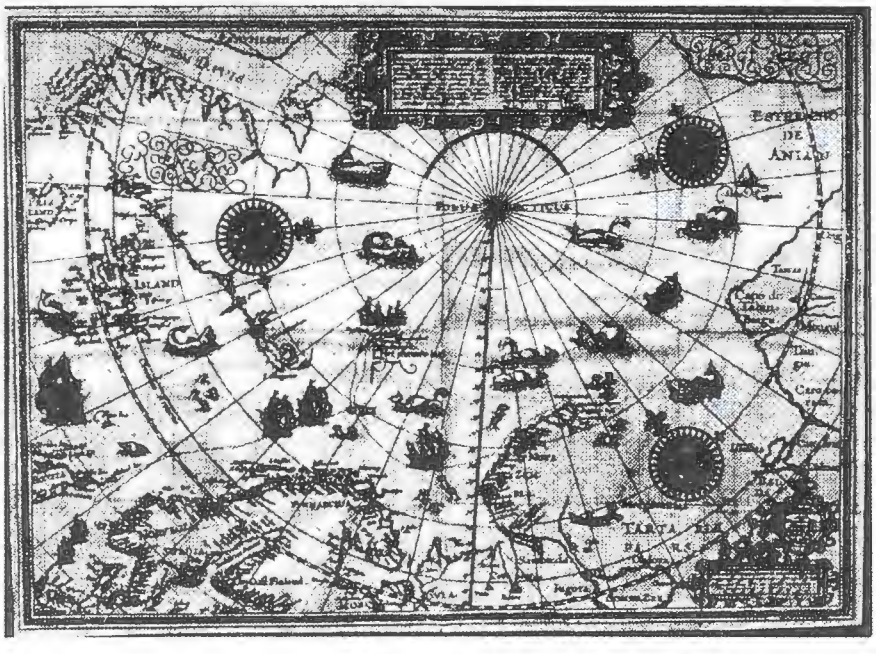
Waldseemüller's great achievement was that—unlike other cartographers of the age, who represented what we now know as North America as an appendage of Japan—he adopted Vespucci's ideas. Since about 1000 copies of the map were published it rapidly achieved a wide distribution. There is however evidence that Waldseemüller was soon beset by doubts about Vespucci's role in the discovery of the new double continent: the name 'Arnerica' no longer appears on his world map of 1516. But it was too late. The name had already become established. Today, despite its very large original 'print run', this map is thought to be the only surviving specimen in the world. And because it has probably never been hung up for any length of time, it is also in excellent condition.

When will Waldseemüller's map set out on its journey? There are no reports yet that the sale has gone through. It is probably a matter of raising donations from sponsors in order to collect a sum that is no mean figure even by American standards.

OSWALD DREYER-EIMBCKE

If you know of any interesting developments in the map world, please do let the Editor know. If it interests you, as a member of IMCoS, it is bound to interest other members. Information can be in the form of an article, or a two-line message. It may contain photographs, or drawings.

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Grave Maps

In *IMCoS Journal* No. 81 (Summer 2000, p. 56) Oswald Dreyer-Eimbcke drew our attention to a map on a grave plate in Malta. By chance, I recently came across another one, this time in Spain. The large brass plate on the floor of the cathedral in Seville commemorates the death of Ferdinand Colon, less famous now than his father Christopher though at the time of his death he was the more renowned.

One of the highlights of the cathedral today, after one has climbed the tower for a magnificent view of the old town and surrounding high-rise newer blocks, is the glorious tomb of that benefactor to Spain's wealth, Christopher Columbus. In an apse on the south of the main aisle it is large and imposing, but it comes as a surprise to find that it was built only in 1891, perhaps to celebrate the four hundredth anniversary of his epic voyage.

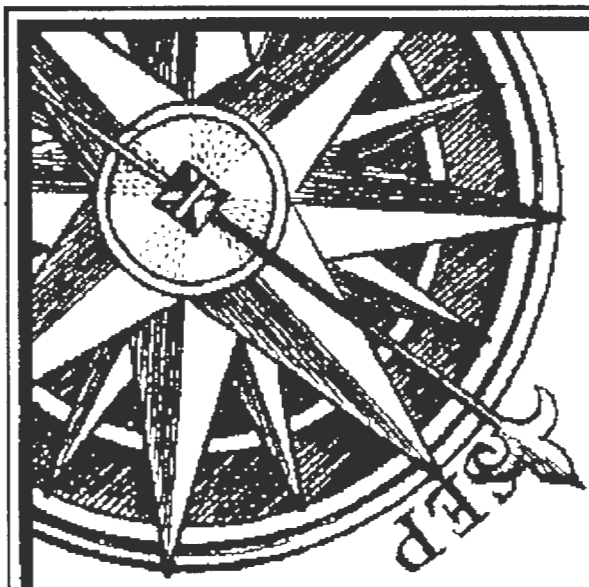
Reading up about Columbus on my return I find that Cecil Jane wrote in 1970 that, 'His death passed almost unnoticed by his contemporaries ... The discoverer of a New World, indeed, passed away neglected and forgotten. Born in obscurity, in obscurity he died; the most famous man of his age was laid to rest with as little pomp and ceremony as if he had all his life remained a humble, an insignificant Genoese weaver' (*The Voyages of Christopher Columbus*, ed. Cecil Jane, Amsterdam, Nico Israel, p. 126-27). Again (p. 128), 'The reputation of the Indies sank lower and lower, and so far was their discoverer from being an object of admiration, that he was almost an object of contempt.'

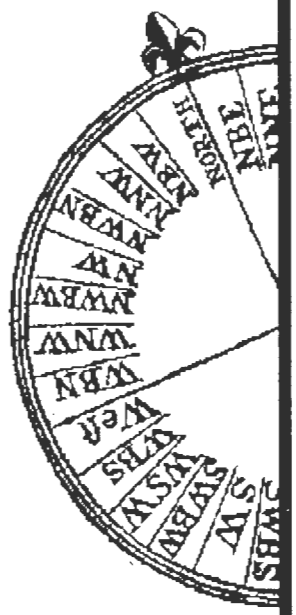
Not having studied this period of history, or even the discovery of the New World, I read this with some surprise. Christopher died at Valladolid on 20 May



Cenotaph of Christopher Columbus' Tomb by Artura Melida y Arinari (1891), from a postcard

Foto: Juan Antonio Fernandez.



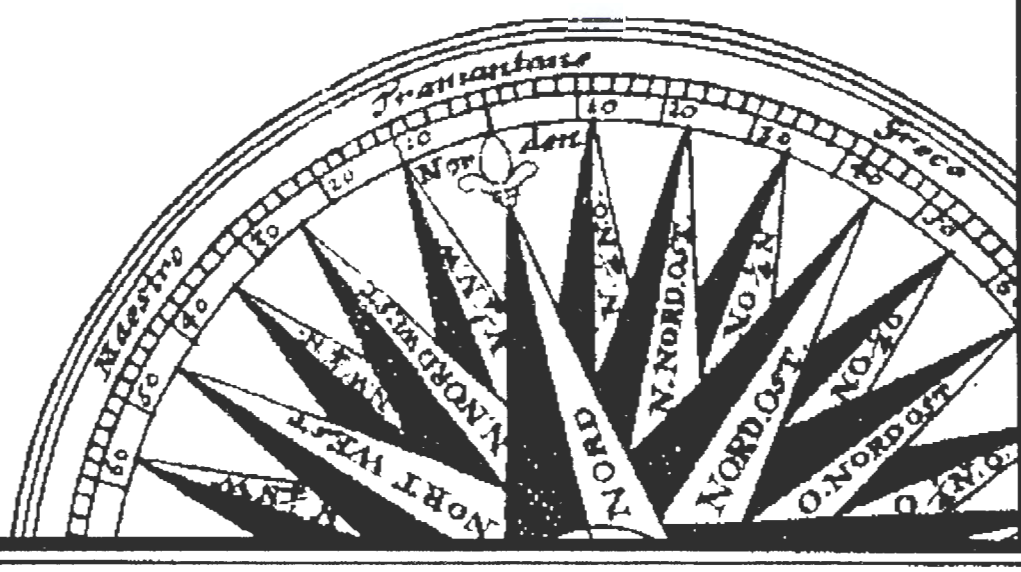


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1506; only later was his body brought to Seville and 'buried in the principal cathedral of that town with funereal pomp. By order of the Catholic King, over his tomb was placed an epitaph in the Spanish language' recording the debt the country owed to this now glorious voyager (end note by the translator in *The Life of Admiral Christopher Columbus by his son Ferdinand*, tr. B. Keen, Rutgers Univ. Press, 1992). Presumably the earlier tomb was removed when that of 1891 was constructed.

However, there are no maps on this grandiose cenotaph. These are to be found on a much plainer brass plate laid on the floor of the east end of the cathedral. Here was buried the second son of Columbus, a simple man whose life was 'largely devoted to scholarship and irreproachable by almost every standard' (Keen, p. vii). But I assume that his brass plate was laid on the cathedral floor soon after his death, not four hundred years after his most memorable achievement. Poor light and an impatient warden did not permit more photographs of this plate, but the newly discovered islands of the New World are clearly to be discerned, beneath the arms of Castille and Leon.

The cathedral itself is interesting. Now a World Heritage Site, it was built on the location of the High Mosque of Seville, demolished in the fifteenth century. The main chapel was completed in 1506, the very year of Christopher Columbus's death. For many years it was the biggest religious monument in all Christendom, and contains five aisles of Gothic style with a large transept.

The Giralda, attached to the cathedral, is the city's most prominent landmark. Built when the Arabs were in power, its tower is a later Christian work, crowned with a spectacular Renaissance bell shaft. The route up is by a continuous incline, suited to a horseman, until the final few steps at the summit.

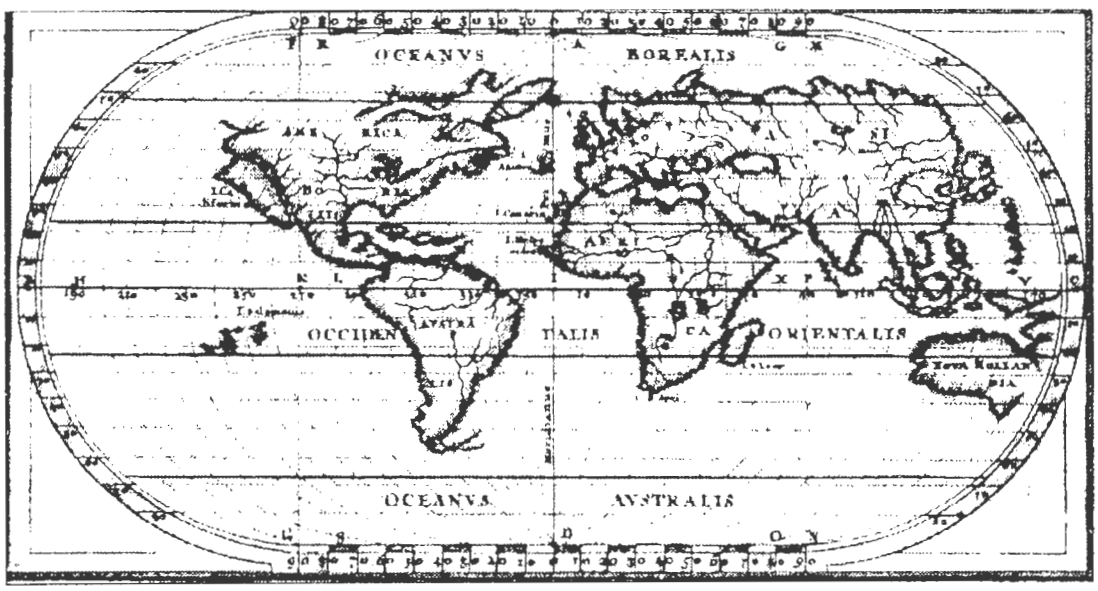
According to Keen, Ferdinand was Columbus's son by his mistress, a young woman of Cordoba. Although Columbus was a widower, once he had his sights set on a viceroyship at the very least, there was no question of marriage with a peasant girl, but he acknowledged this second son, and supported his mistress's male relatives. In his account of his father's life, Ferdinand made no mention of his humble origins. The youngster formed a taste for books, but was called away from his studies to join Columbus on the fourth voyage in 1502. His courage delighted his father, who claimed that he 'revived the spirit of the others, and he acted as if he had been a sailor of eighty years'. After the voyage he rejoined his studies and aided his brother Diego and uncle Bartholomew in attempting to have the ailing Columbus reinstated in his suspended political rights. In 1509 he joined his uncle in Española, where he was charged by the Crown with the erection of churches and monasteries on the island. However, his interests lay in books, and his knowledge of colonial affairs was of considerable assistance to the Spanish Crown. In 1525 he presided over a commission of cosmographers and pilots for the correction of marine charts, and the following year, when Sebastian Cabot set out for an expedition to the Moluccas, Ferdinand assumed his duties of commissioning pilots, interviewing candidates in his own house.

Ferdinand became a wealthy man, and used a large part of his income in building up an extensive library. In his house on the Guadalquivir river at Se-

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Detail from the brass plate marking the tomb of Ferdinand Columbus— Hernando Colon—in Seville cathedral. Photo: David Fox.

ville he was said to have one of the finest private collections of books in Europe: 'Here were gathered no less than 15,370 books and manuscripts, representing the classics, the gems of incunabula, the first fruits of the fecund press, the rarest editions of the poets and of those who had written enduring prose, the sermons and teachings of the fathers of the Church, the works of the philosophers, the printed fabrics of countless dreams' (Keen, p. viii, quot-

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ing Thacker). He made his library available to scholars from Spain and abroad, and corresponded with many of them. He received a presentation copy of a book by Erasmus, recording proudly on the flyleaf: 'Erasmus of Rotterdam gave me this book as a present at Louvain on Sunday, October 7th, in the year 1520: The first two lines of the presentation were written by Erasmus with his own hand.'

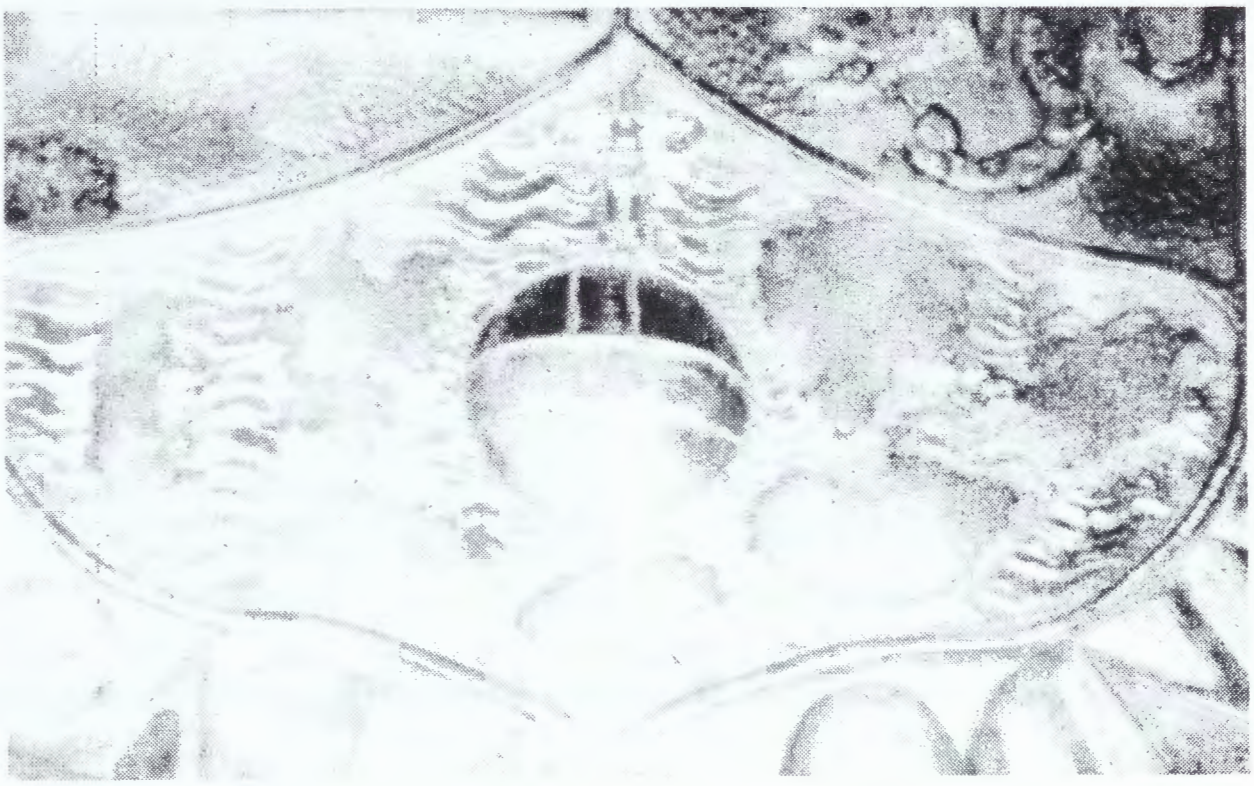
On his death Ferdinand bequeathed his library to the cathedral chapter of Seville, setting out in meticulous detail how the collection should be preserved and increased. To avoid theft, scholars were permitted to consult a book behind a screen with a hole only large enough for him to introduce his hand in order to turn the pages. He justified this restriction by noting that 'it is impossible to preserve books though they be chained with a hundred chains'. He also devised a plan for indexing and classifying his collection, and dreamt of constructing an Imperial College for the study of mathematics and navigation attached to his house, but death interrupted his plan. He died in Seville on 12 July 1539, and was buried deservedly in the cathedral.

