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Journal of the International Map Collectors' Society

SUMMER 2001 ISSUE No. 85

CONTENTS

From the Editor's Desk	3	Books in IMCoS Library	33
Russian Expansion and Toponomy:		Map Fair	36
Bessarabia	5	My Mystery Map	49
Gorton's Topographical Dictionary	15	Maps sponsored at BL	51
Major Philip Road Maps II	19	The World on a Teapot	55
London Weekend	31	International News & Events	59
Jeffery Joh Speed	32	Book Reviews	59
Camberwell School of Art	32	Advertisers in this issue	63
Bloomsbury Book Auctions	33	IMCoS List of Officers	64

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.

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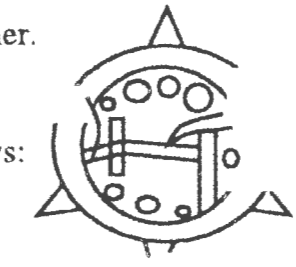
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From the Editor's Desk

It was a great disappointment that we were unable to visit Holkham Hall, due to the foot-and-mouth disease in the countryside. A large number of members had booked, some of them planning to make a good weekend visit to a part of England that is off the beaten track. Let's hope that it is possible to repeat the arrangements next year.

As a result of this cancellation, the AGM will now take place at the usual venue, the Farmers' Club in London, on May 9th.

This issue contains a good article by a new contributor. Valentin Mandache has used his collection of maps to study the history of a region of Europe that has changed hands many times. By looking at his maps he has been able to understand the political events that have shaped it, through the changes in names, and contiguous borders with neighbouring countries. All our members throughout the world love maps – that is the sole criterion for belonging to IMCoS. Mandache has shown how that love can lead to a deeper understanding, often not available in textbooks, as authors can fudge issues, but the mapmaker has to make up his mind where to insert a place, and what to call it.

I would welcome more articles about different parts of the world, especially by members who have not contributed before. As I mention so often, if something about your collection interests you, it is bound to interest others too. So put pen to paper, and write down some thoughts that pass through your mind as you study your own collection.

Soon after you receive this issue, many of us will meet at the June weekend, and particularly at the Map Fair. Thus year we have made the opening time a little earlier, giving members an extra half-hour to get round the stands before they are open to the public. Next year we have unfortunately to move the fair venue yet again, as the Queen has declared an extra holiday for her Golden Jubilee. On the other hand, we are already too big for the Commonwealth Centre, and the new venue will be much larger, and conveniently located near the ABA book fair. So perhaps the move will be good for us, and all our members.

In the Spring issue, I reproduced a very poor image of the advertisement for Imago Mundi (page 42). This was entirely due to my own inadequacy, and was in no way the fault of the staff of Imago Mundi. My sincere apologies. The correct version is on the facing page.

With this issue we enclose the sixth IMCoS bulletin on the conservation of maps. It is numbered 5B, as it continues from the bulletin published last year on mounting maps. All of these bulletins are included in the Spring issues each year, and then mailed as a separate leaflet with the Summer Journal. They are also sent to all new members as they join. Members are free to make more copies, and to pass them on to friends, as our aim in producing them is to encourage the safe preservation of antique maps for future generations. Our thanks to Hans Kok who prepares them each year. This takes time, and were are all grateful to him

.SUSAN GOLE

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Russian Expansion and Toponymy: Bessarabia

In the 18th century, Russia conquered from the Ottomans the region around Black Sea's northern shore known to geographers as the *Pontic steppe*. Previously, the area was for more than three centuries a domain of the Turks and their allies, the Tatars, who called it *Yedisan*. These vast plains, considered the last virgin lands of Europe, suitable for colonisation of the surplus population of central Russia, were significantly baptised after the conquest with the generic term of *New Russia*. Stretching from the maritime Caucasus Mountains in the east, up to the mouths of the Danube in the west, this 'New Russia' was larger than Illinois, Indiana and Ohio together, and also resembled in many ways the landscape and climate of the American prairie around the Great Lakes.

The Russian expansion to the south parallels the US one to the west and both took place simultaneously in the late 18th to 19th century. Less known is the fact that in Russia, the settlement of the newly acquired lands was accompanied by a much higher number of colonists, a magnitude reached by the US only in the late 19th century.

The comparison between Russia and the United States is even more insightful when looking at the place names given by the conquerors to their new territorial acquisitions. In the American pioneers' fashion, the Russians used a circumstantial, off-the-cuff type of toponymy, with a mixture of names from their own language and some previous native toponyms, not necessarily concerned with the local tradition or history for place name usage. The maps produced in western Europe before the Russian con-



Fig. 1. The apparent limits of Bessarabia in mid-17th century, from 'Estats de l'Empire de Turqs in Europe et pays circumvoisins, entre lesquels sont Hongrie, Transilvanie, Moldavie, Petit Tatarie...', by N. Sanson, 1655. [Original: 30 x45 cm]



Fig. 2. Page 95 of 'The Geography Grammar', by Robert Morden, 1708. The extent of Bessarabia in late 17th to early 18th centuries. [Original: 13 x 10.5 cm]

quest, called this region 'Petite Ta(r)tarie' (see Fig. 3) or 'Little Ta(r)tary' and contained an abundance of native place-names. Many of these western produced maps were used by the Russian imperial army in their operations against the Turks, but had little influence on the administrative bureaucrats who came after the war campaigns and were charged with organising the territory for colonisation. One has to look, in order to realise how fundamental the change was in toponymy, at striking examples such as the establishment of the new city-port of Odessa. Baptised initially 'Odessos' after an ancient Greek colony believed to have been on that shore, the name was replaced by 'Odessa' at the inauguration ceremony by the pure caprice of the Russian empress Catherine the Great, who liked a more feminine sounding name. Another illustrative example is how the new masters baptised large provinces, like that of Ekaterinoslav, a name which literary means 'glory to Catherine', honouring the empress. These and many other similar facts reflected the supremely confident culture and ideology of a rapidly expanding state over a territory where the natives, mostly Muslims, were considered enemies or undesirable. In many aspects the process is comparable with how the Americans named the newly formed towns from the mid- and far-West, such as Columbus in Ohio or Memphis in Tennessee or how the Pacific coast state of Washington was named in honour of the first president.

This apparent relentless expansion of the Russian empire in the direction of Constantinople ended at the mouths of the Danube. There the Russians encountered the first massively settled Christian territory under Turkish suzerainty, the principality of Moldavia. The intention was to advance deep into the Balkans and, for a while, Russia was set to incorporate the Ottoman vassal states of Wallachia and Moldavia lying immediately west of the Pontic steppe. I have in my collection a British map printed at about 1810[2] which clearly shows these states as a definitive part of Russia, and mentions that 'in 1806 the Russians seized Moldavia, Wallachia and Bessarabia from the Turks... These different acquisition are of so recent date, that we have not been able to obtain anything certain upon their statistics.' In fact, Russia had in the end to content itself with just the eastern half of Moldavia, which was annexed in 1812 under the name Bessarabia.

The acquisition of this new province was in great measure a masterful 'toponymic coup' performed by the Russian diplomatic service at the negotiation table. The Sankt Petersburg diplomats were able to fool the Turks and their allies, the French, accepting to withdraw from Wallachia and Moldavia, but claiming the necessity to maintain occupation in Bessarabia, apparently a different territory, as is mentioned in the British map cited above. In fact, Bessarabia situated in Moldavia's southeastern corner was part of that principality (see Figs 1 and 2), but with a special regime, under direct Ottoman rule, unlike the rest of the principality which was an autonomous state within that empire. The regime dated from the times of Suleyman the Magnificent (1538). This particular piece of land was then the last one brought under Ottoman rule before completely closing the Black Sea, transforming it into a 'Turkish lake'. Because of this complicated status, the Russians were able to circumvent the



Fig. 3. Detail showing the toponymic relation between 'Budziac' and 'Bessarabie' in 'De la Russie Europeenne, Tartarie Russienne, Petite Tartary' by Robert de Vaugondy, 1778. [Original: 24 x 30 cm]

peace treaties (Tilsit 1807 and Bucharest 1812) and in the end by deceiving the Turks and the French, to greatly extend the annexed area under the name Bessarabia, occupying in addition the land lying immediately north, but belonging to Moldavia proper. Using these tricks, they discreetly managed to annex a territory that was about the size of Switzerland (see Fig. 4, where the map records 'Ceded to Russia' for this territory), more than doubling the size of old Bessarabia.

The toponym Bessarabia, a native place name employed to designate an entire province in Southern Russia, was a departure from the usual approach to naming other provinces from the rest of the Pontic steppe, especially since the Russians were in that aspect oblivious to local place names.

My intention in this article is to clarify more satisfactorily the avatars of the toponym Bessarabia, using examples from my map collection, as a good illustration for a major place-name change in a less known corner of Europe. Bessarabia together with the New Russia was subject to the colonial expansion of an imperial power in a similar fashion to regions in North America or Southern Africa, an unusual fact for the European continent in the 18th and 19th centuries. It is also a necessary endeavour considering that, to date, not much research exists for the particular case of Russian colonial expansion and the associated toponymic change.

Etymologically the origin of the name Bessarabia is uncertain, some experts considering it Cuman (a Turkic people) or Hungarian. What is certain is that the area immediately north of Danube's mouths came in the 14th century under the authority of the Basarab dynasty from the principality of Wallachia, and means the 'land of prince Basarab'. It retained this name even when later the region was incorporated by the neighbouring principality of Moldova which was seeking an outlet to the lucrative Black Sea trade developed by the Genovese and Venetian merchants. During that period the name started to appear on the portulans and maps of the region produced by the west European mapmakers. I found from my research that the old Bessarabia did not have fixed borders, but functioned as a frontier region with fluctuating limits. The name described the whole shore and hinterland stretching from the Danube delta to the mouth of the river Bug. I had recently the opportunity to ascertain this fact by examining two of Coronelli's globes exhibited at Museo Correr in Venice; not surprisingly, in Venice the map makers had probably better information about this land because of the involvement of their city state, together with Genoa, in the Black Sea trade. Similar to Coronelli's depiction of Bessarabia, is the detail reproduced in Fig. 1 from a map by the influent French cartographer Nicolas Sanson.

On the other hand, as the Moldavian principality strengthened its authority over this sparsely inhabited land, its effective sovereignty was confined to the part of the territory limited by the river Dniester, which acted as the Moldavian eastern border. The mapmakers corrected their maps accordingly and represented Bessarabia as the territory immediately adjacent to Moldavia proper. Sanson or his descendants acknowledged that later in the 17th century on new copper plates and the change is well illustrated in Fig. 2, which is a Robert Morden map duplicat-



Fig. 4. 'Turkey in Europe and Hungary'. (detail) where the annexation of eastern Moldavia is clearly mentioned ('ceded to Russia'), published by Longman, Hurst, Rees, Orme, Brown & Green, London 1824. [Original: 19 x 25 cm]

ing an earlier Sanson example.

Bessarabia entered the repertory of toponyms of many European mapmakers, most probably starting in the 15th century. On the other hand, the Ottomans in the typical manner of an imperial power discarded it, using instead, for all the period of their three hundred years' rule, the name Budzhak ('Budziac'), which was a Turkish-Tatar toponym as is illustrated on another map from my collection in Fig. 3.

Important to note is that the name 'Bessarabie' is also clearly mentioned on this particular map, together with Budzhak, but does not designate a precise territorial entity, being used by Vaugondy as a generic toponym, exactly as it was known since the 14th century to indicate the Black Sea shore between Danube and Bug.

We can now appreciate the somewhat contradictory evolution of the toponym Bessarabia, illustrated in Figs 1, 2 and 3. This reflects the historical development of the place-name from an initially generic one designating the old rule of the Basarab dynasty over the deserted shores of the Black Sea, to a formal, quite precise place-name when its special status as a Moldavian land controlled directly by the Turks was known to the western map makers, and later on again to an informal generic toponym, which was functioning in parallel with a Turkish-Tatar one, preferred by the Ottoman empire, the state controlling that land.