Unfortunately this magnificent library was not destined to be preserved for later scholars. 'By the early eighteenth century it seems to have been abandoned; it is said that children were permitted to play in its galleris and amuse themselves with the miniatures adorning the precious manuscripts. One eyewitness testified that he saw books and manuscripts tossed aside and decaying in the gutters. Today this library, known as the Biblioteca Columbina, contains less than 2,000 of Ferdinand's own books (Keen, p. ix).

As I wrote above, I am no student of early American discovery, and perhaps this memorial to a leading scholar and bibliophile of the early sixteenth century is widely known, as well as the fact that the islands he helped to discover and administer are depicted on his tomb.

Can any of our members identify the map from which they were copied?

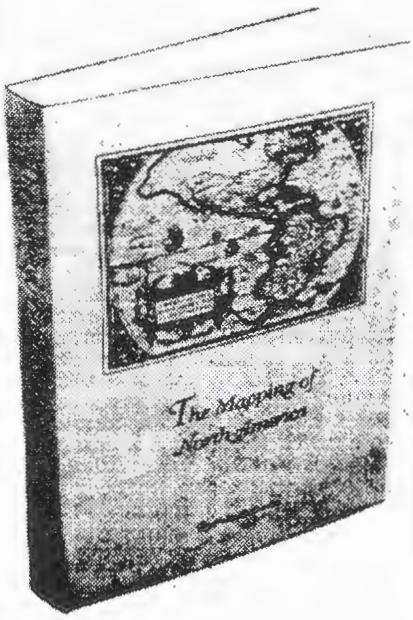
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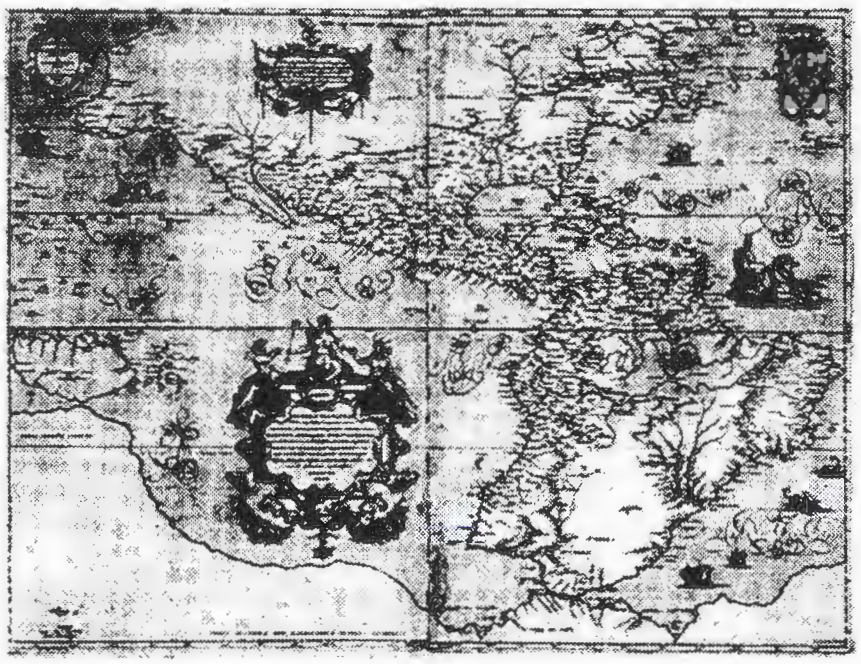


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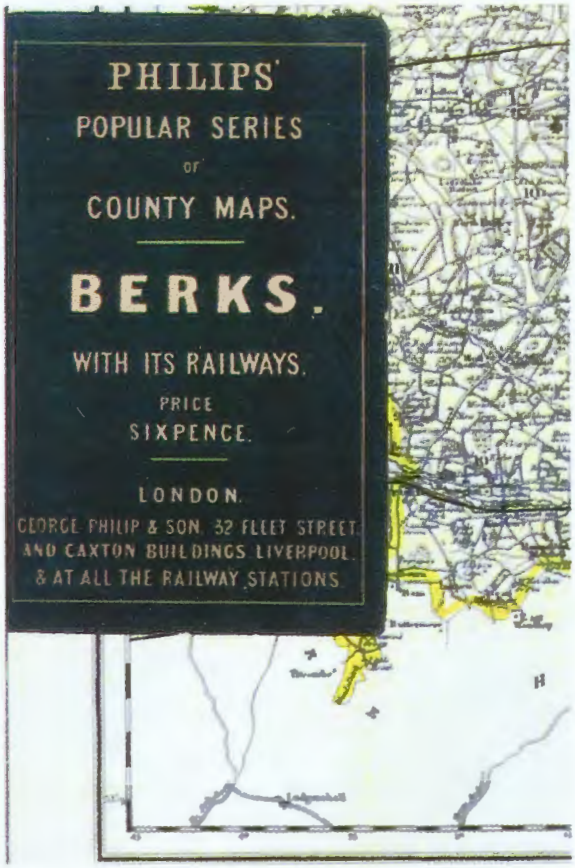
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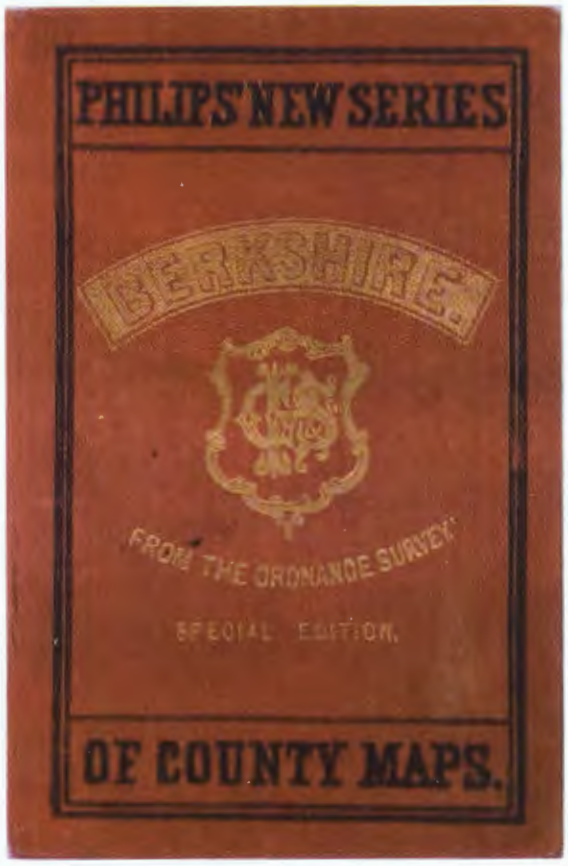
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Major Philip Road Maps c.1855-1939
Part I

This study of the more important and long-lived Philip folding road maps from their inception to the Second World War[1] has been possible because they survive in greater numbers than those of any other commercial publisher except Bartholomew, G.W. Bacon and possibly Geographia. One reason for this is that more seem to have been bought-in for use by other businesses, cartographic and otherwise. One says 'seem' because—unlike that of Bartholomew in Edinburgh—the company's surviving archive at London's Royal Geographical Society[2] consists exclusively of its products: maps, atlases and the like, with none of the letters or other records that could tell us about business transacted with trade customers. The biggest and longest-lived of these, the Royal Automobile Club, no longer has records of the time. Little but the maps, in public and private collections, remain to tell the story. It is fortunate that so many remain; but it follows that much of what follows is inference and informed guesswork.

It is, however, fact and not guesswork that in a span of ten years or so from the early 1850s, at least seven British map publishers plunged on nationwide series of paper road maps, few costing more than pence, folded in paper or thin card covers for the travel-





Left: 1. Philips' popular series of county maps, cover and extract, c. 1864 printing of mid-1850s map.
Right: 2. Philips' new series of county maps, special edition, cover,, c. 1885.
Both reproduced courtesy of Eugene Burden.

ler's pocket. This was entirely new, because although folding maps had been familiar since road improvements had made fast, long-distance coach travel possible, it was too expensive and rugged to be commonplace, as the format and price of the maps showed —mounted on cloth, folded in a slipcase or in stiff cloth covers, and generally costing between 1s 6d and 3s 6d. The difference had been made by the spread of the railways[3] and the gathering speed of the Victorian industrial and commercial boom, which interacted to increase business travel, and to create mass travel for leisure and pleasure, a new phenomenon. Cheap rail travel, imposed by statute from the 1840s onwards, accelerated the process.

A cheap road map with railways, sold at railway station bookstalls, was useful not only to the rail traveller going from A to B, such as a sales rep or a family on a visit, but also to the hiker basing himself on stations. He was a new breed, illustrated on the front cover of *Cassell's county maps for road and rail,* first published in 1863. Some of the new maps were bought-in: the Cassell one began as a newspaper giveaway, and many Philip maps were originated by Bartholomew. Others, such as G.F. Cruchley's, were run off old plates acquired from defunct businesses, with railways added. Thus were plant costs saved and low prices achieved. All were produced by the cheap and fast process of lithography, mostly from old stones or plates and sometimes at the expense of a clear, sharp image. Where colour was present, it was added by hand.

The Cassell map cost only fourpence; the rest were priced at sixpence or a shilling, according to size. The pioneer seems to have been H.G. Collins, whose folding county maps had appeared by about 1852. These were derived from old plates that had passed from Robert Rowe to Henry Teesdale before Collins acquired them. After Collins they went to William S. Orr, who sold paper maps made from them for 6d and 1s. Finally some of his plates went to George Philip, whose paper offerings, some Orr-based and others bought-in from Bartholomew, were first published around 1855 as *Philips' popular series of county maps.*[4] Together with a cloth version in cloth boards for 1s, they were still on sale as late as the 1880s. Chapman & Hall, who had produced one of the handiest and least expensive of the old breed of road map, launched their cheap railway version in about 1860. In 1861 Darton & Hodge brought out their own series of low-priced paper county maps. A little later G. F. Cruchley offered their *Railway, telegraphic and county map,* also folded in paper covers.

From 1861, Philip broke new ground with a better quality, more expensive series that was to last into the next century. Clearly it was thought that there was a market for a superior article. These were *Philips' new series of county maps of England and Wales*, some engraved by Edward Weller and originated in-house, others bought-in from John Bartholomew, and all derived from the available Ordnance Survey one-inch mapping. The counties of Wales were squeezed into two sheets, North and South. There were 45 sheets in all. The first Bartholomew sheets were published in 1861, and the Weller sheets started to appear a year later. All were published by 1865.

The black image of the Weller maps was produced by lithography from a newly engraved copper plate original,

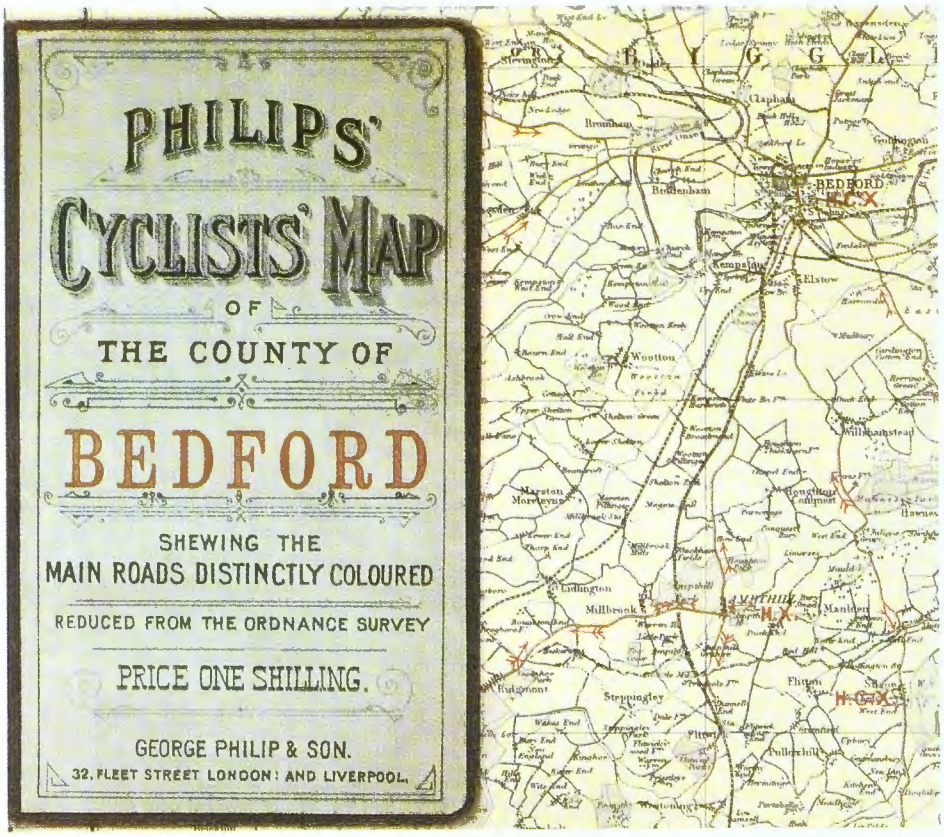
which was more expensive but gave a better result than hitherto. Philip offered a choice between paper and more durable cloth covers and map. For 1s there was a paper map folded in brown and white paper covers that folded wallet-like with a tuck-in flap for all-round protection. At 2s, one could have a cloth map in orange cloth covers with gold lettering. The material of the paper map was thick and strong. By 1880,[5] board covers in conventional 'book' style, seen by the writer in blue or red cloth with gold embossed titles and Philip logos, or in green with gold titles only, were being put around cloth and paper maps respectively. If their survival rate is anything to go by, maps in these covers were much more popular; or else they lasted longer because the covers were less likely to tear. Prices remained the same.

Regardless of the size of the counties concerned, the maps were constrained by the need to go into standard-sized covers without requiring their thick paper or cloth to be folded too often. The sheet size could not vary by much. The result was a great diversity of scales, ranging from about 1¾ miles to an inch for a small county such as Middlesex to around 6 miles to an inch for the North and South Wales sheets. The size of Yorkshire was overcome by offering the map either as one sheet or as four separate sheets. The very small scales of some maps did not matter at a time when most users were railway travellers, who did not require great detail.

There was little uniformity in map content, either. This varied according to the maps' origins and their printings; and there was diversity even within Bartholomew and Weller maps. For example, there was green parkland on some Bartholomew maps but not on others, as was the case on Weller maps. Some Weller maps showed parks by means of black trees. In counties with significant hills, all Weller sheets used hachures, but not every Bartholomew sheet did so. Late reprints showed a graticule of latitudes and longitudes, and the rectangles so formed were numbered and lettered, creating an alphanumerical system for ease of identifying locations. Both maps had chequered railways and, where they existed, railways under construction were shown clear cased, as were main and secondary roads. Also both had blue sea; and coloured washes for Parliamentary divisions or, in the case of the Bartholomew Wales and Yorkshire sheets, for counties.

On first printings, colours other than black were applied by hand. Later reprints were coloured lithographically, but it is difficult to say when they first appeared, because the writer has found it hard to compare first and later printings in adequate numbers.[6] A 'special edition' of the county map appeared in 1885, distinguished from earlier printings by the inclusion in colour washes of the new Parliamentary divisions laid down by the Redistribution Bill of that year, as well as by updated railways and the graticule. In their original form, all county sheets carried the Weller or Bartholomew name in the title or the bottom margin. These names progressively disappeared in reprints.