Throughout the 18th century in their advance against the Ottomans, the Russians encountered the toponym Bessarabia as a generic name, probably

from the time they reached the fortress of Ochakov (1787) on the shore of the Black Sea at the mouth of the river Bug, site of a great battle with the Turks. In their advance toward the Danube within this 'generic' Bessarabia, they come across a network of powerful Ottoman fortresses, again sites of epic battles, which at that time made a strong impression among the European public, battles like Bender or Kilia being evocated even by Lord Byron in *Don Juan*[3]

Simultaneously most of the European mapmakers of the period continued to use the name Bessarabia for the Moldavian territory administered directly by the Ottomans. The toponym was already part of the cartographer's routine and its Turkish-Tatar equivalent, Budzhak, had a small circulation, mostly within the confines of the Ottoman empire. Comparing maps of the region from the late 17th until the early 19th century, one can clearly see the preponderance of the name Bessarabia over that of Budzhak.

In 1812, Russia annexed the eastern half of Moldavia and the event appears recorded in the popular map editions of that time. In a British map published in 1824 (see Fig. 4), the eastern part of Moldavia, together with its southern region of Bessarabia is overprinted by the following legend: 'Ceded to Russia,' referring to the events of 1812.

In practice, a few years earlier, the Russian empire had aimed to take over a much larger territory, in that of the principalities of Wallachia and Moldavia, as is shown in the 1810 map by R. Juigné mentioned earlier. These were Christian territories and the Russians envisaged a different treatment toward them, especially because their ultimate project was to incorporate the whole of the Balkans within their realm. Thus, eastern Moldavia had to become a showcase for the rest of the Balkan Christians illus-



Fig. 5. The newly annexed Bessarabia and eastern Moldavia (both later known as the 'Bessarabian gubernya), in 'Russia in Europe including Poland '(detail) in James Wyld, 'Atlas of the World,' London, ca. 1825. [Original: 23 x28 cm]



Fig. 6. Detail from 'Russia in Europe,' showing Kichenau, an early alternative name for the Bessarabia gubernya, published by Orr & Smith, London ca. 1825. [Original: 21 x 26 cm]

trating how well their fellow co-religionists would be treated when annexed by the Russians. Preserving the local toponymy was now an ideological priority. To name the newly annexed territory Moldavia was not appropriate because its western part that contained the historical capitals and the majority of the population, remained with the Turks. This sparked from the Russians a series of different name choices reflected in the examples from my collection in Figs 5 and 6

Fig. 5 shows the hesitation prevailing in the early years after the annexation, when the Russian administration was ambivalent in preserving the identity of the territory taken from Moldova proper, using diplomatic tricks against the Turks, concomitantly with the old region of Bessarabia. Other name versions were also used, as is shown in Fig. 6, which is a British copy from an earlier German atlas, indicating the name Kichenau as chosen for the new province, which resembles the name of the then recently established provincial capital.

In the end, the Russians decided to settle for Bessarabia as the most politically convenient toponym for this unusually acquired territory. What made this choice possible? Probably the impression that it had the advantage of appeasing the natives by using a local place-name and also not antagonising them by naming it Moldavia, the core of which remained with the Turks as a truncated autonomous principality. In addition, Bessarabia was a name familiar to the Russians since the late 18th century when they had to face bloody battles against the Ottoman armies within that sector of the Black Sea shore, events that surely entered their collective memory.

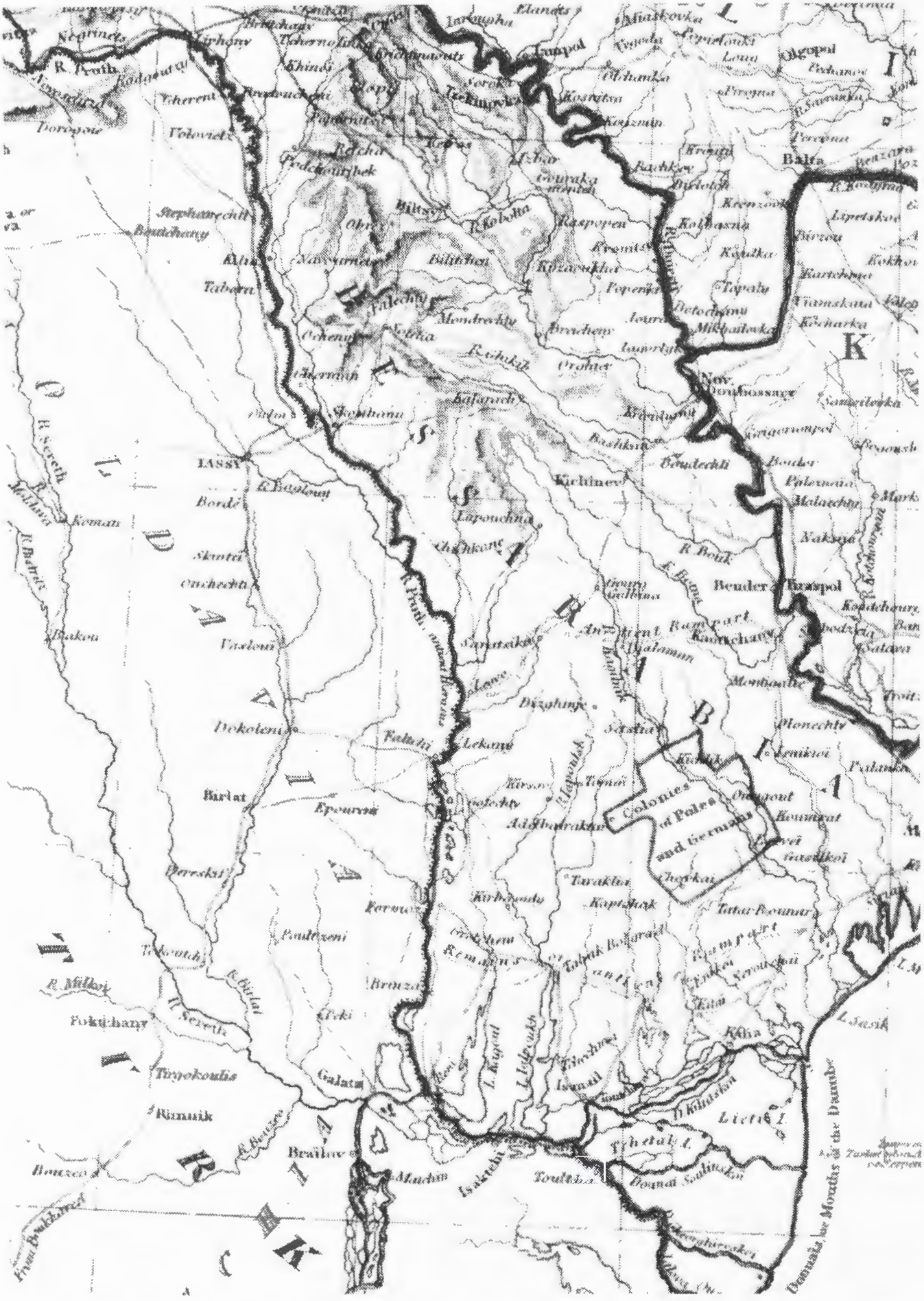


Fig. 7. Detail showing the now established Bessarabian province, in 'Russia in Europe, part VIII: Podolia, Bessarabia, Kerson, Iekaterinoslav, Taurida, Krimea', S.D.U.K., London 1835. [Original: 32 x 40 cm]

Soon the name Bessarabia for this particular province or gubernya dominated on the maps and by 1830s it was mentioned in all atlases and maps of the region, as I have found on an SDUK map (see Fig. 7).

The essence of this approach was completely reversed by USSR, the Russian empire's successor state, and perhaps many of you would like to know if there is something surviving from the contentious toponym of Bessarabia. The answer is not much apart from a peculiar fact. The Soviet Union abolished the name when it took over this land in 1940[4] from Romania, the country which had acquired Bessarabia from Russia after the Bolshevik revolution, but preserved the toponym in official use. The Soviet empire re-baptised Bessarabia as Moldavia, the name of the old principality to which this land belonged before the Russian annexation in 1812. However, the natives of what now is the sovereign state of Moldova still call themselves 'Bessarabian', as in the time of the old gubernya. The survival of this toponym in the name by which a large community often identifies itself, today numbering over 4 million individuals, is a fascinating expression of the less known colonial experience of a noteworthy, but less known part of Europe, reflected in the avatars of a toponym so closely linked with the fate of this land over the last six centuries.

NOTES

1. Neal Ascherson, *Black Sea, The Birthplace of Civilization and Barbarism*, London, Vintage, 1996, p.74.
2. The map is titled 'The Russian Empire, with its gradual acquisitions traced and explained' , by R. Juigné of Cavendish Square, ca. 1810.
3. *Byron, The Poetical Works of Lord Byron. With illustrations. New edition carefully revised*, Edinburgh, William P. Nimmo, 1871.
4. The Soviet Union was enacting one of the Hitler-Stalin pact's secret clauses by incorporating Bessarabia in 1940.

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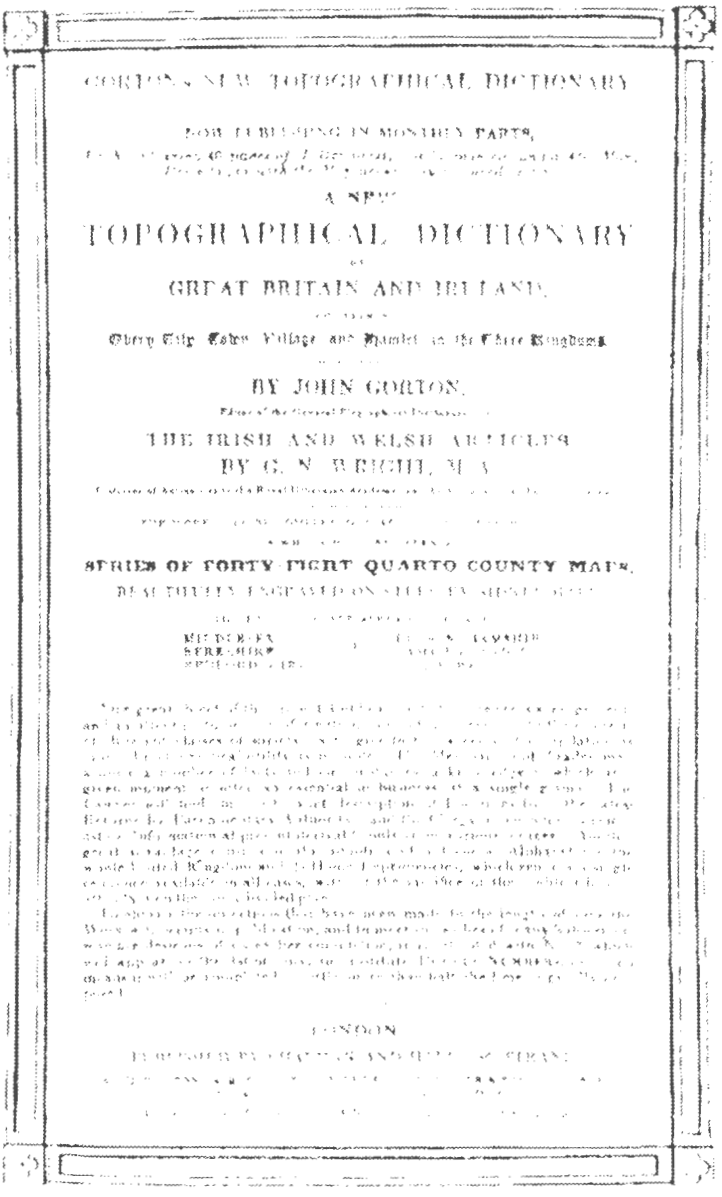
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Gorton's Topographical Dictionary
Maps by Sidney and Selina Hall

A Topographical Dictionary of Great Britain and Ireland by John Gorton was originally published in monthly parts from 1830 by Chapman & Hall (see copy of advertisement). The new partnership of Edward Chapman and William Hall published the first three numbers from 3, Arundel Street. They then removed to new premises at 186, Strand from which they published the remaining parts finishing in July, 1832.


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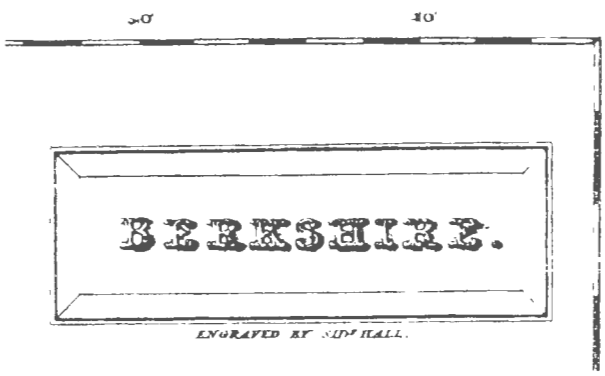
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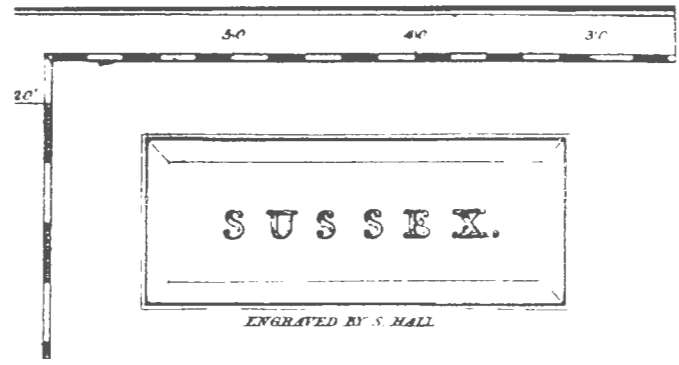
LONDON

The maps were to be engraved on steel by Sidney Hall. Painstaking research by Laurence Worms has revealed that Sidney Hall died in January, 1831 before he had finished engraving the plates. The task was finished by his widow, Selina, who carried on the business until her death in 1853. The maps by husband and wife may be distinguished: the signature on Sidney' s maps was always SID^{Y}. HALL; Selina signed S. HALL.

The following is a list of the engravers, imprint dates and addresses, in chronological order, on the maps in the Guildhall copy (S. 914/2/GOR) dated 1833. Five of the maps showed, incorrectly, 168, Strand as the address.

Year	*Month*	*County/Country*	*Address*	*Engraver*
1830	January	Middlesex	(3) Arundel Street	Sidney Hall
	February	Berkshire	(3) Arundel Street	Sidney Hall
	March	Bedfordshire	(3) Arundel Street	Sidney Hall
	April	Buckinghamshire	186 Strand	Sidney Hall
	May	Cambridgeshire	186 Strand	Sidney Hall
	June	Cheshire	186 Strand	Sidney Hall
	July	Cornwall	186 Strand	Sidney Hall
		Cumberland	186 Strand	Sidney Hall





Year	*Month*	*County/Country*	*Address*	*Engraver*
	August	Devonshire	**168** Strand	Sidney Hall
		Dorsetshire	**168** Strand	Sidney Hall
	September	Derbyshire	186 Strand	Sidney Hall
		Essex	186 Strand	Sidney Hall
	October	Herefordshire	**168** Strand	Sidney Hall
		Hertfordshire	**168** Strand	Sidney Hall
	November	Durham	186 Strand	Sidney Hall
		Gloucestershire	186 Strand	Sidney Hall
	December	Kent	186 Strand	Sidney Hall
		Lancashire	**168** Strand	Sidney Hall
1831	January	Hampshire	186 Strand	Sidney Hall
		Huntingdonsbire	186 Strand	Sidney Hall
	February	Leicestershire	186 Strand	Sidney Hall
		England	186 Strand	Sidney Hall
	March	Ireland—North	186 Strand	Sidney Hall
		Ireland—South	186 Strand	Sidney Hall
	April	Northamptonshire	186 Strand	Sidney Hall
		Nottinghamshire	186 Strand	Sidney Hall
	May	Northumberland	186 Strand	Sidney Hall
		Oxfordshire	186 Strand	Sidney Hall
	June	Inland Communication I. NE & 2. NW	186 Strand	Sidney Hall
	July	Inland Communication 3. SW & 4. SE	186 Strand	Sidney Hall
	August	Lincolnshlre	186 Strand	Sidney Hall
		Monmouthshire	186 Strand	Sidney Hall
	September	Norfolk	186 Strand	Selina Hall
		Rutlandshire	186 Strand	Selina Hall
	October	Somerset	186 Strand	Selina Hall
		Sussex	186 Strand	Selina Hall
	November	Shropshire	186 Strand	Selina Hall
		Surrey	186 Strand	Selina Hall
	December	Scotland—North	186 Strand	Sidney Hall
		Scotland—South	186 Strand	Sidney Hall
1832	January	Staffordshire	186 Strand	Selina Hall

Year	*Month*	*County/Country*	*Address*	*Engraver*
		Suffolk	186 Strand	Selina Hall
	February	Warwickshire	186 Strand	Selina Hall
		Wiltshire	186 Strand	Selina Hall
	March	Westmoreland	186 Strand	Selina Hall
		Worcestershire	186 Strand	Selina Hall
	April	Wales—North	186 Strand	Selina Hall
		Wales—South	186 Strand	Selina Hall
	May	Yorkshire—West	186 Strand	Selina Hall
		Yorkshire—East	186 Strand	Selina Hall
	June	Isle of Wight	186 Strand	Selina Hall
	July	Isle of Man/Jersey /Guernsey	186 Strand	Selina Hall

Single numbers were issued from January to June 1830. Subsequently, double numbers were issued, The maps may not have been related to the text with which they were issued.

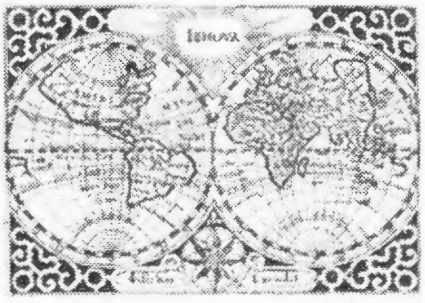
The topography was in three volumes. Volume I covered A—E, Volume 2 F—M, and Volume 3 N—Z. All volumes in the Guildhall copy were dated 1833. The three volumes in the copy in the Allen Collection (Bodleian Library (Allen 94) were slightly different: they were dated 1831, 1832 and 1833 respectively.

REFERENCES

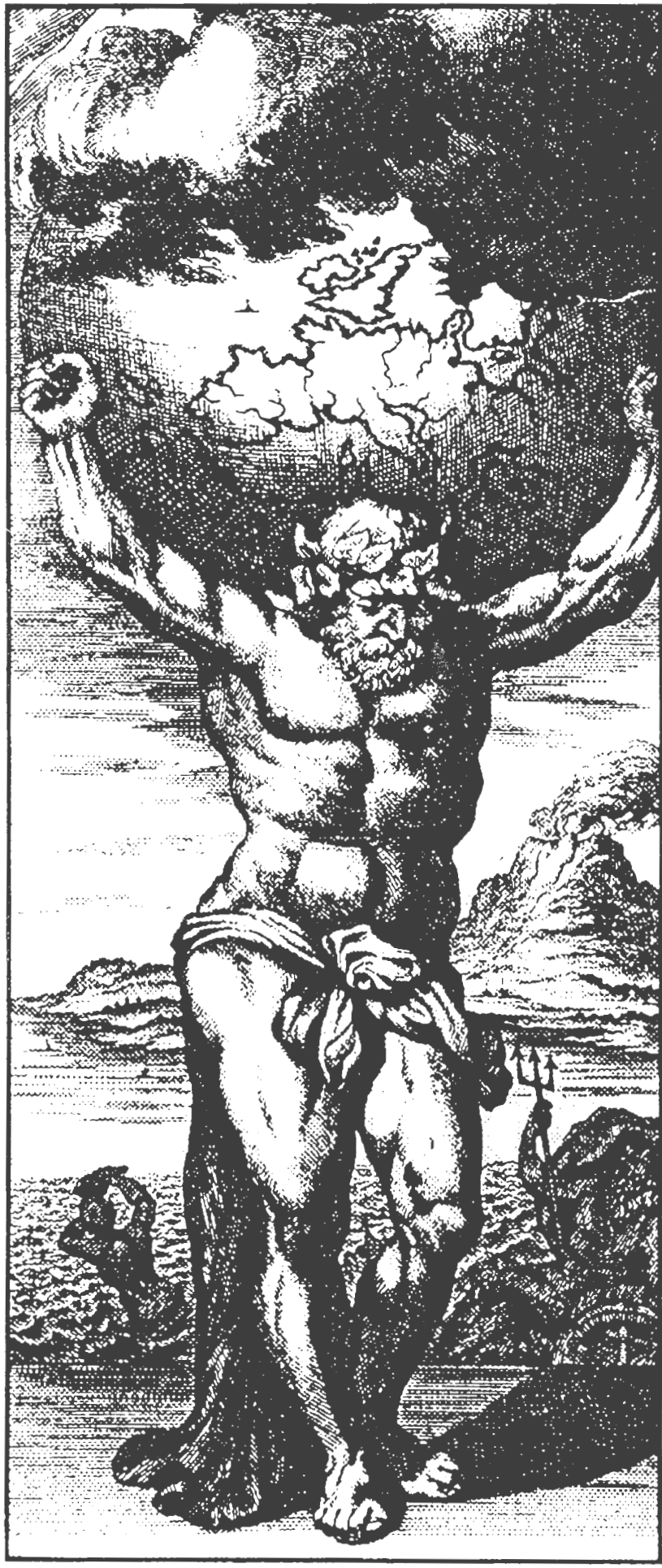
1. *Robson's London Commercial Directory for 1830* (9th edition, published in London by Robson, Blades & Co.) lists 'Chapman & Hall, Booksellers, &c.' at 3, Arundel Street.
2. *A Hundred Years of Publishing Being the Story of Chapman & Hall, Ltd.*, by Arthur Waugh. London, Chapman & Hall, 1930

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Part II

The Topographical map and its Clear Print map offspring saw Philip into the age of the motor car. At first its numbers were insignificant compared with those of the bicycle, only 8500 being licensed in 1904.[23] However, starting life, as it did, as a controversial machine for the well-to-do and often famous, it attracted a lot of publicity. Consequently, from 1901,[24] it was natural for mapmakers to add the words '...and for motorists [or automobilists]' to the covers of cycling maps, and then to adapt these for the new market as it grew. By 1910 there were almost 90,000 cars and motor cycles in Britain, and four years later, nearly 230,000.

A feature of Philip's turn-of-the-century publishing was the growing number of maps appearing under other names. They were sold not only to the map trade for resale, but also to the increasing numbers of businesses and other organisations with no direct or obvious links with maps, who more and more, as the 20th century dawned, came to believe that maps were good for selling their goods and services.[25] Map publishers, for their part, were happy to provide them. In this context, between 1909 and 1913 Philip produced the 20 sheets of the *Royal Automobile Club official motoring map of England & Wales.* In the former year, the RAC already had nearly 18,000 members, all, no doubt, with cars or motor cycles and all needing maps. The one offered to them was the Clear Print map, on larger sheets and without the layer colouring or contours. Much of the information was still of the sort that had been thought useful to cyclists. First and second class roads were shown in red; other roads were clear cased. Also in red were dangerous hills, 'undulating surfaces' and distances between junctions. 'Recommended tourist centres' were marked with a blue star, and county boundaries were in pink. Sheets were sold on paper or cloth in a red or blue paper slipcase featuring an index map,[26] or mounted on cloth in sections and in their own red covers. Those in slipcases were accompanied by loose inserts of text matter including lists of hotels, repairers and golf courses in the areas covered. In most cases, the inserts were dated with the year of issue. Up-to-date inserts could be had for 3d. The price of the map on paper was 1s 6d and on cloth 3s.