A new series, derived from the county maps, was introduced in 1885. This was *Philips' cyclists' map of the counties of England,* all sheets of which appeared in its first year. The large number of surviving county cyclists' maps, as compared with the county maps, suggests that they were still more successful. In 1885 the bicycle and tricycle were enjoy-

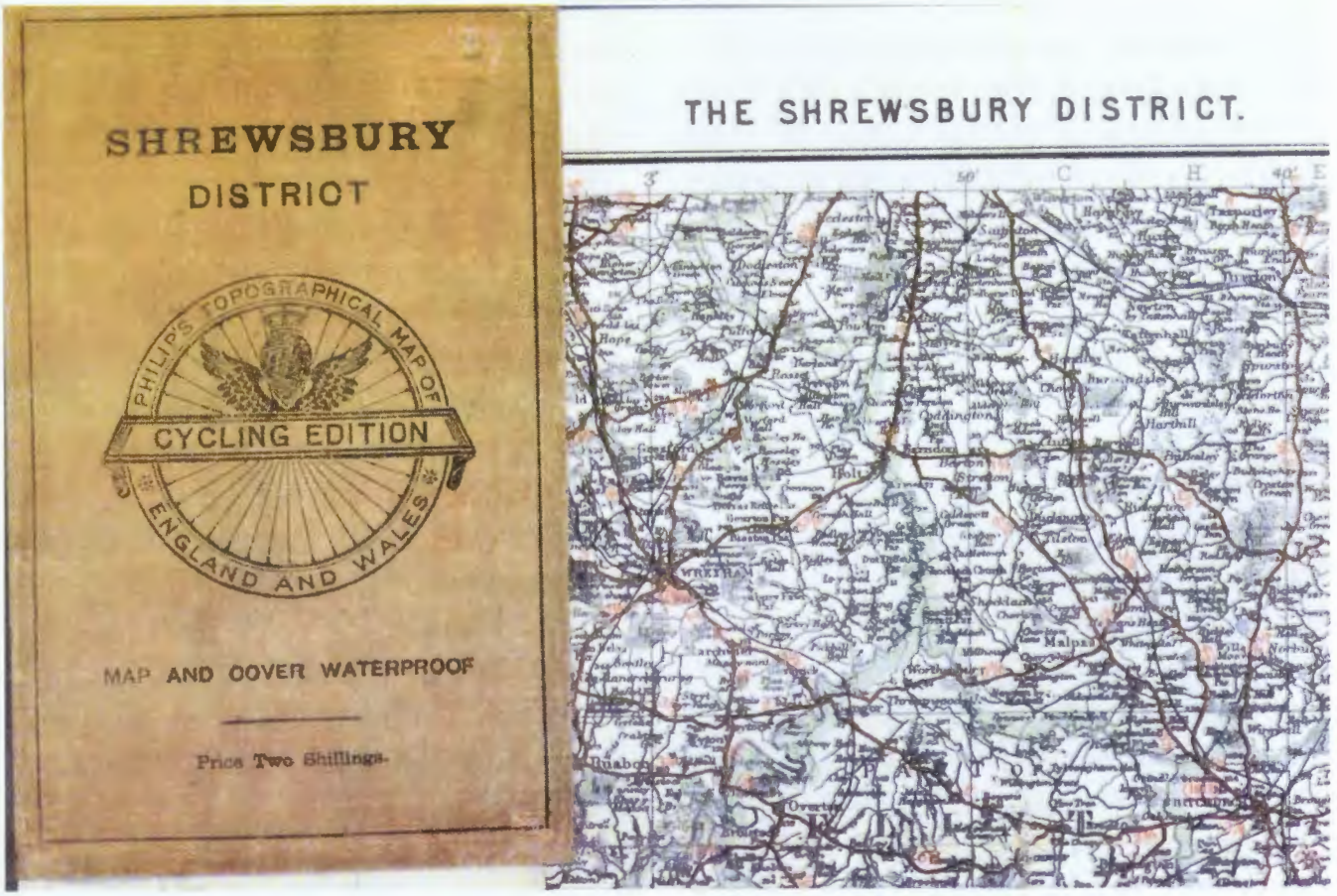


3. Philips' cyclists' map of the counties of England, first cover style and extract, 1885.

ing booming popularity in Britain, among sportsmen and others seeking vigorous exercise. It was natural for a go-ahead map publisher such as Philip to be among the first to cater for this new market, which numbered an estimated 200,000 by 1882. After the pneumatic-tyred safety bicycle, which anyone could ride in comfort, arrived in 1891 the number of riders multiplied to around half a million in two years. Once cheapness was allied to practicality, it doubled again to about a million by 1903.[7] Then and later, the Philip county cyclists' maps were there to take advantage.

They presented a more uniform appearance than the county maps, because most of the colour washes had gone, and those that remained were consistently applied. The only colours—now applied lithographically[8] —were a blue wash for the sea, brown or red-brown for main roads, and red for information for cyclists, provided by the Cyclists' Touring Club. Only seven years old in 1885, this had well over 20,000 members two years later.[9] Red arrows pointed down steep hills where care was needed, three degrees of danger being represented by the number of 'flights' on the arrow. Recommended hotels and repairers catering for cyclists, and the presence of consuls, or representatives, of the CTC were shown by the red letters H, X and C respectively. In later printings, temperance hotels (TH) and coffee taverns (CT) were added. Secondary or 'cross' roads were still shown clear cased. Parks were shown in grey, and woodland as separate black trees, as on some county maps. An exception was the new[10] *Isle of Man* sheet, which showed no parks or woods. Railways were updated; though built-up areas—noticeably in the case of *Middlesex*—were not. The names of Edward Weller and John Bartholomew had gone from all maps.

In other respects there was still variety. As before, some sheets had hachured hills and some not. Latitudes and longitudes were general, but there was at least



4. Philips' topographical map of England and Wales, waterproof edition, cover and extract, c. 1897. In spite of its title, not a district map but sheet 16 of the sectional series.

one exception. *Lancashire* was offered in two forms, seemingly at the same time.[11] One had a scale of 3 miles to one inch; the other 4 2/3 miles to one inch. One had hachured hills, the other not. One had the customary graticule, but the other did not. They had different sheetlines; and the red information differed too. Even their styles of lettering and the positions of place-names varied, showing that they were, in fact, completely different maps. The one which offered less area and less detail cost 1s on cloth—the normal paper price—rather than 2s. It was, perhaps, an experiment, because when there was a re-print in 1890, it was of the less detailed map, but with the red information up-dated.

Like the maps, the covers were standardised up to a point. The paper maps were folded into brown boards, with a very pale green label attached. On this the county name was printed in red, with other lettering in black, including the price spelled out. A later version of the label was a brighter green, with a red label as before but dark green lettering. There was more information on the contents of the map, and the price was in figures. Cloth maps were in the same green and gold covers as the county maps, with their own series title. Prices were 1s for the paper map, and 2s (later 1s 6d) for the cloth map. A cheap 'package' was offered in the 1890s,[12] its low price of 1s on cloth being achieved by giving the standard map a simple, glossy red cloth cover with the title and price printed directly on to it in black, rather than on to a separate label in two colours. For the same price, the whole of Wales could be had on paper.

By the 1890s Philip had acquired

many small scale maps from Bartholomew, including, latterly, some destined for cyclists. They included Bartholomew's *Cyclist's map of England and Wales* (10 miles to an inch), and those of *Scotland* and *Ireland.*[13] There was trade the other way, too. The 1867 Weller-engraved Philip *Excursionist's map of the environs of London* at a scale of a half inch to a mile became, in the 1890s, Bartholomew's *New reduced Ordnance Survey map of the environs of London*, as well as being retitled opportunistically as Philip's *Cyclist's map of the country round London.* Six sheets[14] of the Philip county cyclists' map were bought-in by the *Athletic Record* magazine in 1897, and given away with it weekly in heavily modified form. Sheetlines were different, making a smaller map area, and the scale was a uniform 3 miles to an inch. There were no CTC symbols. Instead, cycling roads were in red (the only colour), as were hills and 'dangerous descents', marked respectively with a line and a dot.

These were clearly in direct competition with Philip's own county cyclists' maps, but so was a new series of Philip's own that, by 1897, had deposed the county cyclists' maps from their leading place in the Philip list.[15] The latter had years of life left in them, but maybe sales were declining anyway, and Philip were pleased to generate extra income from them. The new arrival, published between 1893 and 1899, was *Philip's topographical map of England and Wales* in 33 sheets. It was designed by Ernst Georg Ravenstein, an eminent German cartographer long resident in Britain, and formerly the pupil of another distinguished *emigré* German cartographer, Augustus Petermann. Ravenstein had been appointed Geographer to George Philip in 1888; and his name appears in the bottom left hand corner of some sheets of the new map. German and Austrian mapmakers had been in the forefront of cartographic design and innovation for 60 years or more, and Ravenstein was well qualified to point Philip in a new direction.

This had ambitious beginnings. In the year he took up his appointment with Philip, Ravenstein proposed an elaborate physical map on a scale of 1:200 000, or 3.15 miles to an inch, with submarine as well as dry-land contours and layer colouring. Its metric scale may have been a reflection of its creator's Continental origins. Two specimen sheets were deposited with the Royal Geographical Society,[16] but the map came to nothing because it was too expensive to produce. A 'political' or topographical version was also planned. Four contiguous sheets of a topographical map, with contours but no layering, were exhibited at the International Geographical Congress of 1895, where a physical map was said to be still in prospect.[17] From the sometimes meagre data available, these maps can only be described as experimental variations on the 1:200 000 theme. Scale apart, there is nothing very positive to link them with the Topographical map that actually took shape, and was already available.

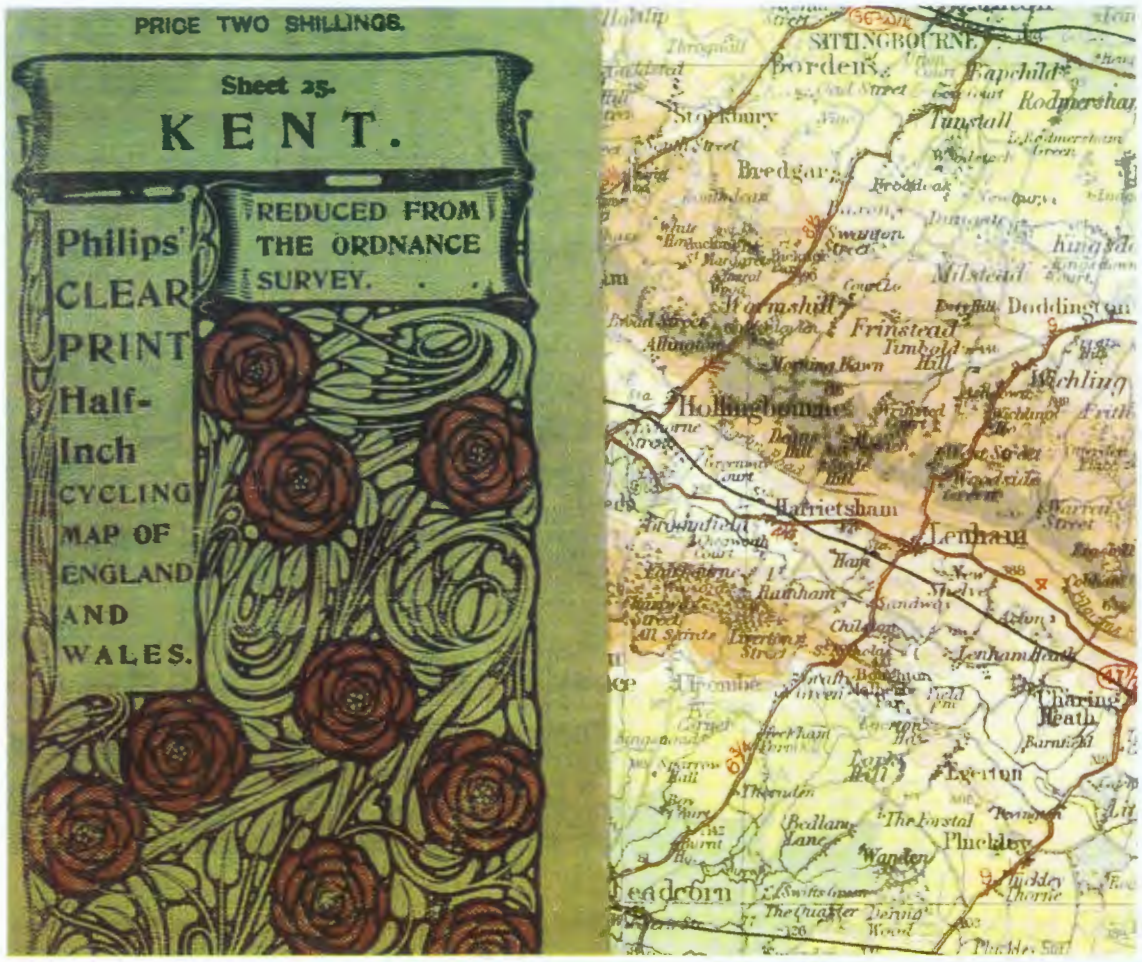
Its intended market was made clear from the start: all sheets carried the words 'Cycling edition' in the top left-hand margin. In spite of the implication, there was, in fact, no other edition. In many ways, the map was a departure for Philip. It represented a big investment and a big risk, since, unlike earlier series, it was wholly new, designed and produced entirely in-house. It was a sectional, not a county

series, the sheets all on the one scale. For these reasons it was uniform in style, content and sheet dimensions (18 in x 20 in) as well as scale. Finally, the map had a modern look. The metric scale was the first to appear on a British small scale map series. Gone were the hachured hills, which were coming to give maps an antique appearance, as well as adding to clutter. There were no contours; just spot heights. Contours would have helped cyclists more, but they were still not to everyone's taste. A few place-names were in sans serif lettering. Cycling roads were in red; all others were shown clear cased in two widths. Specifically CTC information had gone; instead, also in red, were arrowed 'dangerous' and 'caution' hills. In a new departure, distances from London and between junctions were given in red as well. In the fashion of some county maps, there were green parks, and woodland drawn in as black trees. Water was given a blue wash, county boundaries were in green or pink, and railways were solid black. There was a graticule, but no alphanumerical system.

In company with the new series was a spin-off in the shape of a number of district maps, made up from parts of the sectional sheets to centre on particular areas for the benefit of local communities and visitors. Their detail was identical to that of the parent map. It is not certain how many there were, but a dozen or so are known, including the seven always listed inside the map covers.[18] There were also other district maps outside the series, made up specially for local retailers such as Hubert C. Turner of Reading, Phillipson & Golder of Chester, and Henry S. Eland of Exeter.

The sectional maps were a bargain compared with their older companions, at 1s for a map on cloth. No doubt it was for this reason that a cheap edition of the county cyclists' map was produced (see above). A paper Topographical map was on offer too, though it was not advertised, and the writer has not seen one. The district maps, which showed a bigger area, cost 1s 6d. Wet-weather cyclists were catered for with editions of both maps in Pegamoid waterproof cloth and covers, at ls 6d and 2s 6d respectively. The cover colours seen are blue, red, green or brown. On the cover was a central circular logo of a representational cycle wheel, with the series title around the circumference, and—usually—the words 'Cycling edition' on a bar across it. Some Pegamoid maps have been seen with the sheet number and title on the bar instead. At 2s on cloth the Philip map's main competitor, the roughly contemporary Bartholomew half inch to one mile layer coloured map of England and Wales, was twice the price but provided a larger scale, more information and more colour with no loss of clarity, and was a thing of beauty, which could not be claimed for the strictly workaday Philip article.[19] Nevertheless the latter, in a succession of different manifestations, was to have a long life, and provide the basis for all the firm's most important folding road maps for nearly half a century.[20]

The first was *Philips' Clear-Print half-inch cycling map of England and Wales* in 31 sheets, published in 1903.[21] It was basically the Topographical map enlarged, in order to address the disadvantage of small scale, and to compete with the Bartholomew product. Clarity was improved, but at the expense of sharpness of the black image, which appeared crude when enlarged. In imitation of Bartholomew, contours and layer colouring were introduced, making a more colourful map and helping



5. Philips' clear-print half- inch cycling map of England and Wales, cover and extract, c. 1902.

users with information on the lie of the land. A note in the margin referred to contours at 50ft (on some sheets), and at every 100ft thereafter; though there were no contour values on the map. Users had to work out elevations for themselves, or rely on the spot heights. The layers were in shades of green and brown.[22]

Covers were taller to accommodate the larger (25 in x 30 in) sheets, and very striking. They featured a very modern *art nouveau* design of twining foliage and flowers in red, orange, yellow, green or green and red, with black or green text. The cover of sheet 17 is known with the printed name of a local retailer, Burgis & Colbourne of Leamington. Prices were 1s for paper maps, 2s for cloth and 2s 6d for cloth mounted in sections. There was a match with the Bartholomew map in price, if not in quality; and the cover was more appealing.