By 1921 the map had been reissued with a changed name as the *Royal Automobile Club official touring map of England & Wales*, and in an altered format. There were no more slipcases: all maps were in covers, cloth maps in red covers at 3s and paper maps in blue covers at 2s. Cloth maps had the lists of hotels, repairers and golf courses pasted inside the front cover, There were minor changes to the maps. Third class roads were now shown in red, as were recommended tourist centres and vehicle ferries; county boundaries were green, probably to distinguish them from the red roads.

At least one of the Clear Print maps soldiered on into the new age under the Philip name, albeit in much modified form. The *Clear-Print map of the London District* survived into the 1920s and be-

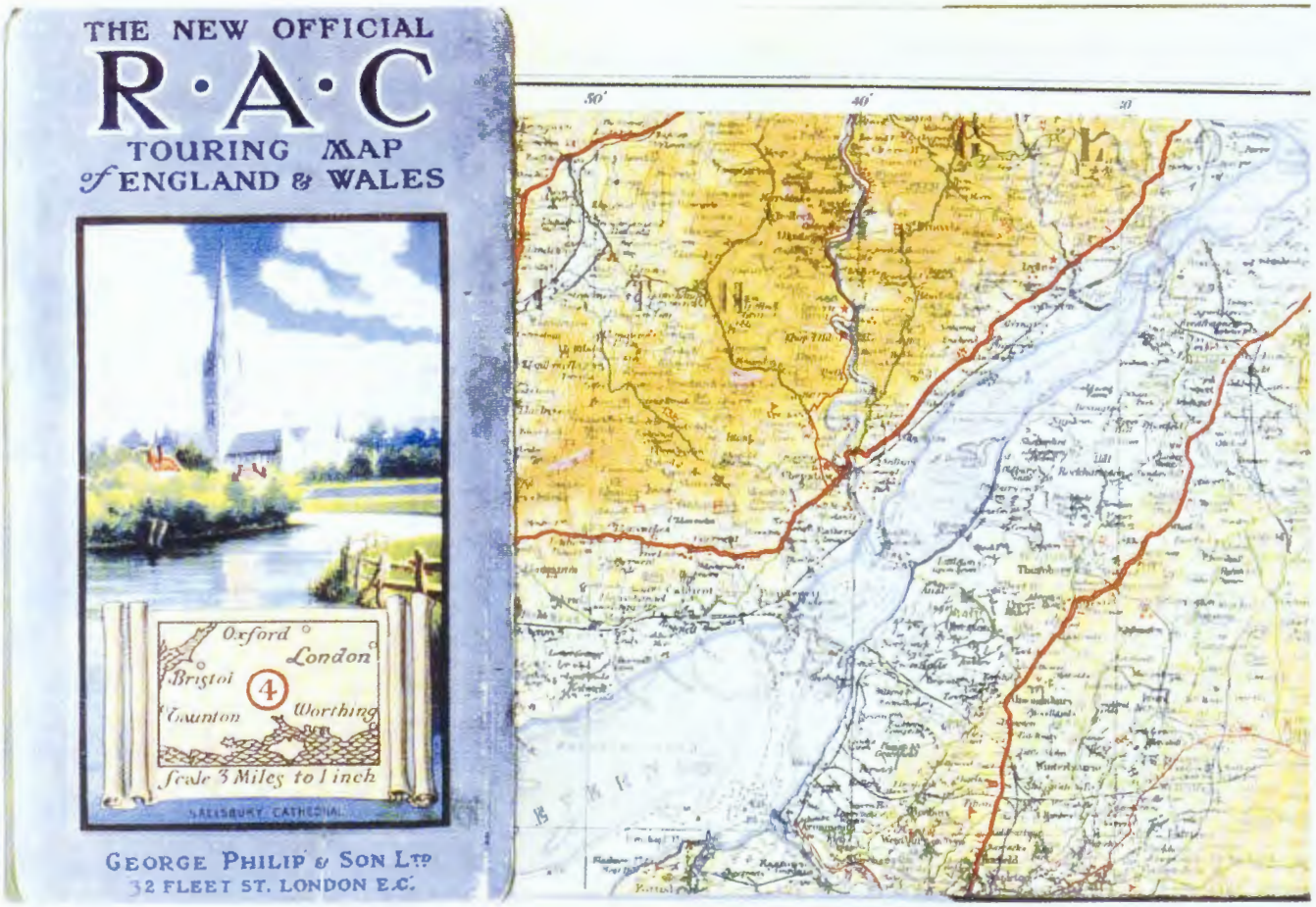


Fig. 6. New official RAC touring map of England & Wales, cover and extract. 1931 reprint of 1928 map.

yond, with contours but without layer colouring, showing 'Principal through motoring roads' in red, and 'Other through motoring roads' in blue. Parks were green, and county boundaries pink. Black circles were provided at two-mile intervals from Charing Cross, and red circles every five miles. The cover was a plain typographical affair, and the price was 1s 6d.

Meanwhile the Clear Print map in its original form as the Topographical map, on the smaller, 3.15 miles to an inch, scale had also been adapted for the motoring age. A new series based on it first appeared in 1912, as *Philips' ten -sheet road map of England & Wales.* For the benefit of the faster-travelling motorist, it was recast on much larger sheets than the original Topographical map for cyclists. For clarity, many more placenames were rendered in sans serif lettering, and the best roads, still in red but now called 'First class motoring roads', were drawn much broader. 'Second class motoring roads' were also red, but narrower; and 'Other roads' were clear cased. Ticks along the first class roads denoted mileages. The front cover design was blue *art nouveau* and letterpress, with a stick-on label showing the extent of the sheet. On the back as well as an index map were little vignettes illustrating the intended users — a motorist, a cyclist, and a walker. Sheet 4 was given its own title, *East Anglia,* and its own covers, with vignettes on both front and back. Sheet 1, *50 miles round London,* was also sold under its own title. Prices were 1s on paper, 2s on cloth and 2s 6d in sections. The Ten sheet map could also be had in plain letterpress

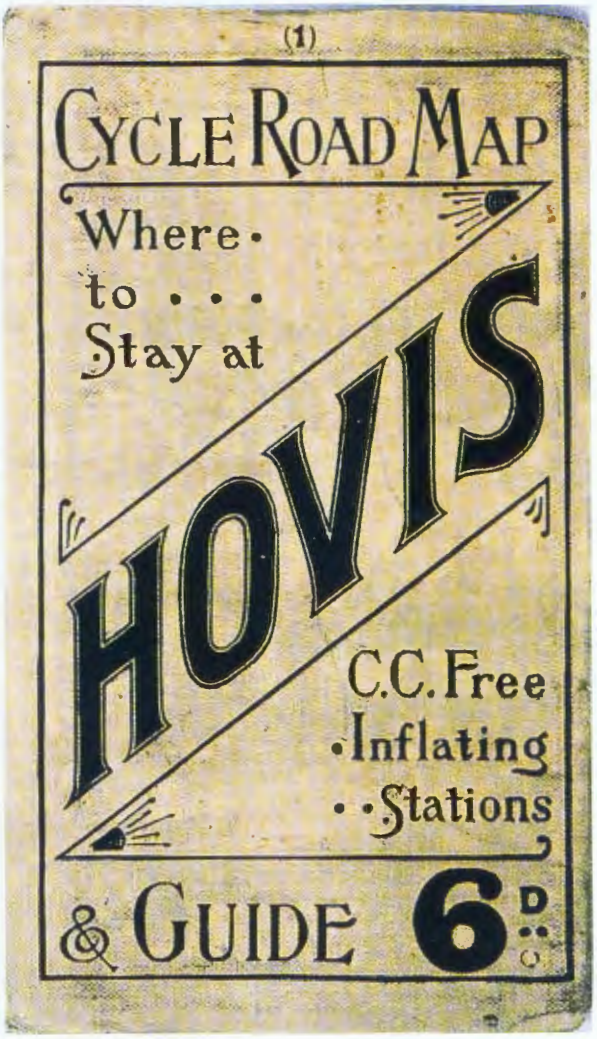


Fig. 7. Hovis cycle road map & guide, cover, 1895-7. Reproduced courtesy of Eugene Burden.

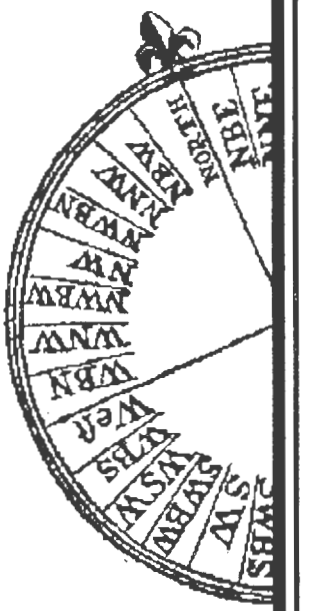
covers as local district maps, when they were called *Philips' touring maps.*

In the early 1920s, a new edition of the Ten sheet map was published showing the Ministry of Transport's classification of roads, introduced in 1921–23. The A roads, in red, were described as 'Class 1' roads, with the MoT numbers in red, while the B or 'Class 2' roads and their numbers were in blue. There were also 'other motoring roads, unnumbered', chequered in blue and white. County boundaries were now pink. *Art nouveau* being *passé*, the front covers were given a blue and olive green classical design, with a stylised drawing of a car in open country against an urban background. Prices had gone up to 1s 6d on paper and 3s on cloth This map was still being reprinted in the 1930s.

Between 1928 and 1931 the old half-inch *Royal Automobile Club official touring map of England & Wales* was replaced by the *New official RAC touring map of England & Wales*. This was on the Topographical map's scale of 3.15 miles to an inch, but did not pick up the Ten sheet map's modernised lettering. Its closest resemblance was to the original Topographical map, but it had the layer colouring that was the most striking feature of the Clear Print map. Contours were still at 50ft and then at every 100ft, but the layer colouring was simplified to suit the smaller scale. At the lowest level it started very pale brown. darkening gradually; on higher ground it switched to pink and grew progressively lighter as the elevation increased. Nowhere was this very distinctive scheme dark enough to obscure detail. As compared with the Ten sheet map, sheets were renumbered to start in the south-east rather than the south-west, and the sheetlines were changed.

The amount of information provided grew hugely. Philip's road classification was now very complex. 'Recommended through roads' were in solid red, solid green, or (on some later printings) red and white chequered, according to quality. 'Other motoring roads' were now green dashed. 'Roads under construction' received a new symbol, as was fitting at a time when new arterial roads and bypasses were proliferating, especially in the south-east. MoT road numbers were in green. Dangerous hills were ticked in red. Distances between road junctions were given in red figures. Tourist information, in particular, multiplied. In addition to a red star for places





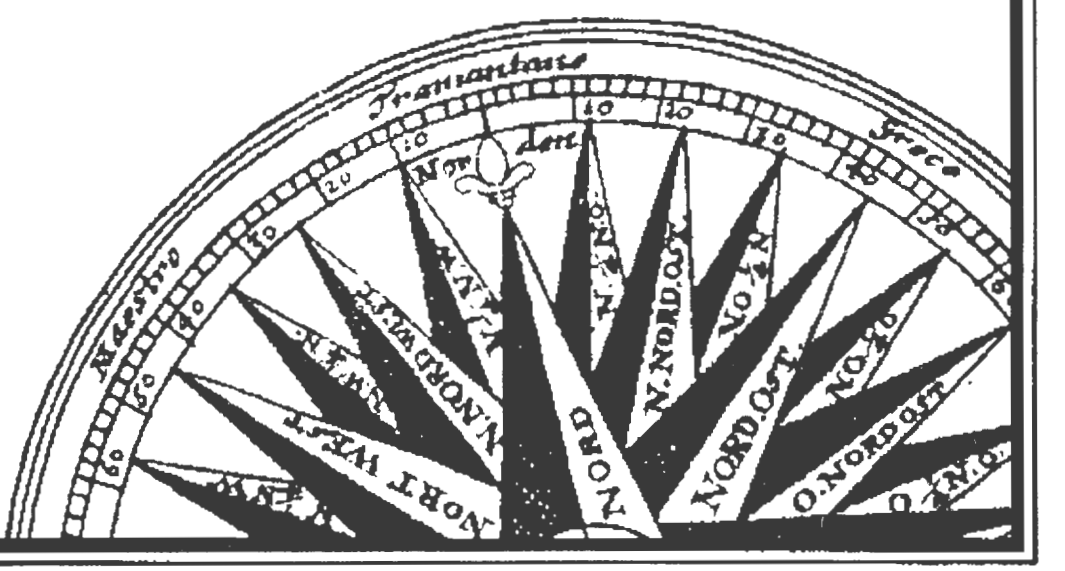
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of interest, there were red symbols for castles, abbeys and priories, British and Roman remains, golf courses, race courses, and aerodromes.

It is with this map alone, among those discussed here, that we have an indication of numbers printed. A Publicity Department sticker in sheet 7 in the Philip archive tells us that 6,000 of one printing were run off in 1929.[27]

The overall impression of a colourful map was reinforced by the eye-catching front cover, which in addition to a location map bore a full-colour painting of a viewpoint in the area covered. This was a clear 'crib' from the covers of Ordnance Survey tourist and district maps, which became known in the 1920s for their spectacular artwork. The maps were available to the public as well as to RAC members, so Philip, who had never set much store by outward appearances, at last had a product to rival that of competitors in good looks. It was available only on cloth but was printed on both sides, so was compact as well as covering a large area. The price was 3s 6d, or 5s 6d in sections. At this time the main competition came from Bartholomew's half inch map, and from the Ordnance Survey's quarter inch map, which since the introduction of its Third Edition in 1919 had become a serious contender. Both sold for 6d less than the Philip offering.

Probably in order to compete, Philip produced a cheaper version of the RAC map in the middle 1930s; but at the expense of a less attractive product. This Popular Edition had no layer colouring or contours, but the same information. The covers retained the same design, with the addition of the words 'Popular Edition', but in only two colours, cream and light green for cloth maps, or light and dark green for paper. Prices were 1s 6d on paper and 2s 6d on cloth. A few years later still, towards the end of the decade, the same product went into yet another cover as a standard Philip sectional map, replacing the Ten sheet map and running alongside the RAC maps. This was *Philips' popular touring map of England* and *Wales*, identical to the Popular Edition of the RAC map but in cream and blue or light green and cream covers with the new title. At first prices were unchanged; then they went up to 1s 8d and 2s 9d, perhaps when the price of the Bartholomew half inch map went up to 2s 6d and 4s. A version waterproofed by the 'Neoperca' process was offered at greater cost. As usual, there was updating with a new series or edition, in this case of arterial roads, bypasses, golf courses, and aerodromes.

As with the Clear Print map, its smaller scale parent found favour as a sales aid. Lord Northcliffe used it to promote his flagship newspaper among motorists when, in 1914, he issued the Ten sheet map in twelve handy-sized booklets as the *Daily Mail milestone motor maps*. These improved upon the contemporary Ten sheet and RAC maps by including conventional signs for race courses and golf courses. The booklets were reissued in 1919 by Philip and by the wholesaler E. J. Larby as *English roads at a glance*, using the revised Ten sheet map as a base. Among other customers were an insurance firm, the London Guarantee & Accident Company, and a shop, Slatter & Rose of Oxford, who sold it as late as the 1930s as their *Motoring & cycling map of Oxford & District*. By this time, no doubt. Philip were glad to get rid of old stock.

By the end of the 1930s both the Clear Print map and the Topographical map, which had survived with only su-

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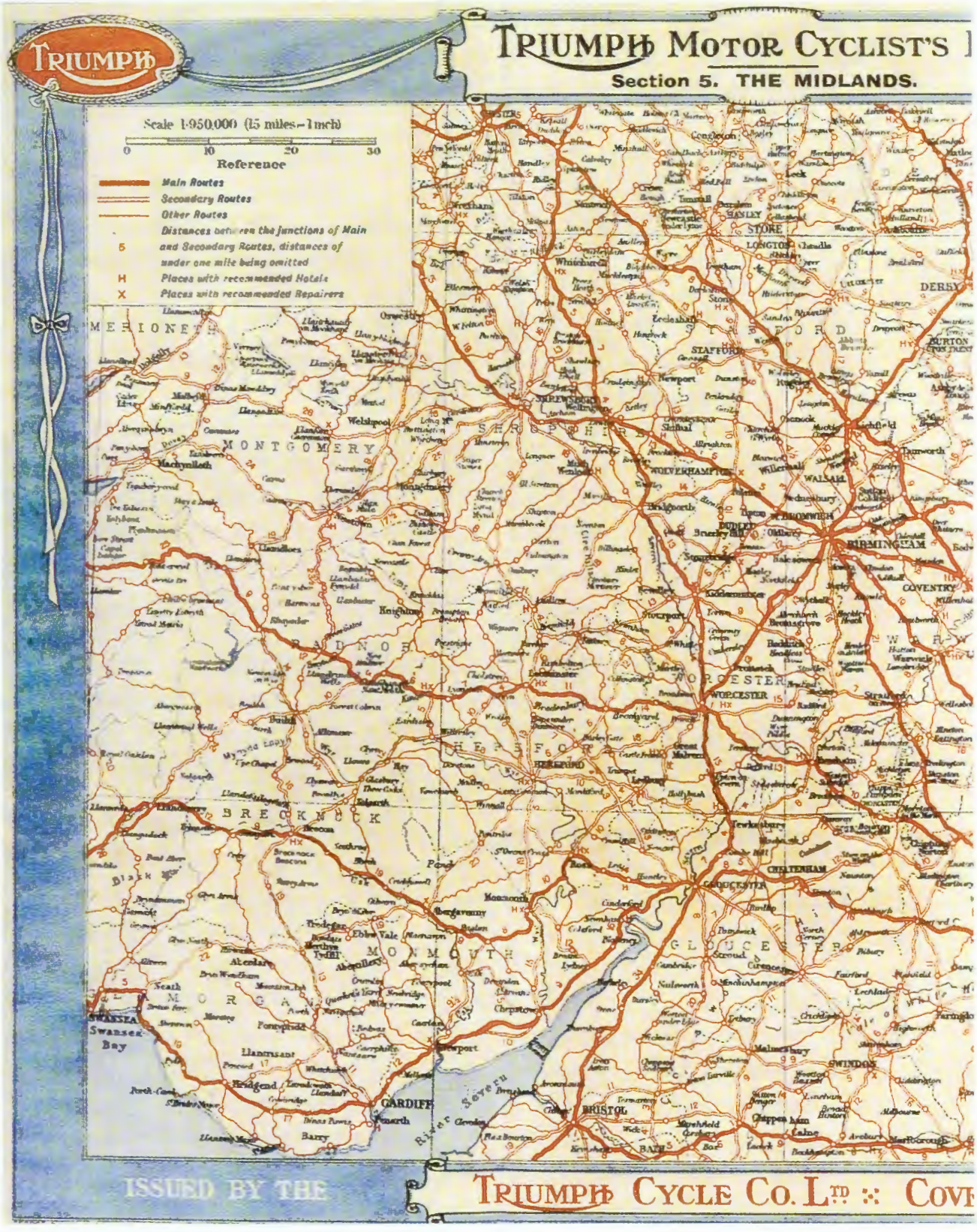


Fig. 8. Triumph motor cyclist's map, extract, 1920s.

perficial charges for nearly half a century, seem to have had their day. The writer has seen no example, in any form, that can be dated to the post-war years.[28] There was no modern replacement for them. It was, perhaps, a sign of the times that in 1937, the RAC went to Bartholomew for their new sectional map, the *Royal Automobile Club quarter-inch map of England & Wales.*[29]

With most[30] of their small scale road maps, Philip did not attempt to match the

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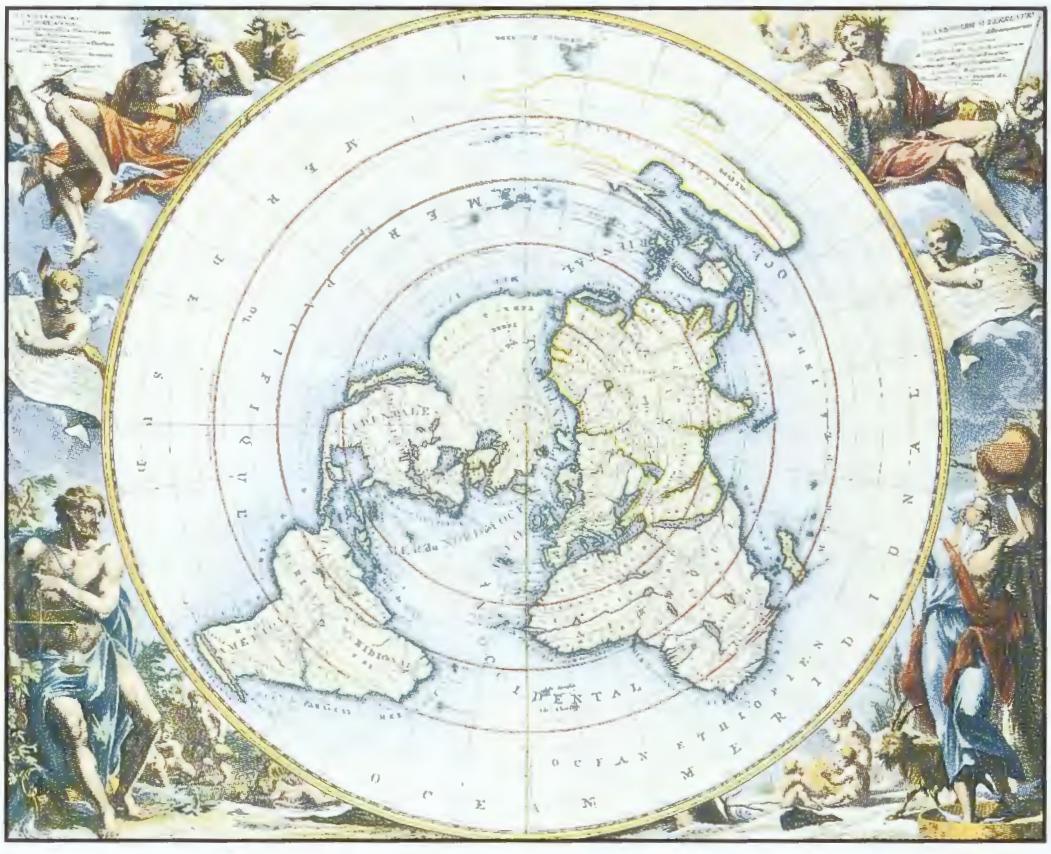
quality and general appeal of Bartholomew or Ordnance Survey products. Given the ragbag of maps of assorted origins with which they began (and still sold well into the next century), and their later practice of simple photographic enlargement of maps that were not among the best to start with, they would have done so in vain. Instead, when the cycling and then the motoring age arrived, with their new mass markets, they concentrated on providing the specialised information that these map users most valued — beginning with the Cyclists' Touring Club symbols on the county cyclists' maps and continuing with the Hovis map (see note 20), while increasingly omitting superfluous detail on new maps.

With the coming of the motor car this kind of simple, cheaply produced, very small scale article, easily read behind the wheel by a speeding motorist who neither wanted nor appreciated cartographic detail, assumed more and more prominence in the Philip list alongside their traditional Topographical map and Clear Print map-based offerings. Now, users were given mileage tables, road profiles and perpetual lighting-up tables, and told about the rules of the road, road signs, tolls, beauty spots, and scenic routes. Unsurprisingly, this kind of map was especially popular as a sales aid among businesses with no links to maps, and no professional eye for them. It is of little interest or importance as a map, but because of its commercial significance to Philip, it must have a mention in conclusion.