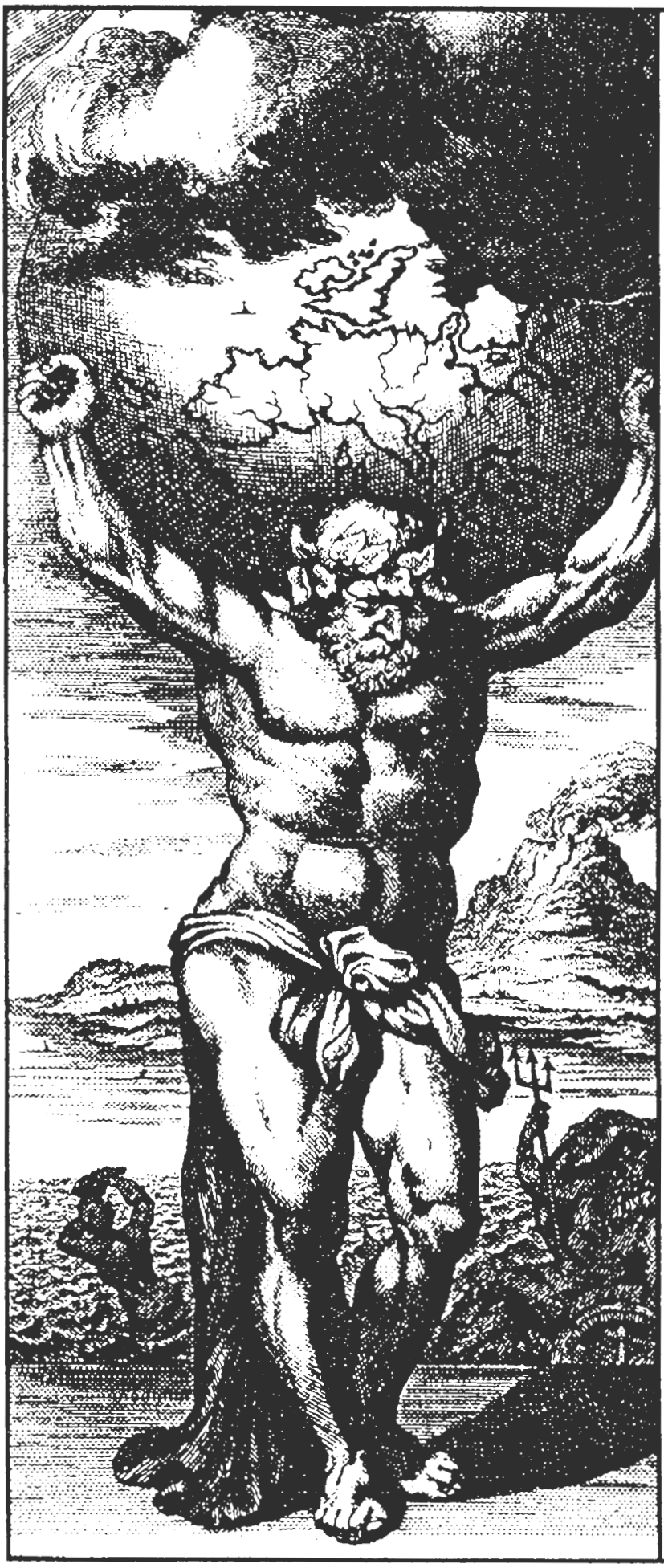
In its advertising, the Topographical map was now listed as *Philips' three mile cycling map of England & Wales,* which sounded snappier than the old, cumbersome title. Also an attempt was made, around 1902, to give the old county cyclists' maps a new lease of life. They retained the same title on the map cover, but were now referred to as a 'new, enlarged series', and were presented in the tall, colourful covers of the Clear Print map . The sheet lines were the same, but the scale and sheet size were enlarged. For instance, the scale of the *Kent* map went up from 4 miles to an inch to 3 miles to an inch, creating a 19 in x 25 in sheet; a size which was standard for the series. Some sheets still had hachures; some not. In other respects the map content changed. CTC information was dropped; though there were mileages in red between road junctions, and red arrows for dangerous hills. Railways were in solid black, and county boundaries pink. There

were latitudes and longitudes, but no longer an alphanumerical system. The price of all sheets was 1s on cloth, creating a package that looked better value than the cheap edition of the old county cyclists' map at the same price. Thirty-one sheets were planned, but it is possible that not all were published.

NOTES

1. The date 1939 has been taken as an end point because the writer has found no evidence of the survival postwar of the major series that made the firm's name for folding road maps.
2. Properly, if clumsily, the Royal Geographical Society with the Institute of British Geographers.
3. By 1850 there were over 6,000 miles of track.
4. Curiously, the apostrophe is placed after the 's', although the firm's name was 'Philip'. Later, the apostrophe was applied inconsistently.
5. An 1880 reprint of *Sussex* has the red and gold covers.
6. A search for reprints is only possible if there is access to maps that can be compared on the spot. There are a few maps in the writer's own collection, or in other private collections from which they could be borrowed, and it was only these that could be compared with maps in public institutions. Except for the 'special edition' (see below), there is no hint at this time that a map is a reprint
7. T. R. Nicholson, *Wheels on the road*, Geo Books, Norwich, 1983.
8. Consistently poor register on a map, and lack of other irregularities, is a giveaway in the case of all but the best British colour litho work at this time.
9. William Oakley, *Winged wheel: the history of the first hundred years of the CTC*, Godalming, 1977.
10. *Isle of Man* had not been among the *New series of county maps*.
11. Copies in the British Library Map Library have the same accession date of May 21, 1885.
12. An advertisement inside the front cover is for the *Topographical map of England and Wales*, published 1893-99.
13. Among other Bartholomew products, Philip also bought-in the unlayered half-inch map of Scotland, and (later) the layered half-inch map of England and Wales.
14. The counties nearest London, which were the most frequented by cyclists: *Essex*, *Hertford*, Kent, Middlesex, Surrey and *Sussex*. The CTC material was dropped earlier than, and so independently of, the club's 1898 agreement with Bartholomew by which the latter obtained the use of CTC road information.
15. The new map was given pride of place in the advertising inside map covers.
16. From where they subsequently disappeared. The map had been first put forward by a British Association committee of which Ravenstein was secretary. The contours were at 50ft and every 100ft thereafter to 600ft; then at 300ft intervals. The layer colours ranged from brown at the highest elevation through a spectral progression of red, orange and yellow to green.
17. See E. G. Ravenstein, *A life's work: a catalogue of books, maps and papers... 1853-1908*, privately published, 1908; Report, VIth International Geographical Congress, catalogue of the exhibition, p. 113, London 1895. The data here on the RGS and IGC maps is sometimes vague and always misleading. In both cases it starts with the heading *Topographical map of England and Wales*, which the maps then described emphatically are not. Ravenstein's work goes on to say that his Topographical map in its later guise as the *Three mile cycling map of England & Wales* had 36 sheets, when the correct number was 33.
18. Confusingly, some sectional sheets have the word 'District' in their cover titles, as on sheet 16 *Shrewsbury District* in the writer's collection.
19. W. & A. K. Johnston's *Three miles to inch map of England* (1899) was a better quality map, but was also twice as dear at 2s on cloth.
20. An exception was the *Hovis cycle road map & guide* of 1895-7: another Philip sectional map, but published only, it seems, for the eponymous bread and biscuit bakers. This was a 'special', a simple outline map with information for cyclists, with no discernible relationship with any other Philip map. Hovis also used Bacon maps.
21. The British Library Map Library catalogue is mistaken in stating that only three sheets were published. The year 1903 is the accession date of the sheets lodged at the British Museum, which the writer prefers to the 1902 date seen in secondary sources.
22. Interestingly, the layering and contours foreseen in the Topographical map's experimental beginnings were realised, albeit in simplified form, in its enlarged successor.

TIM NICHOLSON



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Hunting Maps published in English Periodicals

A listing is made of the hunting maps published in *The Sporting Magazine* and *The Sporting Review* in the early 1840s

Map collectors should be grateful to fox and stag hunters. Hunters wanted good maps of their territories, and, being influential, they usually had their demands met. The maps not only had to be accurate, but show meeting places and the railway stations to which the hunters could transport themselves, their horses and their grooms. Lincolnshire hunters persuaded the Ordnance Survey to survey their county years ahead of the planned date.

Hunting maps were usually sold folded or dissected to fit the pocket, or as atlases or on rollers for the library. Usually, they are difficult to find since most were worn out in use and discarded, although those based on the Walkers' maps for *Hobson's Fox-Hunting Atlases* are easier to come by. In more recent years, maps have been based on Ordnance Survey one-inch maps or the *New Map of England* by G. & J. Cary on a ½-inch scale.

The maps frequently needed to be updated when ownership of the hunt changed, or when meeting places or hunt boundaries altered. For example, when Sir John Cope retired in 1852, his large territory was divided and added to other hunts and new hunts, the Bramshill (later Mr. Garth's) and the Vine, were created. Usually, territorial changes were made amicably, but sometimes they were the subject of bitter dispute, as, for example, when Lord Gifford, Master of the Vale of White Horse Hunt, was arrested for threatening to horse-whip publicly Thomas Morland, Master of the Old Berks Hunt, over a dispute about the boundaries of their territories.

Early attempts to satisfy the market were made by *The Sporting Review* published by John Mitchell and *The Sporting Magazine* published by Mary Ann Pittman and, latterly, her son James Pope Pittman. These maps are easier to find since they were extracted from discarded magazines.

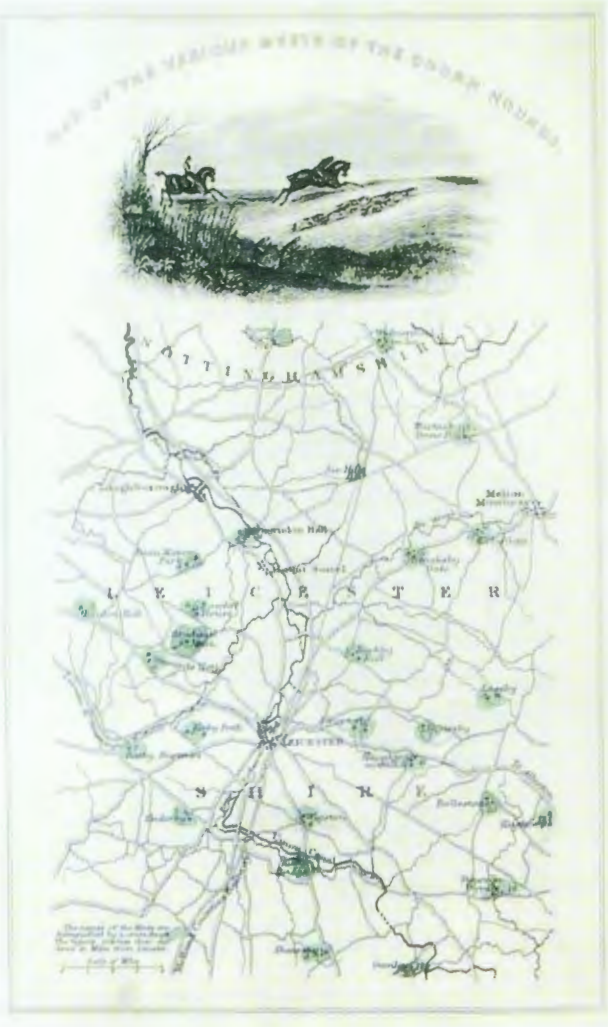
Maps published in *The Sporting Review*[1]

These were published monthly, during the Season, from 1841 to 1842. Only thirteen were produced, suggesting that they were not a commercial success. Most of the maps were signed 'W. Hughes' and the earlier maps had attractive vignettes showing hunting scenes, one of which was signed 'R. Baker'. The maps and dates of publication are shown in Table A. Some of the earlier maps have been seen without imprint with the map enclosed in a double line border and meeting places coloured green (Fig. 1). These maps may have come from a book or atlas.

The maps were entitled 'MAP (or CHART) OF THE (VARIOUS) MEETS OF .....' and were on a scale of 4–5 miles to an inch. One map was reprinted as a lithograph in 1897.[2]

Maps published in *The Sporting Magazine*[3]

Initially, 26 maps were published in monthly issues of *The Sporting Magazine*, and concurrently as folding maps bound in red silk (Fig. 3). During the first Season, two maps were published each month, but subsequently only one map was issued each month during the



1. Map of the Quorn Hunt from The Sporting Review, 1841



2. From 'The Fox Hunters Atlas', 1852 or later.

Season. Most of the maps were on a scale of between 3–5 miles to an inch, and most were signed 'Engraved by I. Dower, (Pentonville)'. [John Crane Dower]. The maps were issued with lists of the meeting places. Most of the maps bear M.A. Pittman's imprint but later issues show J. Pittman's imprint.

Subsequent to their appearance in the magazine, 24 of the maps were issued as an atlas. The maps and the lists were continually being updated with additional meeting places and changes of hunt names and territories. Two copies of the atlas have been seen together with single sheets from a broken atlas. The maps omitted from the earliest atlas[4] were the Norfolk Hounds and Mr. Muir's Hunt which subsequently became the Suffolk Hunt. Three of the hunts had been renamed: Lord Gifford's became the Vale of White Horse, the Marquess of Hastings' became the Donnington and the Blackmoor Vale became Mr. Farquharson's. Although the maps of 24 hunts are listed on the title pages of the atlases, the second atlas[5] contains an additional hunt: Mr. Leigh's, and two differing copies of each of the Atherstone and the Pytchley. Four loose sheets from the broken atlas[6] included the Bramshill and the Vine (this atlas must have been issued later since these hunts were not formed until 1852. The atlas maps and the folding maps were attractively coloured by hand.

The National Library of Scotland has a collection of 25 folding maps in red silk covers[7] as follows: Albrighton, Atherstone, Baron Rothschild's, Belvoir, Bramshill, Cottesmore, Donnington, Duke of Beau-



3. Published in a separate folding cover, 1844.

fort's, Heythrop, Hoar Cross, Lord Dacre's, Lord Southampton's, Mr. T.A. Smith's, North Warwickshire, Puckeridge, Quorn, Royal, South-wold, Surrey Union, Tidworth, Vale of White Horse, Vine, Warwickshire and Worcestershire. From the number of new hunts and the large number of additional meeting places, these must have been a late issue.

The maps from *The Sporting Magazine* had a long but confusing life. They were still being sold c.1875 by Webster & Larkin, 60, Piccadilly.

References

1. *The Sporting Review* BL (P. P. 1835).
2. *The Queen's Hounds and Stag-Hunting Recollections by Lord Ribblesdale.* London. Longmans, Green, and Co. 1897.
3. *The Sporting Magazine* BL (L. R. 225. c. 98-100 and d. 101-105).
4. *The Fox-Hunter's Atlas.* BLML (Maps 16. c. 31).
5. *The Fox-Hunter's Atlas.* P (Clive Burden).
6. Loose Sheets from *The Fox-Hunter's Atlas.* P (Eugene Burden).
7. A collection of Hunting Maps. NLS (EME b. 1. 1).

Table A

Maps published in *The Sporting Review*

Year	*Month*	*Hunt*
1841	Jan	Royal Hounds
	Feb	Belvoir Hounds
	Mar	Quorn Hounds
	April	Cottesmore Hounds
	Sept.	Duke of Beaufort's Hounds
	Oct	Pytchley Hounds
	Nov	Oakley Hounds
	Dec	Burton Hounds
1842	Jan	Hambledon Hounds
	Feb	Mr. Farquharson's Hounds
	Mar	Hampshire Hounds
	April	Mr. Drax's Hounds
	May	Mr. Tudway's Hounds

My thanks are due to Tony Burgess for detailed help and allowing me to copy his folding map (illustrated), and to Clive Burden for letting me examine his atlas.

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Table B

Maps published in *The Sporting Magazine*

Year	*Month*	*Hunt*
1841	Oct	Burton Hunt
	Nov	Quorn Hunt
		Belvoir Hunt
	Dec	Heythrop Hunt
		South-Wold Hunt
1842	Jan	Cottesmore Hunt
		Duke of Grafton's Hunt
	Feb	Warwickshire Hunt
		Cambridgeshire Hunt
	Mar	North Warwickshire Hunt
		Atherstone Hunt
	April	Mr. Muir's Hunt
		Marquess of Hastings' Hunt
	Dec	Cheshire Hunt
1843	Jan	Hoar Cross Hunt
	Feb	Norfolk Hounds
	Mar	Mr. Drake's Hunt
	April	Oakley Hunt
	Nov	Duke of Beaufort' s Hunt
	Dec	Lord Gifford's Hunt
1844	Jan	Worcestershire Hunt
	Feb	Earl Fitzhardinges' Hounds
	Mar	Albrighton Hunt
	Dec	Pytchley Hunt
1845	Feb	Royal Hunt
	Mar	Blackmoor Vale Hunt

EUGENE BURDEN

Forthcoming publication

Five Centuries of Maps and Charts of Croatia: Proceedings of the 6th IMCoS International Symposium in Zagreb and Dubrovnik in 1988, is currently being prepared, with papers from the symposium printed in English and Croatian.

The Editors are Drago Novak, Jasna Tomicic, Miljenko Lapaine and Dubravka Mlinaric.

Further information will be given as it becomes available.

IMCoS Bulletin No. 5B
Framing Maps and Prints

Compiled by Hans Kok

The following description continues where IMCoS Bulletin 5A left off, namely, with a map properly attached in a passe-partout or mount.

The decision to frame one of your maps should be taken after considering the additional risk to the map in its new location, as compared to the protection provided in alternative storage, for example in a drawer of a cabinet. Thus, the rarer or more valuable the map, the less likely will it be a candidate for exposure to everyday 'wear and tear' in the household.

Framing by a professional framing shop may be a better choice than a do-it-yourself job (assuming they know how to treat old material). It might also be cheaper, if you have to buy tools and materials just to make one frame. Certain variants on the method below are of course possible.

A. Tools required

- a glass-cutter.
- 4 simple clamps made from steel springs or equivalent clamps.
- a pair of cutting-/pliers.
- a ruler or folding rule.
- a cutting device for paper and cardboard as applicable.
- a saw (electrical or otherwise) with extremely fine teeth capable of sawing under an angle of 45 degrees.
- a tacker to attach the backing board; use of nails is possible instead.