In the early days simple motoring maps seem to have been produced by Philip individually, to the particular requirements of customers such as the Anglo-American Oil Company (Pratt's petrol) in 1904 and the manufacturers of Perrier mineral water[31] in 1906; but later on, bought-in maps appear to have become rationalised on just two bases. One was *Philips' contoured motoring map* of the *British Isles,* a single sheet map of 1910 on a scale of 15 miles to an inch. This had layer colouring, but its successors, *Philips main road map of England & Wales* of 1913 and (enlarged to 12 miles to an inch) *Philips' motor road nap of the British Isles* of 1920, did not. It was bought-in by, among others, Morris Motors for their *Morris owner's road book*, by the Triumph Cycle Company for the *Triumph motor cyclist's map*, and for use in *Duckhams* [motor oil] *map & guide* and the *Gaulois tyre road atlas* of *England & Wales.*

This map was, however, outdone in its spin-offs by another standard Philip product, *Philips' four sheet touring map* of 1921, on a scale of 6 miles to an inch. Unusually, it seems to have started life as a wall map for an outside customer, the giant (5ft x 4ft), 8 miles to an inch, single sheet *Daily Mail milestone motor map* of 1914. This monster, together with the *Daily Mail*'s 3.15-inch *milestone motor map* booklets that were advertised on its face, was the first important Philip map to have symbols for golf courses, race courses, and 'Castles, abbeys and other places of interest'. It also offered tables of distances and lighting-up times, a gazetteer of place-names on the map, and an explanation of registration letters. The map's derivatives, easier to handle, with updated roads and more or less simplified information, were legion. Philip themselves based two small-format atlases on the Four sheet map — *Philips' road atlas & guide to Great Britain* (1925), and *Philips' road atlas of Great Britain* (1935) — and also *Philips' motor road map of Great Britain* (1936).

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Then there were, no doubt among many others, maps and atlases for the Ford Motor Company,[32] Daimler Hire, the Co-operative Wholesale Society, Thelson Motor Oils, the Road Transport & General Insurance Company, the Halford Cycle Company,[33] *Motor* and *Motor Cycling* magazines, and the *Daily Express*. Unlike Ordnance Survey and Bartholomew offerings, new Philip maps of our period were seldom noticed in the serious journals of the Royal Geographical Society or the Royal Scottish Geographical Society,[34] but — given the clear success of the 'cheap and cheerful' format — it is unlikely that the fact caused their manufacturer much loss of sleep.

NOTES

23. T. R. Nicholson, *op. cit.* The first year in which motor vehicles required licensing, so the earliest for which a reliable figure is available.
24. The date of the earliest British map so described, that is known to the writer.
25. An early example had been the Hovis map (see note 18).
26. Paper slipcases, to protect the maps inside from soiling at the hands of customers, were briefly popular among map publishers up to 1914, being used by the Ordnance Survey and Michelin as well as Philip. But they deterred the public from inspecting the maps, or — if opened — tore with handling, so they were soon dropped.
27. Supposing that it was intended to last the same length of time, this print run of a new map would have compared well with those of typical Bartholomew half-inch reprints of the period, which averaged around 10,000 copies for a long-established, best-selling map.
28. The new, 16 miles to an inch *Philips' main road map of Great Britain* of 1938, better known in its Ward Lock, bought-in form, survived into the postwar years but bore only the remotest family resemblance to its forerunners.
29. The RAC were old customers of Bartholomew, having bought maps from them since before 1911. The RAC and the Automobile Association (who already had their maps from Bartholomew), with their large memberships, were not customers to be lightly lost. The RAC had over a quarter of a million members by 1937, and the AA already more than half a million in 1935.
30. An exception was the beautifully produced and elaborate, if clumsily titled, *RAC recommended routes into, out of, round and across London* and its variants from the 1920s and 1930s.
31. This was a simple map, but — with its delicate hillshading — it was hardly a cheap production, which would have accorded ill with the status of the customer. Its sans serif lettering resembled that of the Pratts petrol map, but the likeness was not complete enough to be called a straight derivation.
32. Another customer who also went to Bartholomew for their maps.
33. Who were already selling motor accessories; and who also shared their favours with Bartholomew.
34. The lack of notices of new maps in these journals may or may not have galled the publishers concerned, but it is certainly unhelpful to the researcher when maps are undated, or otherwise hard to date, as is the case with Philip maps before the 1920*s*. Dating by railways or other construction is approximate: it can only tell one the date by which a map must have been published. The same applies to the note 'The London Geographical Institute' that appears in the bottom right-hand margin of maps issued from 1902, which is when Philip moved to their eponymous new printing works in Willesden, London. Library accession dates are more exact, because new maps were probably submitted to institutional libraries soon after publication, but they suffer the same basic disadvantage.

    Dating becomes relatively easy, for the initiated at least, after Philip began to put coded dates in the bottom margin. Letters of the alphabet, usually found in threes, represented the corresponding month, decade and year: thus, 'ACC' would be January 1933. However, to make problems for the decoder, the letters G and J were omitted, so that, for example, 'KCE' signifies not November 1935, but September. The earliest code which the writer has seen is 'ABC', or January 1923. Late prewar reprints introduced a new first letter, 'O', which has been seen followed by a slash or within inverted commas, preceding a normal date code. Comparing the map of Czechoslovakia in a 1938 reprint of Philip's *New Imperial Atlas* with its immediately preceding state, it clearly refers to revisions dealing with Germany's annexation of the Sudetenland. The 'O', which is in red to match the colour of the revisions, may stand for 'Overprint' in the sense that a new red plate was

prepared, with the revisions only, to avoid altering the existing one.

NOTE to Part I

Eugene Burden has provided the information that there were, in fact, eight derivations of the Philip cyclists' maps published by the *Athletic Record* in 1897, not six (see page 22, Spring issue). The others were *Devonshire* and *Derbyshire*.

ACKNOWLEDGEMENTS

The writer is grateful to the following for their unstinting help and advice:

Dr Christopher Board; all at the British Library Map Library; Eugene Burden; the late Harold Fullard, OBE; Peter Milne, Map Library, National Library of Scotland; Moira O'Farrell, Library, Royal Automobile Club; all in the Map Room, Royal Geographical Society with Institute of British Geographers. Particular thanks are due to Eugene Burden, Francis Herbert and Dr Richard Oliver for kindly reading and commenting on the text, and to Francis Herbert for revealing the secrets of Philip date coding.

The company history, entitled *The story of the last hundred years: a geographical record.*, George Philip, London 1934, has been consulted.

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His main career was in the political world, and he was political Agent to Rt. Hon. Sir Edward Heath when he was Prime Minister, and Agent to Iain Macleod and then to Cecil Parkinson before that. His later appointments at Conservative Central Office included regional directorships in the East Midlands and the Greater London, and he was director of the Treasurers' department and national Fundraising Director at the time of his retirement.

He was awarded the CBE in the Queen's Birthday Honours list in June 1991.

Jeffery John Speed is a Fellow of the Institute for Supervision and Management, a Fellow of the Royal Society of Arts, a member of the Institute of Advanced Motorists and a Member of the Over-Seas League.

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Corinne Hillman, Course Director Conservation, was educated at the University of Wales, and served a five-year apprenticeship at the Public Records Office, London. She is an Accredited Member of the Institute of Paper Conservation., and a Committee Member of the Society of Archivists.

She will be happy to respond to members questions at the Seminar, and expects it to be anenjoyable, informal event.

An introduction to Bloomsbury Book Auctions

Bloomsbury Book Auctions began its life in 1983. Founded by Lord John Kerr, Frank Herrmann, and David Stagg, all ex-Sotheby's men, with the intention of selling property at all levels of value from a £50 volume to the finest available rare books, Bloomsbury has now become a key factor in the antiquarian book trade and auction world. As well as book sales, we now hold regular sales of Maps and Atlases, Prints and Drawings, Autographs and Manuscripts and Photographs, totalling over 32 sales a year. We constantly achieve high, often record, prices for material. Over the last seventeen years we have gained an international reputation for being one of the more friendly and approachable firms of auctioneers. We are always happy to offer expert advice on consigning/buying material.

Throughout our history we have sold many high profile collections and individual items. We have found a home for everything from a fifteenth century book of hours (£240,000) to first editions of Winnie the Pooh (£2,645). Of more interest to members of IMCoS will be our cartographic highlights. Here is a selection of the many hundreds of cartographic lots that we sell each year—Zürner's *World and the Four Continents*, c.1710, (£4140); Lotter's versions of De L'Isle's maps of *World and the Four Continents*, c.1760, (£2,300); a map of the county of Glamorgan, 1799, (£575); and Greenwood's *Map of London*, 1840, (£3,450). In the field of atlases the following have appeared in our rooms—Apres de Mannevillette's *Le Neptune Oriental*, 1175-81, (£9,200); Dopplemayer's *Atlas Novus Coelestis*, 1742, (£11,500); the British volume only of Jansson's *Novus Atlas oder Welt-Beschreibung*, 1647, (£12,190) and De Vaugondy's *Atlas Universel*, 1757, (£7,475).

Our clients are kept informed of sales by catalogue subscription (one is available for Maps and Atlases sales only) or by 'Wants List', a service which provides the collector or dealer with print outs of lots coming up in their field of interest.

Since the sale of Bloomsbury to Stocklight Ltd. (a company headed by Bernard J.Shapero and Tomasso Zanzotto) in 2000 our premises have undergone refurbishment and we now have a specialist viewing area and gallery devoted entirely to our six annual sales of maps and prints. It is here that we will be holding our reception for IMCOS members on Friday 1st June during which maps from our sale on Monday 4th June may be viewed.

We look forward to seeing you in June. If you require help in any way before then please do not hesitate to contact us.

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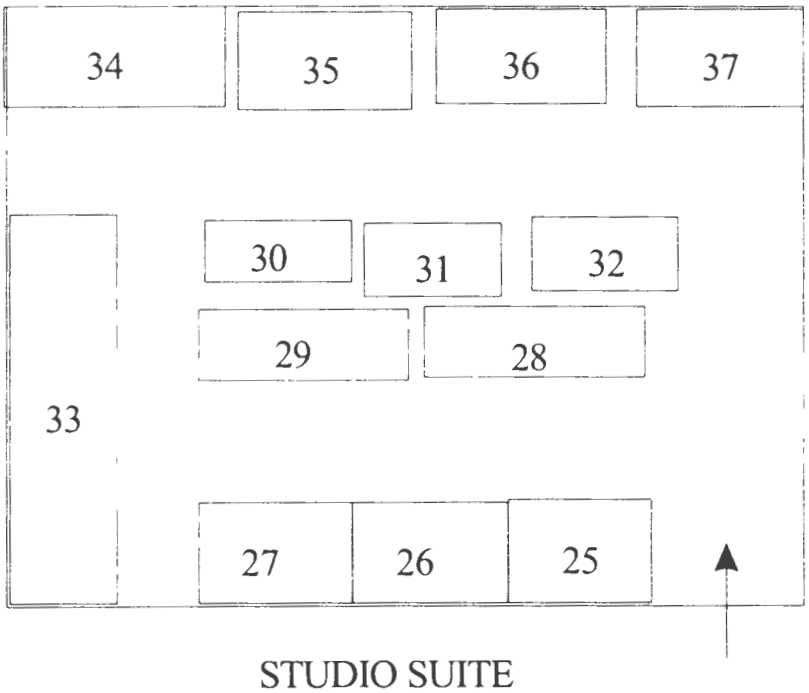
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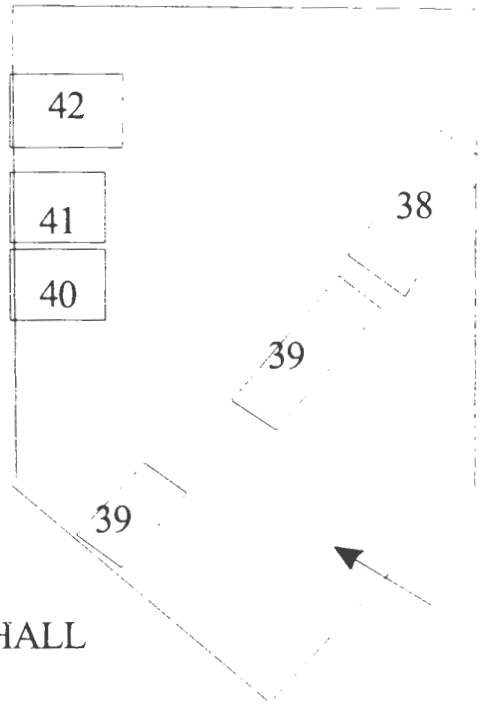
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Continued on page 45.



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N.B. Drawings are for a guide to position, NOT TO SCALE.

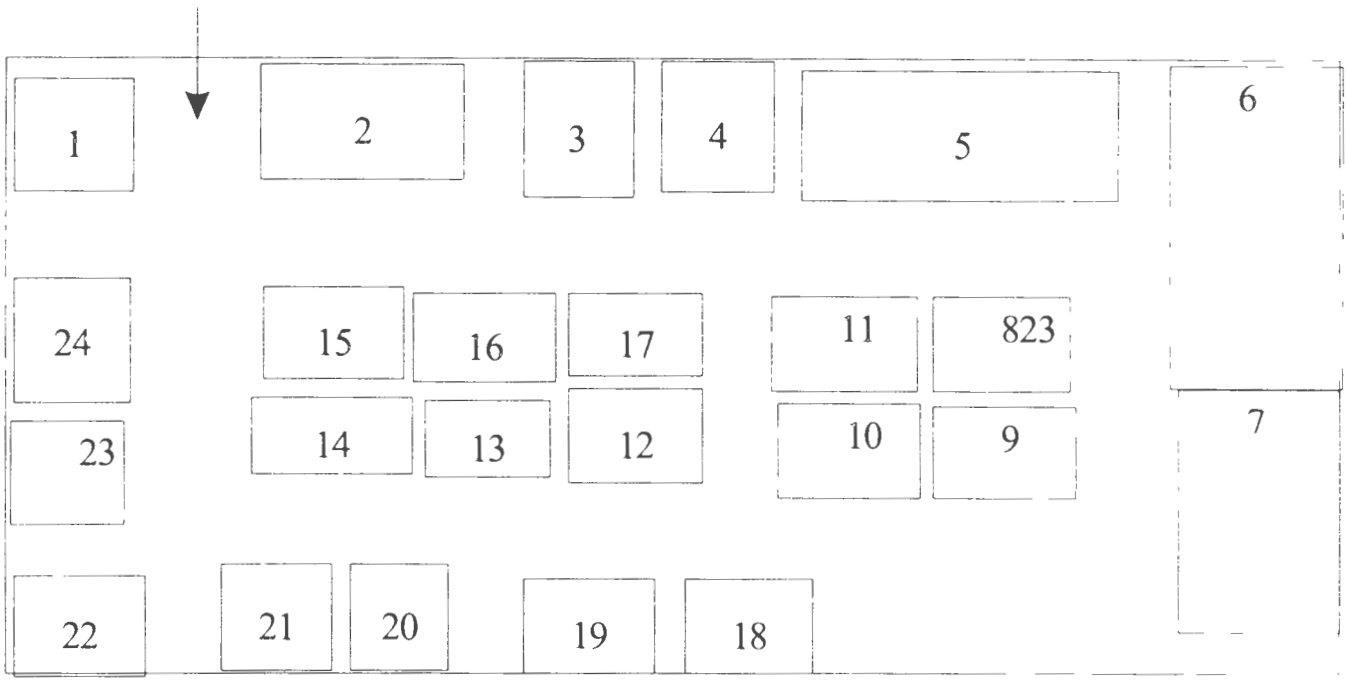
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4. R. Putman
5. Jonathan Potter
6. Ben Hoepelman
7. Le Bail - Weissert
8. Paralos
9. Hanno Schreyer
10. Altea
11. Nicolas
12. Hemispheres
13. Richard B. Arkway
14. Gonzalo Fernandez Pontes
15. J-A. & R. Casten
16. Martayan Lan
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My Mystery Map

When Helen Wallis died her wonderful library was sold and I went to the sale hoping to buy something which had belonged to her. I bid on many lots and did not manage to buy any of them, except at the end of the sale, when most people had left, I managed to acquire a lot of thirteen books on the American Revolution. I have to confess that I was rather disappointed and put them away in a corner of my map room. Some years later we were studying all about American silver in my silver class with Ian Pickford (of Antiques Road Show fame) and the famous ride of Paul Revere and so I turned to Helen's books which were a varied selection and the whole afternoon passed in a flash.

My largest and most impressive map of Africa is a two-sheet one by Robert Sayer based on D'Anville with contemporary handwriting both at the side and in the middle. This questions the true course of the Nile and also asserts that the city of Sennar is a full four degrees to the west of its correct position. In 1985 I bought this map from Clifford Stephenson, a director of IMCoS who lived in Yorkshire, and he had rescued it from a skip outside a lawyer's office along with two manuscript maps, one of which he sold to Yale University. These were both signed with a rather indistinct signature which he interpreted as Stansfield Rawson, Geographer to the King. (*Map Collector* of March 1986 Number 33 page 37 'My Greatest Find').

Ever since I bought the map I have been asking around if anyone had heard of Stansfield Rawson but drew a complete blank. Helen examined the map and was certain that whoever produced the two manuscript maps and had written corrections on my map must have been a member of The African Association. This was founded by Sir Joseph Banks (who also founded Kew Gardens) and was concerned with the exploration of Africa. Some years ago I had bought a book entitled *Records of The African Association 1788-1831* edited by Robin Hallett, but this did not help either.

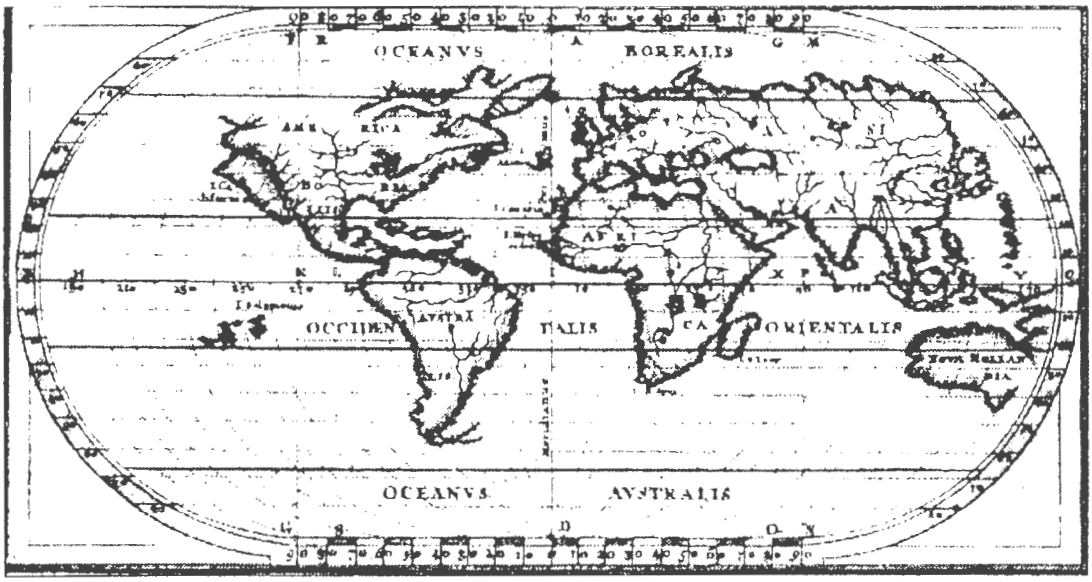
One of Helen's books was *British Maps of the American Revolution* by Dr Peter Guthorn and one name in particular caught my eye, Francis Rawdon, who fought in the battle of Bunker Hill. This was the one book which after the sale someone approached me and asked if he could buy it. In fact he offered almost the whole price that I had paid for all thirteen books so that I knew that it was something special. I had once been caught like that in a sale before and had let the dealer have what he wanted as I was rather naïve.

I spent a long time investigating Francis Rawdon. In particular I discovered in *The Dictionary of National Biography* an entry about Francis Rawdon, who succeeded to the title of Earl of Moira and subsequently became the first Marquis of Hastings. He was a distinguished soldier, serving in America, France and India, being for nine years Governor of Bengal. It is clear that he was involved in map-making and was for a period Master of the Ordnance. A recent purchase that I made was a copy of the 1816 *Tenth Report of the Directors of the African Institution* with a complete list of subscribers printed by Ellerton and Henderson of Johnson's Court, Fleet Street and sold by J Hatchard, Bookseller

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and Publisher, 190 Piccadilly, London – price Two Shillings. This shows that Lord Moira was a prominent member of the African Association and the final piece of my jig-saw was in place.

CAROLINE BATCHELOR

IMCoS sponsors Maps at BL

In March a number of invited guests were treated to a private viewing of recent acquisitions by the British Library Map Library. The range was wide: a map by Charles Smith of Britain's canal network (1830), a letter by the Earl of Meath deploring the neglect of geography in British schools (1914), an invoice from a Cheshire surveyor (1788), articles of clerkship to a Yorkshire surveyor (1836), two documents relating to the great survey of France (1766), an estate plan of the manor house at Latimer, Bucks (c.1700), battle plans 'pricked' for copying from the armies commanded by the Princes of Orange and the King of Sweden in the Netherlands and north Germany (c.1645), and many other treasures of varying importance (and value).

The aim of the evening was to invite sponsors to help create a special purchase fund so that the Library can meet its ambition of consolidating and continuing to build up its fine collection despite a modest acquisitions budget. The cost of each item on display was clearly shown, along with a descriptive text, and guests were offered red stickers to indicate their choice of item to sponsor.

IMCoS members will remember that in 1989 the Society sponsored the restoration of the Library's *De Nieuwe Groote Lichtende Zee-Fackel* by Van Keulen, which was in a sorry state before we chose it as our offer under the Adopt-a Book scheme. An alternative at the time was a copy of *American Boundaries — 1814 Treaty* (1842). As can be seen below, we have redressed this neglect of USA this time. A picture of the Atlas we chose, as well as the pitiable *American Boundaries*, was published in the *Journal* in the Autumn issue that year (No. 38, p. 25).

This time Chairman Jenny Harvey fell for two of a series of hand-drawn map cartoons by Lillian Lancaster. After her marriage Lillie Lancaster became [Elizabeth] Lillian Tennant, and it is only through the purchase of this collection of caricatures that it is proved that she was the creator of the well-known and much reproduced series *Geographical Fun*. This was first published in about 1869, when she was 15 years old. Lillie had drawn the maps to amuse her sick brother. Most of the paintings on view at the British Library had been drawn at some unknown later date, and it is not know if they were ever published. Some were signed by her married name, Tennant, but the date of her marriage is not recorded. It is clear, however, that she continued to draw maps in this style for many years, judging by a book as late as 1912.

Jenny's choice, backed by International Chairman Susan Gole, was for one of the German Empire, in honour of our President, and an outline of North America, since so many of our members live there. Written in pencil below that of Germany is the statement: 'I do not like this design. E.T.' Perhaps that is why it



was not included among the maps chosen for publication. It would be fascinating to know why she had drawn it, and then been dissatisfied with her work. From internal evidence it is possible that the maps were drawn soon after the events they depict, German unification in 1871 and the American purchase of Alaska in 1869.

If any member can enlighten us on



these two maps, or any from the Lancaster series, the editor will be very happy to publish any information that can be provided.

The photographs of the two maps will be kept in the IMCoS library, and a notice that their purchase has been sponsored by IMCoS will be attached with the maps in the BL. The photographs will be on view at the June Library Browse, along with opther books from our library.