B. Materials

- material for the frame itself, mostly wood. It may be plain wood or a wood-base material with veneer glued onto it or plastered. This is available in standard sizes of about 250 centimeters or about 8 feet in length from framing shops or 'do-it-yourself' outlets. The frame should not be too narrow, as adequate stability depends on the size of the area with glue.
- wood glue, to join the parts of the frame and keep it firm.
- optionally, some special nails with small heads to secure the frame parts against the risk of glue deterioration in the long run. Modern glues are very good, so nails are used less now than some years ago.
- a float-glass pane of adequate dimensions, minimum 2 millimeters strong. The larger the frame, the stronger the glass should be; bringing it home from the shop is potentially more risky than use in the frame itself. Normal float-glass has a kind of greenish tinge to it; special white glass is available (as used in museums); this is about four times more expensive. Normal glass has excellent definition, but may mirror other furniture in the house, especially lights at night. Non-reflective glass may be used (costs about three times as much as normal glass); it has slightly

inferior definition, especially when both sides of the pane are non-reflective. Most expensive is the glass pane which blocks ultra-violet light (about five times the price of regular glass). As such it is normally only considered for very expensive maps indeed. The white glass used in museums also provides fairly good protection against UV-rays. For maps larger than – say –folio-sized, the weight of the glass pane becomes a factor. Perspex is much lighter and although it also detracts from optimum definition, it might be the only alternative to prevent the frame from becoming unwieldy.

- fixture material, such as stranded wire and a couple of attachments to hang the frame onto the wall. Special wire is available to hang paintings; when doubled, it will not slide and draw itself tight without clamps. Other steel wire types need to be clamped. Perlon wire is also quite suitable (diam. 11/2 mm) as it stretches somewhat to equalise the load.
- a sheet of paper suitable for watercolour painting..
- a sheet of acid free cardboard to use as filler in the frame.
- a sheet of end cardboard to be tacked **onto** (not inside!) the reverse side of the frame. Barrier board is best.
- a large number of small nails to be driven into the frame to fix the passe-partout/mount inside, unless a special tacker is available.

C. Preparation

The correct sequence would be to first make the frame, then cut the glass to the exact dimension required and finally cut the cardboard. Before putting everything together, clean the glass pane carefully on both sides, using a household glass cleaner.

It pays to insert the glass pane into the empty frame and fix it in place with a few small nails. Then check that the pane is completely clean (especially the inside) from fingerprints, dust and small hairs, etc. Re-clean as required, remove the nails and continue to assemble the unit.

Non-reflective glass should be mounted with the non-reflective side outward; it is hard to see which side is which, but it can be felt. Panes which are non-reflective on both sides are easier and thus cheaper to manufacture. The one-sided version, however, gives a better effect, definition-wise..

D. Production

The frame on the inside should measure about 3 millimeters more than the size of the passe-partout/mount. It is important that the opposite sides of the frame are exactly equal in length (to about one half of a millimeter). Otherwise, the angles, cut at 45 degrees, will not form a rectangular frame and also the cross-section area for the glue is reduced, impairing the stability of the frame. Hand-sawing the frame lengths is hard to do correctly, having to do it at a 45 degree angle makes it even more difficult. In a framing shop the frame is not normally sawn off, but cut off, using a special machine. My recommendation would be to order the frame lengths from the framing shop already cut to the correct dimensions. This will also prevent damaging the plaster or veneer of the frame with the teeth of the saw. The frame is to be glued together, using wood-glue and clamps. Drying time is about one hour. Use the optional

nails as desired, driving the heads down below the surface of the frame. Fill in the small holes and touch-up with compatible colour (difficult on frames with a glossy finish) or a touch of varnish. Adding one or two tacks across the seam (while still clamped), also helps to enhance stability.

Note: The frame depth is normally greater for paintings than for prints and maps. Where too much excess depth is provided, filler-cardboard needs to be used.

Measure the inside of the frame to determine the dimensions for the glass pane. About 2 millimeters of space is needed on each side; do not forget that the glass-cutter may add or detract 2 millimeters, when drawn along a guide. Wet the glass pane with household glass cleaner for better cutting; cut on a flat surface, using a sturdy guide. Exert sufficient pressure onto the guide to keep it from moving. After the cut, lifting the pane slightly from below will normally result in a clean break. Watch out for the sharp edges!

Where frame depth (normally about 1 centimeter) requires use of filler material, acid-free cardboard would be ideal. Anyway, use of a sheet of watercolour paper is recommended, as this will absorb humidity without letting it through to get at the map.

The special nails can now be driven into the frame. Do not use a hammer, frames are of soft material: the nails go in easily when pushed with the side of a pair of pliers. Dedicated tools exist, which are very handy; they are basically tackers shooting forward instead of downward. They cost about US $50, but they are not really necessary. Place a nail every five centimeters (two inches). Half the length goes into the frame; the other half keeps the map in place. Press the layers firmly, while inserting the nails.

The backing board, sized only marginally smaller than the outside frame dimensions, can now be tacked onto the rear. Tacks should not be too long nor should they split the wood.

E. Hanging on the wall

Assuming the map will be on the wall for a considerable period of time, we need to look into the risks, if any.

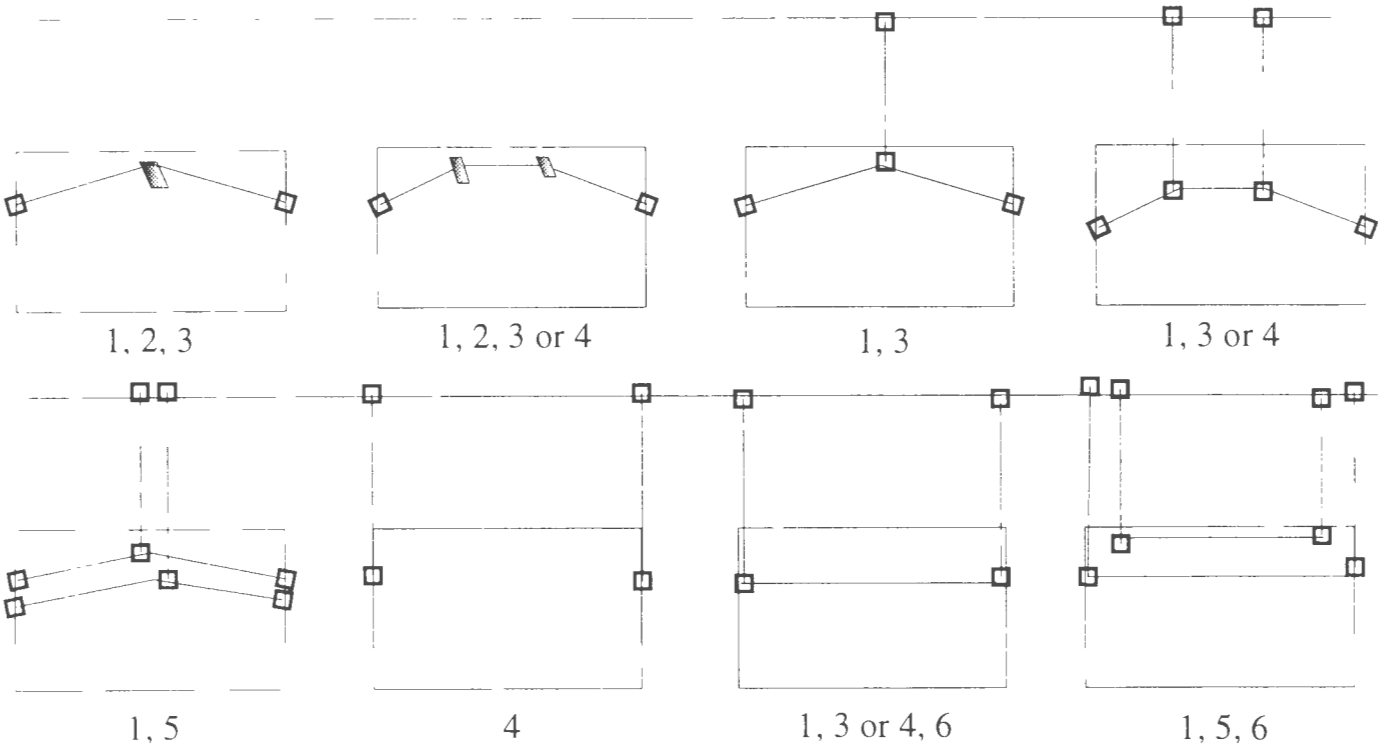
Some risks relate to the location itself, some to the quality of the attaching fixtures. Location causes problems such as fading of colours in direct sunlight, paper turning brittle and/or brown, effects of heating and /or ventilation and secondary effects in damage because of falling off the wall; breakage of the glass pane, cutting the map, damaging the frame, hitting other valuable items, etc. Consequently, the location should be selected with care: no direct sunlight, no humid outer walls, not above heating outlets, considering possible use of air-conditioning in the room, etc. To keep frames off a potentially humid outer wall, attach the carrying fixtures about 15 centimeters (6 inches) from the upper side and glue two small spacer cubes at the lower rear side of the frame. Instead of spacers, two slices of cork, e.g. of a bottle of (port-) wine, will do nicely.

Secondary damage may be avoided as far as possible by selecting the proper materials. Basically, any item in the chain may fail in time: the string or wire may break or come loose, screws may rust or become loose. The same applies to the fixture on the wall; rails may get loose, attachments may give out, and so on. On the principle

that no two things will fail simultaneously, the solution would be to provide a double system, with any single system being able to carry the load. The best option would be to use material which is to a certain extent flexible, e.g. nylon or perlon wire of the fishing line type, provided they are UV-light-proof. When one wire breaks, the remaining one would take the load without delay with minimum impact load. These wires are invisible in daytime with only faint shadows at night when lights are on.

Easy adjustment to achieve a level condition on the wall is very handy indeed; it is not so easy to prepare wires which have exactly the same length after cutting, let alone compensating for off-horizontal beams and ceilings.

In the drawings below, I will try to illustrate the point:



1. Easy to adjust to level position.
2. Hole(s) in wall.
3. Single failure: frame will come down.
4. Single failure: frame will swing sideways, but not come down.
5. Single failure: frame will stay in place.
6. Contunuous single wire(s).

Note 1. An interesting way of framing would be to mount the map without any passe-partout/cardboard mount, directly between two panes of glass.

The space between map and frame will be transparent and makes for a pleasant effect. The wall texture and colour should be compatible.

Of course, the map margins should be perfect, as they will be visible in toto. Glue is to be applied to the reverse side of the map only; both panes to be fixed in the frame by means of a strip all around attached to the frame.

Glass panes may be replaced by perspex.

Ventilation space between the two panes is necessary.

Note 2. Preparing a small folder with map details (cartographer, atlas, date, provenance, etc.), might be a good idea. Many years later you might not remember the details; the folder may be taped to the reverse of the map frame.

International News & Events

2001 20th International Symposium
Chicago and Milwaukee
11-16 October
Contact: IMCoS Conference Secretary, The Hermon Dunlap Smith Center for the History of Cartography, The Newberry Library, 60 W. Walton Street, Chicago, Illinois 60610-3380.
Tel: (01) 312-255-3659
Fax: (01) 312-255-3502
E-mail: smithctr@newberry.org

2002 21st International Symposium
The Netherlands
Likely dates: 29 Sep-2 Oct

2003 22nd International Symposium
Nicosia, Cyprus
14-16 October

2004 23rd International Symposium
Italy, in Venice and Florence

2005 25th International Symposium
USA, in Denver, Colorado

* * * * *

Registration Forms for Chicago
Members who have sent in the blue form distributed with the Winter Journal should by now have received the full registration form. If not, apply direct to the Newberry Library at the adddress above.

J.VB. Harley Research Fellowships
The Trustees of the JB Harley Fellowships Trust Fund are pleased to announce the eighth series of awards, offering support at a rate of £250 per week. The fellowships are designed to assist research in the London map collections:
Dr Sonja Brentjes (Institute for the History of Science, Johann Wolfgang Goethe University, Frankfurt am Main, Germany) 'The use of Arabic and Persian sources in Western-European maps of the Middle East and Northern Africa between 1550 and 1700'.
Neil Safier (Dept of History, The John Hopkins University, Baltimore, Maryland, USA) 'Turning Water into Lines: The cartographic construction of Amazonia from Fritz to Ferreira, 1707-1792'.
René Tebel (German Muesum, Bremerhaven, Germany) 'Significance of ships on maps as a historical source'.

Iceland website
For those who looked for the website to view maps from the colelctions of the Natinal and University Library, described by Jökull Saevarsson in the Winter issue, it could be found on page 43:

www.bok.hi.is/kort

IMCoS History
Copies of *IMCoS 1980–2000: A History* are available from the Editor at £15.00 (this includes postage worldwide). When new members join, they receive the *Index* and the *Bulletins*. The *History* is only available on payment.

Move to USA
IMCoS member Leonora Weaver, map colourist and restorer, is moving to: 6 Wimberley Court, Decatur, Ga 30030.

The 20th International Symposium, IMCoS and the 14th Kenneth Nebenzahl, Jr., Lectures in the History of Cartography Chicago - Milwaukee October 11 - 16, 2001

Anyone who follows American Football—and I realize this probably excludes a significant portion of IMCoS membership—knows that the Green Bay Packers, the pride of Wisconsin, and the Chicago Bears, the pride of Illinois, are old and fierce rivals. I'm pleased to report that the relationship between historic map collections across the state line is, in marked contrast, one of mutual friendship and collaboration. As of this writing, I don't know what the football schedule will be in October 2001. I *do* know that persons attending the 20th Annual IMCoS Symposium in Milwaukee and Chicago will be the beneficiaries of a most amicable interstate collaboration by the staffs and friends of two landmark American map collections, Chicago's Newberry Library and The American Geographical Society Collection of the University of Wisconsin-Milwaukee. The Upper Midwest, as Americans living in this glaciated region of orchards, dairy farms, forests, grain fields, great architecture, and Great Lakes call it, is usually at its best in early October. Our northern mixed hardwood forests are at the their peak of autumn color. Temperatures are pleasantly cool (October average 54 Fahrenheit, 12 Centigrade), and the air generally clear and dry. I cannot guarantee that this weather will prevail on October 11-16 of this year, but I can guarantee that our visitors will not regret the trip.

On behalf of the local organizing committee and our sponsors I am therefore pleased and honored to invite IMCoS members as well as your friends and significant others to IMCoS 2001. The symposium and related events are being organized by the staff of AGS Collection and the Newberry Library with the considerable help of Chicago's Adler Planetarium, the Map Society of Wisconsin, and the Chicago Map Society. We are planning six days of lectures and social activities, tours, and three major exhibits showcasing the cartographic treasures of the two sponsoring libraries and of the Adler Planetarium

The festivities will begin at the Newberry Library on Thursday evening, October 11, 2001 with the presentation of the Fourteenth Kenneth Nebenzahl, Jr., Lectures in the History of Cartography. These public lectures devoted to the exploration of new topics in the history of cartography have been held every two to three years at the Newberry Library since 1965, thanks to the generous support of Mr. and Mrs. Kenneth Nebenzahl. The papers presented at the Nebenzahl Lectures are usually published subsequently by the University of Chicago Press. Titles in this series include: *Maps: A Historical Survey of Their Study and Collecting* (1972), by R.A, Skelton; *Art and Cartography* (1987), edited by David Woodward; *Monarchs, Ministers, and Maps* (1992), edited by David Buisseret; and *Cartographic Encounters* (1998), edited by G. Malcolm Lewis. This year's topic, enti-

tled *A Taste for Maps*, is a re-examination of the early trade in printed maps from the point-of-view of the consumer. The program will feature three lectures by Dr. Mary S. Pedley, Assistant Curator of Maps at the University of Michigan's William L. Clements Library, Associate Editor of *Imago Mundi*, and author of *Bel et Utile: The Work of the Robert de Vaugondy Family of Mapmakers*. On Thursday and Friday Dr. Pedley will deliver her three lectures concerned principally with the map consumers and map sellers in seventeenth and eighteenth century Britain and France. The leisurely schedule will allow those in attendance ample time for questions and socialization. Guided gallery walks through the exhibit, *Cartographic Treasures of the Newberry Library*, will be available during the day on Friday and during the reception that immediately follows Dr. Pedley's third lecture on Friday afternoon. The Nebenzahl Lectures will conclude on Saturday morning, October 13, with a panel of shorter papers presented by three speakers who will expand the themes developed by Dr. Pedley to other times and places. Dr. David Woodward, Director of the History of Cartography Project at the University of Wisconsin, Madison, will discuss the situation in sixteenth-century Italy, Dr. Markus Heinz, from the Staatsbibliothek Berlin-Preussischer Kulturbesitz will look at the German map and atlas trade in the eighteenth century, and Peter van der Krogt of the Universiteit Utrecht will discuss the Dutch trade in the early modern period. To honor the occasion Newberry map staff are preparing a major exhibit, *Cartographic Treasures of the Newberry Library*, showcasing about eighty of the Newberry's cartographic treasures dating from the fifteenth through the twentieth centuries. The Nebenzahl Lectures are free and open to the general public but require reservations. Your registration for the IMCoS symposium will automatically reserve your place in the Nebenzahl Lectures.

The IMCoS symposium will begin formally with a welcoming reception at the Newberry and a kickoff—another American football term—lecture by David Rumsey, who will discuss his famous website featuring hundreds of online map reproductions. We invite you then to choose one of three optional architectural tours organized by the Chicago Architecture Foundation. These tours by boat, foot, or bus will provide you with an opportunity to get your bearings and to learn about Chicago's spectacular modern architecture. Or, take the rest of the afternoon and evening off to explore on your own. Chicago's 'Magnificent Mile' of Michigan Avenue shopping is just three blocks away from the Newberry and is convenient to all of the conference hotels.

On Sunday, we offer two additional opportunities to explore the city of Chicago and its surroundings. One tour heads north to visit the cartographic collections and scenic delights of Chicago's northern lakeshore suburbs. A second tour, led by Dr. David Buisseret, explores the history and landscapes of the Illinois and Michigan Canal corridor. Now part of the nation's park system, this corridor commemorates the canal that put Chicago on the map by providing an all-water link be-

tween the Great Lakes and Upper Mississippi Valley. Participants in both tours will return in time to attend a reception and exhibit opening at the Adler Planetarium, featuring that museum's world-renowned collection of celestial cartography and astronomical and navigational instruments.

On Monday, October 15 the venue will shift 90 miles north to the University of Wisconsin-Milwaukee, which houses the huge research and cartographic collections formerly of the American Geographical Society. Buses for Milwaukee will board at the Newberry at 8:00 a.m. so that we may enjoy a full day in Milwaukee, Wisconsin's largest city and historic home to the American brewing industry. The day in Milwaukee will begin at 10:00 a.m. with a reception and viewing of an exhibit of AGS Collection treasures. A luncheon hosted by the University of Wisconsin-Milwaukee Libraries will be followed by a series of talks on map collections and map collecting given by four pillars of the map world in the American Midwest: Dr. Christopher Baruth, Curator of AGS Collection, Dr. Robert W. Karrow, Jr., map curator of the Newberry Library, Dr. David Woodward of the University of Wisconsin-Madison, and distinguished map dealer Kenneth Nebenzahl. After this symposium, our guests will enjoy a bus tour of Milwaukee, a city, like Chicago, once dominated by central, northern, and eastern European immigrants that still betrays a strong European flavor in its cuisine and architecture. The day (and symposium) will end with a banquet at the dramatic, new Calatrava designed wing of Milwaukee Art Museum featuring the keynote address by John Hébert, Chief of the Geography and Map Division of the Library of Congress.

A post-conference tour on Tuesday, October 16, will travel through the beautiful landscape of southern Wisconsin, visiting the University of Wisconsin-Madison, headquarters of the History of Cartography project, and Taliesin, near Spring Green, the home and school established by architect Frank Lloyd Wright, where lunch will be served. Conference participants not taking part in the tour will return to Chicago by bus after the banquet on Monday. Participants in the tour will remain in Milwaukee with hotel accommodations included in the cost of the tour

A brochure with detailed information about the conference, accommodations, and registration procedures is available from the Hermon Dunlap Smith Center for the History of Cartography, The Newberry Library. 60 W. Walton Street, Chicago IL 60610-3380, USA, or by telephone at (01) 312-255-3659 or email smithctr@newberry.org. We hope to hear from you and look forward to welcoming you to the shores of Lake Michigan this October.

JIM AKERMAN

Accomodation in Chicago

Participants are requested to reserve their hotel room direct to the selected hotel, not through the Symposium organisers. Hotels with special rates are listed in the registration brochure.

IMCoS 2001
Chicago-Milwaukee
October 11-16, 2001

Preliminary schedule

Thursday, October 11 (The Newberry Library)

3 pm – 7 pm	Registration desk open
4 pm	Optional tour of Newberry Library
7 pm – 9 pm	Nebenzahl Lectures, Session 1: Mary Pedley
9 pm	Reception

Friday, October 12 (The Newberry Library)

8 am – 5 pm	Registration desk open
10 am – 12 pm	Nebenzahl Lectures, Session 2: Mary Pedley
12:30 am – 4 pm	Nebenzahl Lectures, Session 3: Mary Pedley
4 pm – 7 pm	Reception and guided tours of *Cartographic Treasures of*
the	*Newberry Library*

Saturday, October 13 (The Newberry Library)

8 am – 5 pm	Registration desk open
9:30 am – 12 pm	Nebenzahl Lectures, Session 4: Markus Heinz, Peter van
der	Krogt, and David Woodward
12:30 pm – 1:30 pm	Welcome and opening session, IMCoS 2001
2 pm – 6 pm	Optional architectural tours of Chicago

Sunday, October 14 (Chicago)

9 am – 5 pm	Optional tours in and around Chicago
5 pm – 8 pm	Exhibit opening and reception at Adler Planetarium

Monday, October 15 (AGS Collection, University of Wisconsin-Milwaukee)

8 am	Buses leave for Milwaukee
10 am – 12 pm	Welcoming session and exhibit viewing
12 am – 1:30 pm	Lunch at the Golda Meir Library
1 pm – 4 pm	Symposium: Chris Baruth, Bob Karrow, Ken Nebenzahl,
and	David Woodward
4 pm – 6 pm	Bus tour of Milwaukee
6 pm – 8 pm	Banquet at Milwaukee Art Museum: keynote speaker, John Hébert
8 pm	Buses leave for Chicago

Tuesday, October 16 (Milwaukee/Wisconsin)

9 am – 6 pm	Optional post conference tour of Southern Wisconsin

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Maps of Independence Hall

Many IMCoS members will visit Ch41icago and Milwaukee this October for our 20th International Symposium. Those with additional time might want to plan a visit to Philadelphia and see the maps on permanent display in Independence Hall. Independence Hall originally was the colonial Pennsylvania State House. The Pennsylvania Proprietors moved into the building when it was partially completed in 1736. A group of radicals from thirteen British-American colonies met there during the hot summer of 1776. There they wrote a *Declaration of Independence* that included the words 'We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty, and the pursuit of Happiness.' The adoption of this 'Declaration of the thirteen United States of America' led to war, and then independence of the colonies.

The Assembly Room, located on the first floor, was the Representatives' meeting room. The Long Gallery, on the second floor, was probably the largest enclosed area in colonial America. The room could hold 500 people for a sit-down dinner. It was a hospital ward during the British occupation of Philadelphia in 1777-8. Benjamin Franklin in 1747 wrote his London agent William Strahan 'I must desire you to send me per first Opportunity the Maps formerly wrote for, viz. Popple's large one of North America pasted on Rollers; Ditto bound in a book; and 8 or 10 other maps of equal size to be had; they are for the Long Gallery and the Assembly Room in the Statehouse. If none so large are to be got, let Prospects of Cities, Buildings &c. be pasted round them, to make



Independence Hall.

Photograph courtesy of Independence National Historical Park.

IMAGO MUNDI

The International Journal for the History of Cartography



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Contents

Current issues comprise approximately 250 pages (30 x 21cm), with illustrations. Each annual volume includes:

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- Bibliography (with indexes of authors, places and subjects)
- Chronicle (personal and institutional news, conferences, exhibitions, map sales and acquisitions)
- Reports, notices and obituaries

All articles are refereed. IMAGO MUNDI is published each summer.

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To order send £30 (US$50) to the Secretary/Treasurer, IMAGO MUNDI, c/o The Map Library, The British Library, 96 Euston Road, St Pancras, London NW1 2DB.

For more details of IMAGO MUNDI see http://www.ihrinfo.ac.uk/maps/imago/html

them large.' Franklin's letter suggests that maps were hung in the first floor Assembly Room and the second floor Long Gallery. The originals have been lost and there is no record of what maps were hung. Twentieth century curators acquired colonial era maps that they thought would be appropriate for Independence Hall. The curators chose to hang them on the second floor framed behind glass in period or reproduction frames because of their rarity and condition.

An east prospect of the city of Philadelphia; taken by George Heap from the Jersey shore, under the direction of Nicholas Scull, surveyor general of the Province of Pennsylvania (Thomas Jefferys, London, 1754) greets the second floor visitor at the top of the stair tower. The belfry of Independence Hall is easily seen on this large panoramic view of the city. The stair tower and the belfry were added to Independence Hall in 1750-56 when the building was completed.

A large entrance foyer extends from the stair tower to the Long Gallery. The Long Gallery has been restored to look as it did during the colonial period. The south wall in colonial times was used to display oil portraits of local dignitaries like the mayor and members of the Governor's Council as well as maps of the British colonies. Today seven colonial maps depicting the original thirteen colonies line the south wall. The northern colonies are viewed on *A map of the most inhabited part of New England, containing the provinces of Massachusets Bay and New Hampshire, with the colonies of Conecticut and Rhode Island, divided into counties and townships; the whole composed from actual surveys and its situation adjusted by* astronomical observations (Carington Bowles, London, 1771) and *An accurate map of His Majesty's Province of New-Hampshire in New England, taken from actual surveys of all the inhabited part, and from the best information of what is uninhabited, together with the adjacent countries, which exhibits the theatre of this war in that part of the world, by Col. Blanchard and the Revd. Mr. Langdon* (Thomas Jefferys, London, 1761).

The middle colonies are represented with *The provinces of New York and New Jersey; with part of Pensilvania, and the province of Quebec. Drawn by Major Holland, Surveyor General, of the Northern District in America. Corrected and improved, from the original materials, by Governr. Pownall, Member of Parliament, 1776* (Robert Sayer & John Bennett, London, 1776) and *A map of Pennsylvania exhibiting not only the improved parts of that Province, but also its extensive frontiers: Laid down from actual surveys, and chiefly from the late map of W. Scull published in 1770; and humbly inscribed to the Honorable Thomas Penn and Richard Penn, Esquires, true and absolute proprietaries & Governors of the Province of Pennsylvania and the territories thereunto belonging* (Robert Sayer & John Bennett, London, 1775).

Three maps show the southern colonies: *A map of the most inhabited part of Virginia containing the whole province of Maryland with part of Pensilvania, New Jersey and North Carolina. Drawn by Joshua Fry & Peter Jefferson in 1751* (Thomas Jefferys, London, 1755); *An accurate map of North and South Carolina with their Indian frontiers, shewing in a distinct manner all the*



Dan Trachtenberg examining maps in the Long Gallery.

mountains, rivers, swamps, marshes, bays, creeks, harbours, sandbanks and soundings on the coasts; with the roads and Indian paths; as well as the boundary or provincial lines, the several townships and other divisions of the land in both the provinces; the whole from actual surveys by Henry Mouzon and others (Robert Sayer & John Bennett, London, 1775); and *A map of South Carolina and a part of Georgia. Containing the whole sea-coast; all the islands, inlets, rivers, creeks, parishes, townships, boroughs, roads, and bridges; as also, several plantations, with their proper boundary-lines, their names, and the names of their proprietors. Composed from surveys taken by the Hon. William Bull, Esq., Lt. Gov., Capt. Gascoign, Hugh Bryan, Esq; and the author William De Brahm, surveyor general to the province of South Carolina, one of the surveyors of Georgia, and the late Cpt. Engineer under his Imperial Majesty Charles VII* (Thomas Jefferys, London, 1757).

A Committee Room is behind the east side of the Long Gallery. During the colonial period this room housed a small library and a small arms armory. *A map of the British and French dominions in North America: with the roads, distances, limits, and extent of the settlements by Dr. Jno. Mitchell* (Johannes Covens & Cornelis Mortier, Amsterdam, 1755) is now usually hanging in the room, but unfortunately it was out at the conservator at the time of my visit. Hopefully it soon will be returned to the room.

Behind the west side of the Long Gallery is the Governor's Council Chamber. Today sitting on a table in that room is a pair of globes. The terrestrial and celestial globes are each 17 inches in diameter, and are mounted on a mahogany stand. They were drawn 'according to the latest observation by



Pair of globes by Leonard Cushee.

Leonard Cushee' and 'sold by Cushee near St. Dunstand's Church' (London, circa 1750).

Philadelphia has many important historical buildings within the boundaries of Independence National Historical Park. Take time to visit some of the other buildings. The 'Liberty Bell' is in a pavilion across the street from Independence Hall. Three blocks to the east is 'Welcome Park.' It is named after William Penn's ship 'Welcome.' King Charles II granted Penn the colony of Pennsylvania in 1681 in lieu of a debt owed his father. You can relax in 'Welcome Park' and walk on the large scale reproduction of *A portraiture of the city of Philadelphia in the Province of Pennsylvania in America / by Thomas Holme, Surveyor General* that is engraved into the marble paving stones of the park. The original map, published in London 1683, advertised William Penn's rectangular layout for his 'City of Brotherly Love.'

Three map collections might be of interest to those with additional time in Philadelphia. The American Philosophical Society Library, located across the street from Independence Hall, has an interesting collection of 17th to 19th century maps. A much larger collection is seven blocks away in the Library of the Historical Society of Pennsylvania. Nearby is the main branch of the Free Library of Philadelphia. Several old atlases are in the rare book room, and the map reading room has a limited collection of old maps. Among the maps is the Kelso Collection of about 25 different maps in the Jansson-Visscher series of maps of New England.

Philadelphia is a beautiful city to visit. Two or three days could easily be filled with touring the many historical sites and museums in the city.

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June Weekend 2001

Exciting events are offered during the June weekend this year. Starting with an unusual reception of Friday 1st, members will be able to meet one another over a drink at the Bloomsbury Book Auctions, and at the same time view maps prepared for the auction there on the following Monday.

Then on Saturday, at the Royal Overseas League, members will have the opportunity to browse through some of the boks from the IMCoS library. Chris Terrell, the librarian, will bring from his flat in Docklands those books which members have particularly asked to see, as well as others he can fit into his car.

This will be followed by an illustrated talk by Jeffery Speed on his recently published *Tudor Townscapes: The town plans from John Speed's Theatre of the Empire of Great Britaine 1610*. Jeffery is a direct descendant of the famous English cartographer.

Lunch will replace the Annual Dinner, and will be followed by presentation of the IMCoS-Helen Wallis Award for 2001.

The afternoon is devoted to conservation. Corinne Hillman from the Camberwell Collge of Art will hold a seminar to include recent case studies, examples of work, and suggestions for remedial treatment of maps. If there is time, she will advise on maps borught in by members.

On Sunday 3rd June our 21st International Map Fair will be held in the same location as the last two years, the Commonwealth Conference and Events Centre on Kensington High Street. The time reserved for members has been increased this year to a full hour, so that they gain entry at 10.00 am, before the public at 11.00. This should give more time to visit stands, before they get too crowded.

Visit to Holkham Hall

Reminder to members

Have you booked for the IMCoS visit to Holkham Hall on April 27th this year?

This is a unique opportunity to view one of Britain's most majestic stately homes, situated in a deer park on the beautiful north Norfolk coast, and at the same time examine the John Innys collection of maps, charts and views plus early estate maps of the Hall and surrounding area.

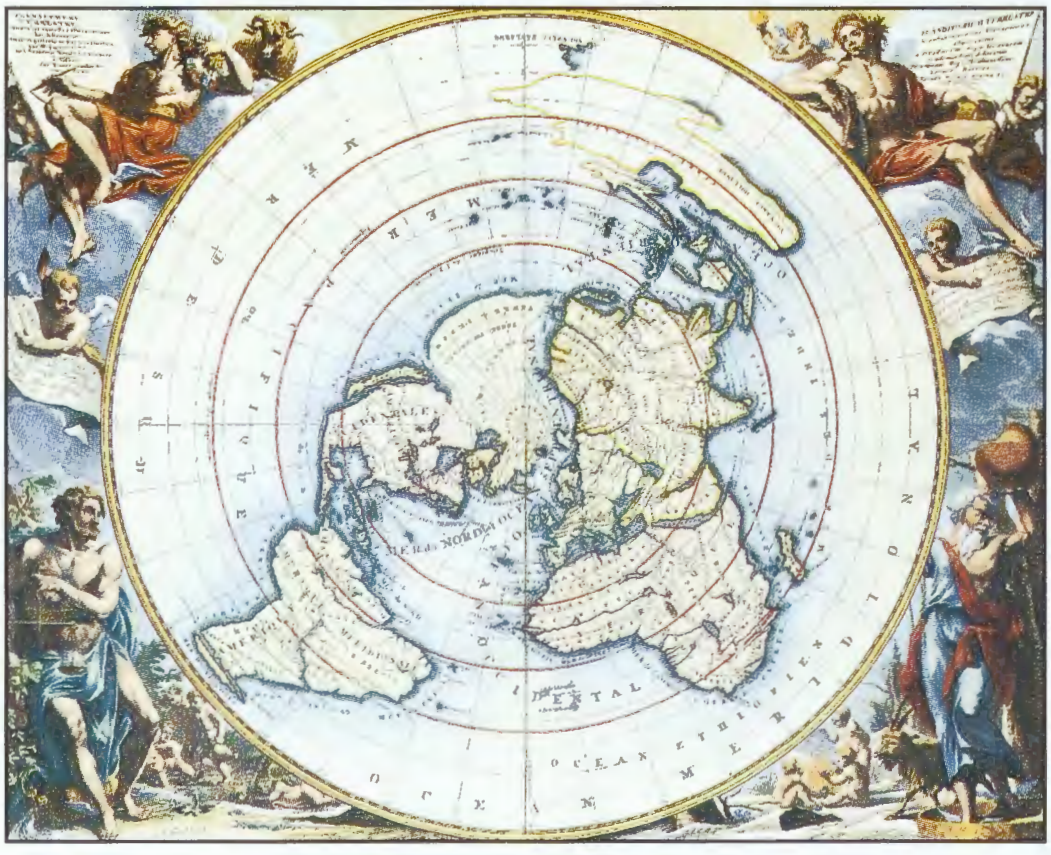
Places are limited so do send in your booking forms as soon as possible.

This will be an ideal time to spend a weekend in this part of Britain. We are planning a get-together dinner in a local hotel the night before the visit, but numbers must be supplied in advance.

In addition to the hotels listed in the leaflet, there are plenty of B&Bs in Wells-next-the-Sea, more reasonable in price than the hotels, and much closer to the Hall. Some that have been recommended (but not seen by us) are listed below.

The Hall, home of the Earl and Countess of Leicester, will be closed to the general public and is being opened especially for IMCoS. This means that we shall have really special treatment,

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with staff on the premises just for us, though the regular tourist attractions will not open fully till May.

We strongly suggest you travel the night before as we must make a 10.00 am start in order to do the tour of the house, view the maps, enjoy a delicious lunch in the restaurant, hold our annual general meeting, and enjoy maps of Norfolk from Raymond Frostick's collection.

Some local B&Bs in Wells, with their telephone numbers:
The Artists House, 01328- 711814
Blenheim House, 01328-711368
Ilex House, 10328-710556
The Normans, 01328-710657

Rates are around £25 per person per night.

Many more B&Bs are listed in the North Norfolk Tourist Guide available free from tel. 01263 512497.

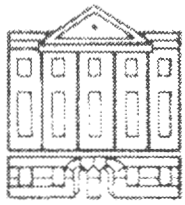
Notice of AGM

The Annual General Meeting will be held during the visit to Holkham Hall on 28th April. The agenda will include: President's Welcome; Apologies for Absence; Minutes of AGM on 10.5.00; Chairman's Report; Executive Officers' Reports; Approval of Accounts; Election of Officers; Any other business.

Members wishing to propose names for election to office should send them to the Secretary to arrive at least two weeks in advance. For more information ring the Secretary on 0208-769 7212.

We welcome the following members who have joined since the IMCoS Directory was printed in late 1999. The next Directory is due to appear in late 2001. Members are requested to complete and return the form enclosed with this issue of the Journal, giving any change or addition to the information.

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Membership to IMCoS makes a good birthday or Chritmas present for a young person. Registration forms are always available from the Membership Secretary. Any member under the age of 32 who has belonged to IMCoS for two years is eligible to apply for a Travel Grant to attend an IMCoS symposium outside their own country. For more details, see earlier issues, or write to the Chairman.

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Wrong Way Round, Mistaken and Misled

This tale is to caution you against believing everything you read, however authoritative it may appear. Back in 1982 I bought as a curiosity a small quarto map 'Isle de Zeilan ou Ceilon' which was grossly in error, as it had been engraved with the island turned the wrong way round from left to right (Fig. 1). A pencil note on the back attributed and dated it to Desbordes, 1706, which I was unable to verify at the time. When I wrote an article on the Ceylon maps in my collection for the March 1987 issue of *The Map Collector*, I included an illustration of this map and rather hesitantly attributed it to 'someone called Desbordes'. I also included an illustration of the map from which apparently it was so wrongly copied. This was a large quarto map published in 1605 by de Bry, following the first Dutch visit to Ceylon in 1602 by Admiral Joris van Spilbergen.

In 1993 I was offered and purchased with alacrity another version of the Spilbergen map reversed in the same peculiar fashion as the Desbordes (Fig. 2). Clearly this one instead was the actual map he had copied, falling into the trap that awaits every plagiarist by repeating an error that could only have come from a particular piece of work of another person. This second reversal I was soon able to identify as coming from Commelyn's edition of Spilbergen's *Historiael Journael*, published together with a further four reversed plates as part of a compilation of voyages by Jansson in 1644. Incidentally the source of this information credibly attributed my first Spilbergen map not to de Bry, but to Florisz, who published the original edition of the *Historiael Journael* in 1605. Later in 1993 I also obtained an octavo version of the 'Isle

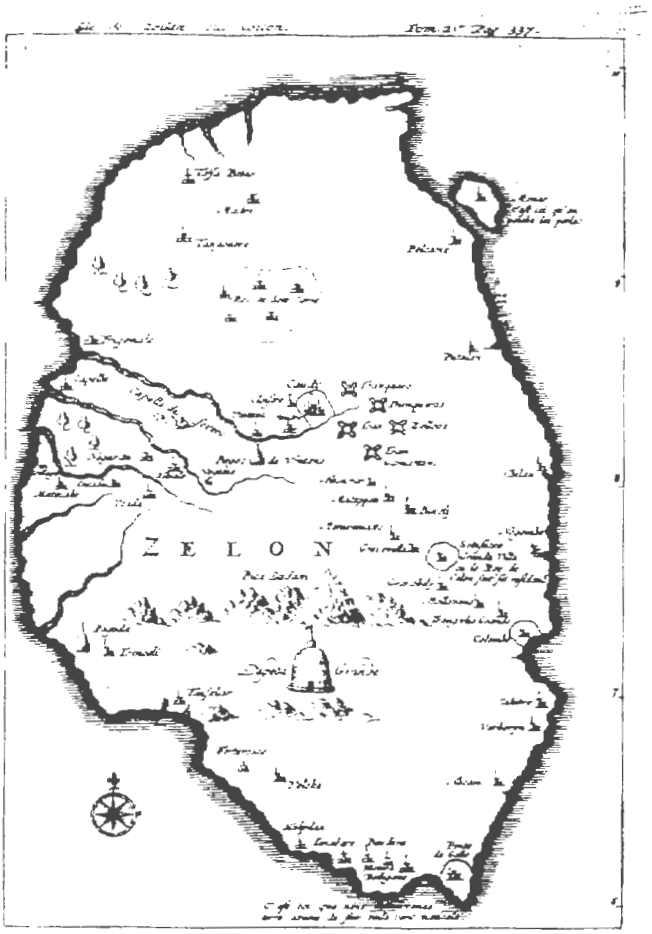


Fig. 1. 'Isle de Zeilan ou Ceilon', attributed to Desbordes, 1706.

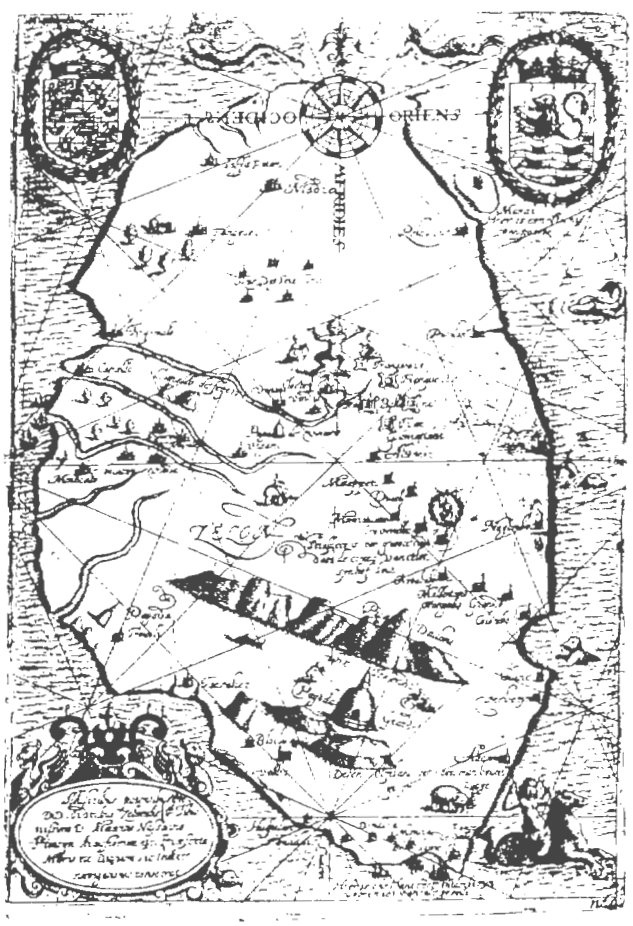


Fig. 2. From Commelyn's edition of Spilbergen's Historiael Journael, 1644.

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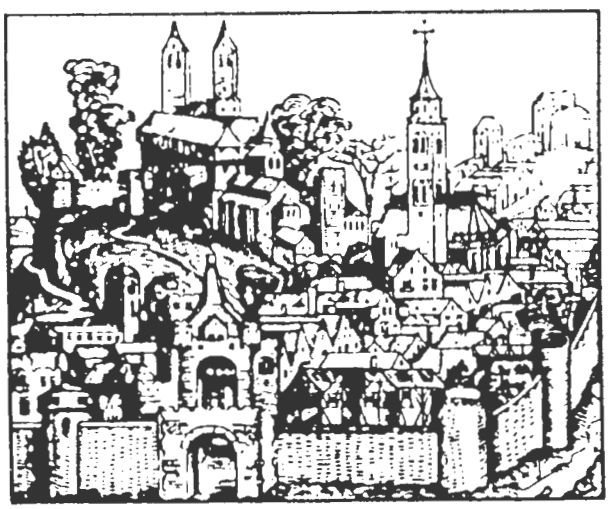
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de Zeilan' from Roderick Barron which proved to be crucial, since with it was a full and detailed attribution which showed Desbordes had no connection whatsoever with the two Zeilan maps. Both were without doubt by Constantin de Renneville from *his Receuil de voiages . . . de la Compagnie des Indes Orientales*, the octavo version coming from a 1725 Rouen edition.

I thought nothing more of the matter until last year, when I received the revised edition of Tooley's *Dictionary of Mapmakers* for review. Casually thumbing through it I came across the following entry: **Desbordes, Charles** Plan of Turin, 1705; plan of Menin, published by 'weduwe' (widow) Visscher c. 1706; Zelon (Ceylon), 1706 (curiously reversed copy of De Bry's map of 1605).

With regard to this last item, I fear that the editors have suffered a similar fate to the plagiarist, although for a different reason, by repeating in good faith the attribution I suggested in my 1987 article.

So we come to the end of the line. De Renneville believed what he read from the Commelyn map and got it the wrong way round. I as good as believed and mistakenly repeated what I read on the back of the 'Desbordes' map. The *Dictionary* researcher believed and was misled by what she read in my article. Just another minor item for some future errata slip perhaps, but a cautionary tale nevertheless.

ALAN BARTLETT

* * * * *

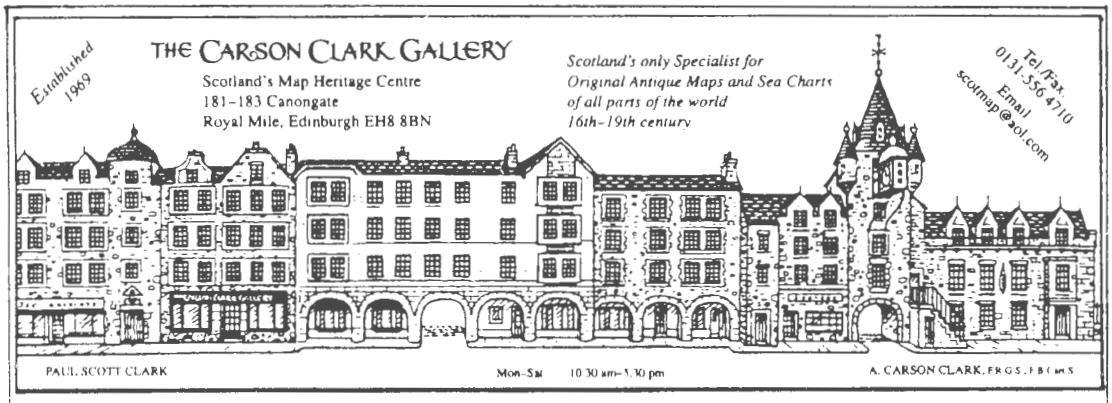
Military Mapping in the 20th Century

On 5th January the University of Greenwich Earth and Environmental Sciences Dept organised a one day seminar on this theme. To start the new century we were treated to a feast of material from the last, some of it newly discovered. The aims were to outline 20th century military cartographic and survey initiatives, identify key sources, and establish a research method and agenda. Should we maybe set up a standing commission, with a permanent research centre for historical military survey material?

Prof. Peter Doyle convened the gathering. He had put together a good speaker list with some excellent content. From his own department, Peter Chasseaud covered British, German and French mapping of the Western Front 1914-18 (including detailed trench maps) and later, mapping for D-Day with the growing influence of photogrammetry. Peter Collier (University of Portsmouth) gave an interesting presentation on mapping Palestine and Iraq in World War I, showing how much of the work had to be done from scratch. We were then treated to two expert contributions on Gallipoli, from Ian Mumford and Mike Nolan (both ex-Military Survey). It seems Allied maps weren't so bad, and quickly improved during the campaign.

Yolande Hodson (also ex-Military Survey) spoke on Malcolm MacLeod's efforts in the '30s to get military survey taken more seriously by the General Staff. Doubts about artillery effectiveness dating from World War I ignored survey advances, she stressed, highlighting MacLeod's more flexible policy and his preparation of maps to counter possible invasion. Andrew Cook (Oriental & India Office Collections, BL) then explained how the Survey of India was accomplished, and how the strategic role of this enormous task grew over time.

Later, Alan Gordon gave a stimulating and at times amusing presentation 'From Anaglyph to Analytical' on photogrammetric stereoplotters in British military survey tasks. Finally, Nick Sutherland (O.C 13 Squadron, RE), in 'Geographical Support for Operations from Falklands to Kosovo', brought us bang up to date with the DGIA's digital and virtual 3-D mapping for theatre, battlefield or target purposes.



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With over 100 people present, including a 15 strong IMCoS detachment, Peter Doyle was delighted. There is clearly a rich seam to be mined, but the problem as ever is the organisation and classification of the archive. The day ended with a lively, even animated, discussion. The MoD and Public Record Office have combined to deposit around 200,000 maps in the British Library over the next three years. How could this and the enormous wealth of other maps held in public and private collections be categorised without re-inventing the wheel? Do we need another centre or is getting a handle on what's already there the priority?

One thing is clear — the huge interest in this fast expanding field, at both an academic research level and among map collectors generally. There was barely time for our schedule and a two or three day annual conference on this field seems a live possibility. With its historical interest, fine buildings and splendid riverside location, Greenwich University's former Royal Naval College campus would be perfect. So with a few dinners and receptions (in the stupendous Painted Hall) and backed by defence industry sponsorship, why not make it a big time international fixture? Over to you, Peter!

PATRICK WHITTEN

Letter to the Editor

I have a curious story to tell about the Jacob Ziegler map illustrated in the Winter*Journal* (No. 83, p. 25). The original manuscript of the book, which was printed in Strasbourg in 1532, is in the Nasjonalbiblioteket, Oslo, where I have seen it.

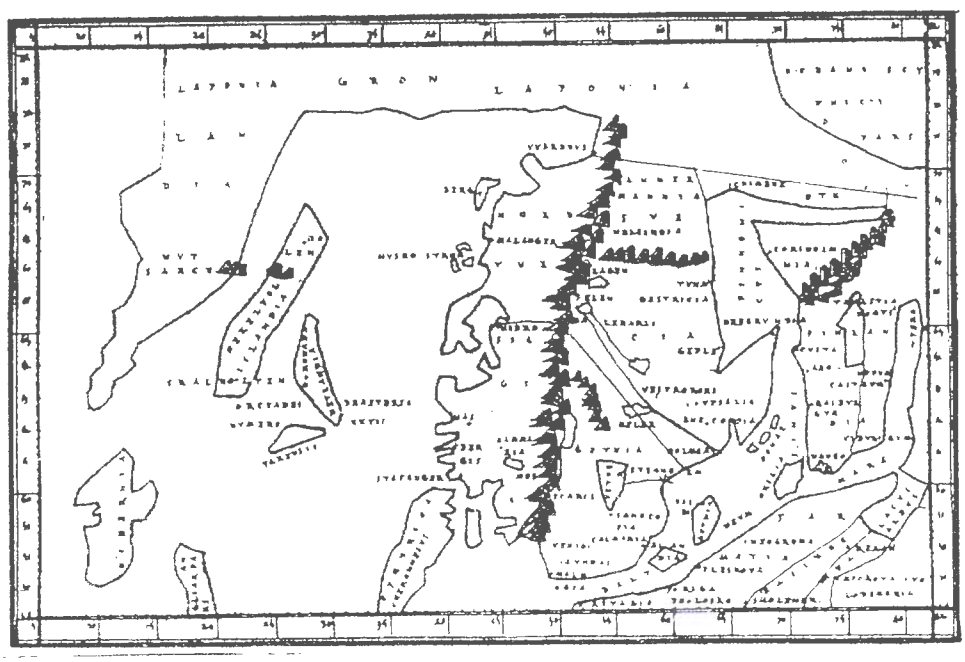
This manuscript is written on Venetian paper made about 1520-29, and it is likely that the scribe was Martin Richter who regularly wrote manuscripts for Jacob Ziegler.

However, in the manuscript version, the hand-drawn copy of the map looks similar to one drawn by the Danish monk Donis who was living in Rome about 100 years earlier. Here, there is no land west of Greenland which is connected to northern Scandinavia.

It is interesting to learn that the map in the printed book of 1532 shows America and Newfoundland. It appears that Jacob Ziegler received new information during the period he was preparing his book (1520-32).

The manuscript copy of the book was purchased by the library in 1902. The price at that time was equal to about two new bicycles or 300 kg of liver pâté . . . good old days!

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Book Reviews

The Island of Lost Maps: A True Story of Cartographic Crime, by Miles Harvey. Random House, New York, 2000, ISBN 0-375-50151-7, pp. 406, US$24.95.

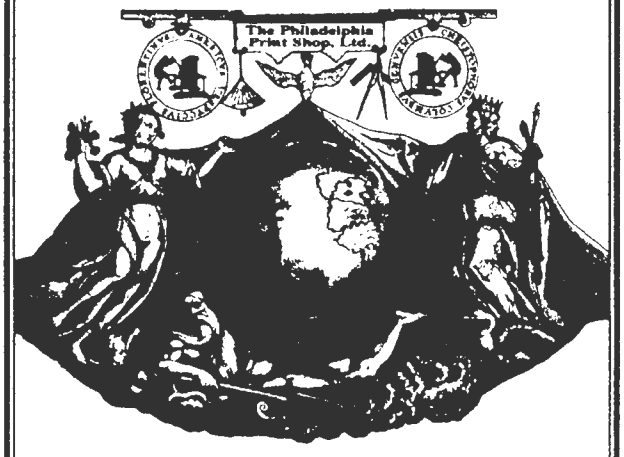
Gilbert Bland, Jr., 'inventor of imaginary creatures, exploiter of the system, professional con man,' is an unsophisticated, middle-aged husband and father who stole some 250 priceless, antique maps from the libraries of nineteen institutions including the Peabody Library and the University of Chicago in the United States and the University of British Columbia in Vancouver and the British Columbia Archives in Victoria. Assuming the guise of an academic conducting research, he obtained access to rare book collections containing invaluable maps and atlases. After receiving his requested material, he was left alone, which gave him an opportunity to get on with his main task—stealing maps. 'When no one was looking he would proceed to take out a single-edge razor blade, like you would use to scrape stuff off glass,' explained Lieutenant Detective Clay Williams of the University of North Carolina Department of Public Safety '...He could put the razor under his fingers so that you never really saw it. You just saw him take his hand and go down from the top of the page to the bottom. It would appear to be nothing unusual—maybe like he was just scanning text. But he would actually be cutting out the page. The whole operation would take just a matter of seconds.' Then he folded the map, tucked it under his shirt and walked out, having completed his research. When he returned home, he ironed out the creases in the map.

After serving in Vietnam, Bland had several encounters with the law and, in 1975, was sentenced to three-years in a Florida jail for using false identities. 'I have no intention of ever committing an illegal act again,' he later wrote to the judge. After his release from prison he re-married and began a new life in Maryland. For a while he seems to have honoured his vow, returning to university where he earned an associate degree, and working several years for a company in the communications industry. In 1992, Bland and his wife opened a computer training and leasing company, which did some work for the Federal Bureau of Investigation, but, by the end of 1993, the company failed.

In 1994 the Blands opened 'Antique Maps and Collectibles, Ltd.', in Tamarac, Florida, a suburb of Fort Lauderdale. Bland exhibited at the International Map Collectors' Society fair in San Francisco in October 1994 and at the Miami International Map Fair in February of 1995. His unusual and increasing supply of rare maps attracted dealers, even though some admit they were wary of him. His inventory, of course, was built up through stolen maps. One dealer even recalls asking Bland on more than one occasion if he had a specific map and, a week later, Bland would ring saying that he had the desired map.

Bland was finally arrested in 1995 but as he was the only one who knew where the maps came from he bargained

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for a reduced sentence in return for promising to cooperate with the Federal Bureau of Investigation (FBI) agents in their attempts to return the maps to the libraries. Regrettably, memory lapses occurred and Bland was unable to provide as many details as the FBI needed. Ironically, returning the maps was not an easy task as some institutions refused to admit that maps were stolen from their collections, perhaps for fear that donors would not take lax security lightly. Only four of the nineteen institutions involved pressed charges and, so far, only 180 of the 250 maps have been returned to their rightful owners. Additionally, no charges from Canada were pressed, where Bland apparently stole nearly forty maps. Bland was released from prison in December 1997, partly through his persuasive manner and partly due to the archaic and vague laws regarding the theft of cultural property.

The author, Miles Harvey, formerly chief literary critic for *Outside* magazine, was inspired by a lone newspaper clipping from the *Chicago Tribune* of 21 December 1995 relating the arrest of Gilbert Bland in Maryland. It began a journalistic quest for Harvey that lasted four years. The results of his research are manifested in his first non-fiction work for adults, *The Island of Lost Maps,* a book that entwines the biography of Bland's thievery and an abbreviated history of cartographic crime with the author's own personal reflections on the progress of his research.

The book is divided into thirteen chapters plus an introduction and an epilogue. Acknowledgments, notes and an index complete the contents of 406 pages. A black-and-white illustration of an antiquarian print from cartographic atlases introduces each chapter. One lone photograph of Bland appears in the book with him standing outside the courthouse in Hillsboro, Carolina, handcuffed, with his hands over his face.

Obstacles confronted Harvey throughout his research. He wrote the book without ever meeting Bland who declined an interview and refused to cooperate with or even meet the author, despite several attempts on Harvey's part. 'He demonstrated no desire to meet me,' Harvey writes, and he even threatened to try to bring criminal charges against the author if he continued to try to communicate with him. He was, though, able to obtain glimpses into Bland's past through interviews with members of his estranged family. The inaccessibility to his subject, however, forced Harvey to fill in the story piece by piece and 'along the way, I happened upon a curious subculture made up of map historians, map librarians, map dealers, and map collectors,' writes Harvey. Literary references abound in the book and familiar names of well-known maps and mapmakers appear throughout the text. Harvey draws parallels with the challenges of charting the New World with his own experiences of trying to chart the path of the map thief, Gilbert Bland.

Harvey found map dealers just as unapproachable as Bland because 'they did not trust me,' he writes. Nevertheless, several quotes from dealers familiar to IMCoS members appear in the book. How did Bland get away with such thefts in the dealers' eyes? The response given by George Ritzlin, a dealer in Illinois, seems to reflect the view of several others. 'The map trade is basi-

cally a handshake business...People trust each other. Substantial amounts of valuable material travel thousands of miles based on a telephone call, without any other supporting documentation. And this is why Bland was able to be so successful. He was incredibly brazen by putting himself up to be a dealer. People just assumed that anyone acting as a dealer had obtained material honestly.'

Harvey concludes that his subject, Gilbert Bland, who was 'medium height, medium weight, middle-aged, middle everything,' was 'nothing if not aptly named.' For those of use who love and treasure old maps, however, this book is fascinating, albeit somewhat depressing, reading about an ordinary man who committed extraordinary thefts and yet walks free.

DAWN F. ROONEY

Vol 1. **Catalogue of East India Company Ships' Journals and Logs, 1600–1834**
Vol 2. **A Biographical Index of East India Company Maritime Service Officers, 1600-1834,** by Anthony Farrington. The British Library, 1999. ISBN 0 7123 4646 5, 789 and 886 pages; no price.

These two weighty volumes provide the researcher with access to the records of the British East India Company, described by the author as 'England's greatest mercantile enterprise' and archived in the India Office Records section at the British Library. To play around with a few figures we are talking about 4,563 voyages by 1,577 separate ships for which there survive 3,822 journals or logs and 6,305 account books.
In the key volume, number one, every voyage is listed, whether records survive or not, from the famous first fleet of 1600 under Sir James Lancaster to the final voyages of 1833 before the East India Company was deprived of its monopoly. The voyages are arranged alphabetically under the ship's name, while an appendix lists all the voyages chronologically. A brief leaf through the latter gives some idea of the scale of maritime effort involved and its economic importance to Great Britain. The sort of information provided is best described by copying just one entry:
Normanton
Rated at 490 tons, 98 crew, 30 guns
2 [ie2nd voyage] 1735/6 China
L/MAR/B/652B Journal 29 May-7 Sep 1736 anon
L/MAR/B/652D(1) Ledger
L/MAR/B/652D(2) Pay Book
Capt Charles Rigby
Downs 6 Feb 1736 - 8 Jun Batavia - Sep Whampoa - Downs

Volume two is really a companion to volume one and lists alphabetically some 12 thousand individuals and their service as commanders, mates, surgeons and pursers on East India Company ships.

I tested both volumes briefly. Volume two I tried with an obscure ancestor whose portrait hangs in the hall and, sure enough, up he came with the ships he had served in and where he had sailed, information which I had not possessed previously. With my map collector's hat on I tried Volume one with the title of a Dalrymple chart of Coupang in Timor attributed to John Locke and was provided with details of his ship, the 'Marchioness of Exeter', together with details of the voyage and reference to a journal should I wish to

pursue the matter further. So these volumes do have a cartographic dimension.

One can only admire the dedication and sheer hard work that produce volumes like these, while questioning whether the information was best produced in this form. They are only likely to be available in the larger libraries whereas a CD version with search and sort capabilities would have reached a wider public and, realistically priced, might well have made a good profit for the British Library.

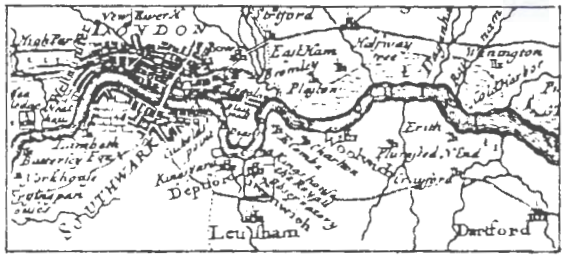
CHRISTOPHER TERRELL

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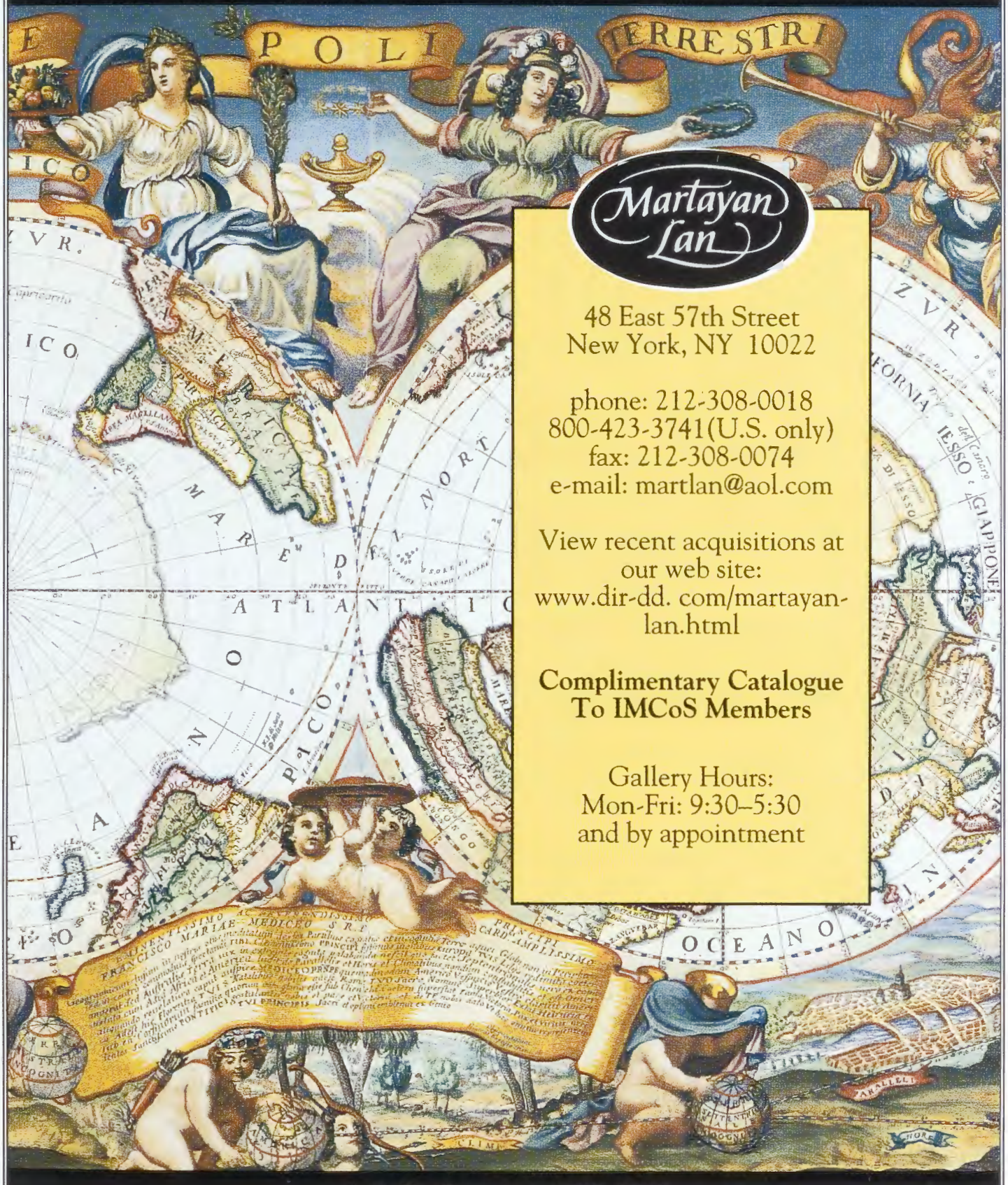
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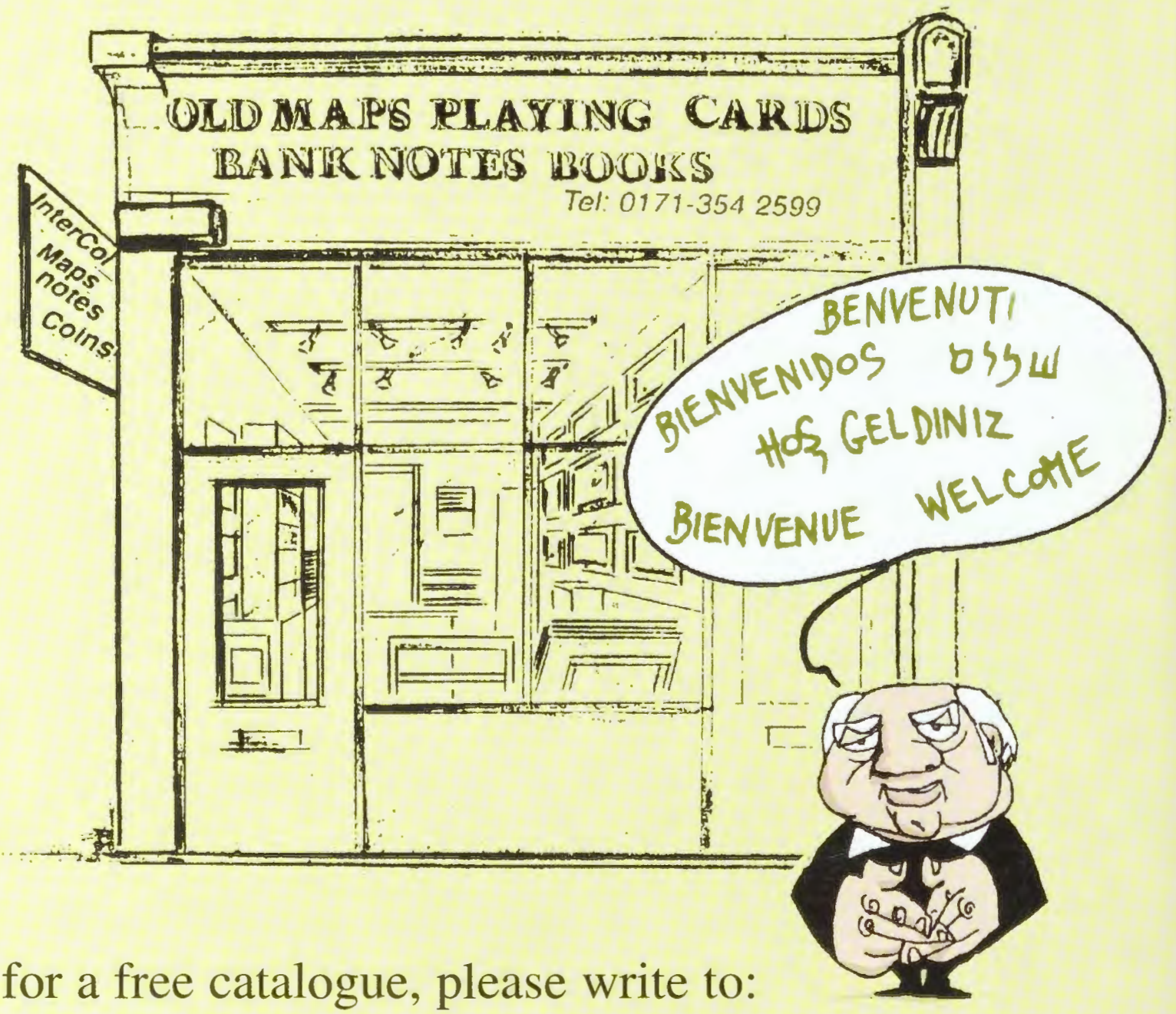
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