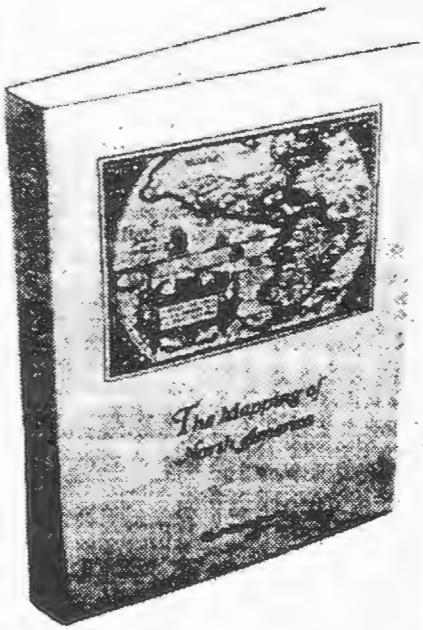
I am grateful to Tony Campbell for information about Lillie Lancaster.

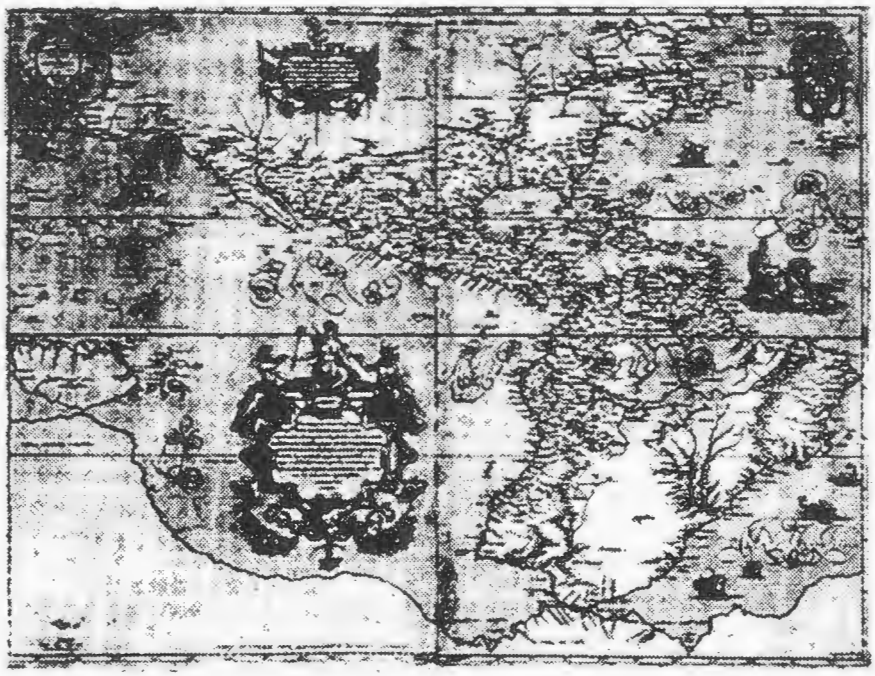
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The World on a Teapot

Esslingen probably suffers because of its proximity to its more famous neighbour, Stuttgart. However, where the latter is a sprawling city of 560,000 with a modern shopping centre with an occasional old building restored during the late 40s and 50s, Esslingen is a bustling town of 90,000 with quaint cobbled streets and impressive half-timbered buildings. If it wasn't for the delivery vehicles and clothing of the passers-by, parts of the pedestrian zone look today much as they must have looked 300 or 400 years ago. The narrow alleyways have been kept, traffic limited and the old buildings, where modernised, have kept much of their former character. It is here, not far from the Market Square with its imposing Town Hall complete with wall clock and regional offices, that Monika Kuch has her studio.

My wife first met Monika a couple of years ago. Stuttgart may be less romantic during the summer, but at Christmas it transforms its central thoroughfares around the (ugliest of) Town Halls into a magical fairy land. Stuttgart can boast the largest and—with its stand decoration competition—the prettiest Christmas Market in Germany. And it is here that Monika sells a large quantity of her own pottery products.

Monika was born in Stuttgart and later studied at Art Schools in Nürtingen and Stuttgart before moving to Esslingen 15 years ago where she started her career as a freelance potter. After buying and renovating a large house only a few hundred yards from the ancient Market Square and lying directly under the majestic castle which overlooks the town, she opened her ceramic studio. It is here



that she produces the pieces which are sold at art markets and the famous Christmas Market in Stuttgart.

My wife was looking for a present for me, and it was at Monika's stall that she found the perfect gift: a map! However, this map was painted on the side of a teapot! A few years ago Monika had booked her stall at one of the regional art markets, where handicrafts of all sorts are sold. The theme of that year's market was to be 'the laid table'. It was while considering what objects she could display that Monika had the idea of a dinner service, and an initial thought was the soup bowl (with lid) as globe. From there the idea grew and within a few weeks more items were conceived.

Today Monika has a range of items on sale, all with the map as motif. To the soup tureen have been added plates, bowls, vases and, of course, my teapot. The teapot has been cleverly designed so that the pot itself sits snugly on its own

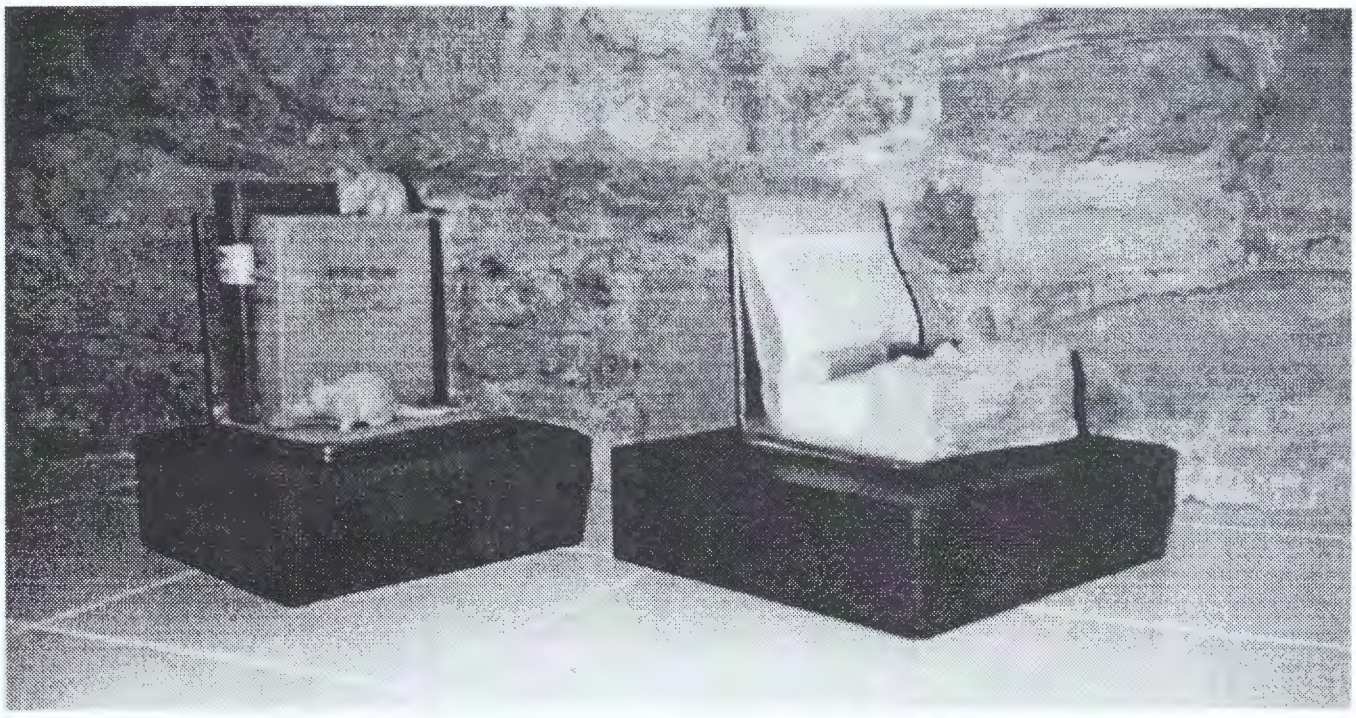


teapot warmer: the whole forming a complete globe. It sits on three feet (placed in Antarctica) and it is fully functional. (Monika urges one word of caution: pre-heat the pot in true colonial fashion first, otherwise the pottery can crack.)

Most of the objects in the series are based on classical designs and the primary forming of the material is easy to the practised hand. However the finished design is complicated. The addition of colours must be done extremely carefully. The colours when applied are not automatically those of the finished wares and the baking stage at temperatures of 1230°C can turn a beautiful pot into an ugly clump. Yellow, green and brown are added to give an impression of heights and after baking the hues can either be brighter or duller than before. After the country or countries have successfully been completed glazing is carried out. The land masses must be covered and the blue finish applied using a paintspray to ensure an even coating before a new baking phase (the third in total) to bake the glaze and reveal the final product.

The dinner plates usually have one country depicted and a number of different countries have been chosen (at random). Round objects such as the teapot, fruit bowl (painted inside and out) or the vase bases lend themselves to representations of the world (but Monika won't tell us which projection she uses!).

While visiting her stall at one of the markets (she does only 10 markets a year) my wife also noticed her bookends. These are also made in a three-step process. A preliminary bake at 800° is followed by a glazing bake at 1230° followed by a last visit to the oven when the book title is finally added. This title is added using a special transfer, prepared by a professional printer in order that the book looks real. The addition of mice, or carpentry utensils, or even open sardine cans gives a touch of humour. When visiting her studio I noticed that she only had right hand book ends. She replied that this was because nothing was written on the backs of books, which made them less interesting. However, left-hand bookends could also be made and she



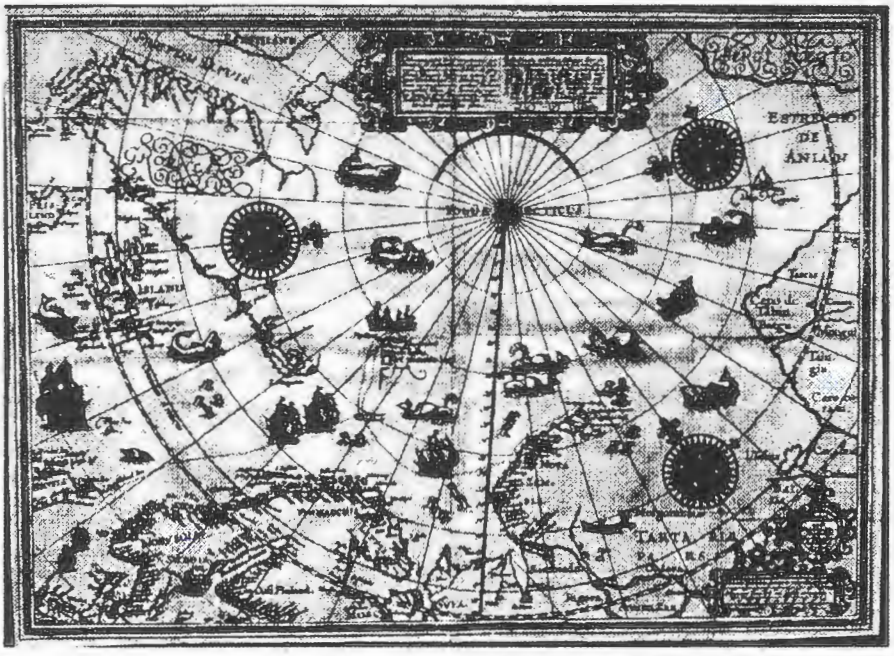
showed me one where the left hand book is open. This was so realistic that one customer tried to close it! As a member of the Organisation of Artists she only sells what is perfect: during the second baking phase cracks can appear or lifting—especially to the mice tails!— and these products are then scrapped. The pottery does not come cheap: it takes Monika approximately a whole day just to paint the landmasses on three plates, and that does not include the preparation and glazing time. The price of roughly £25 ($35) reflects the work that has gone into it. The fruit bowl or a single bookend can cost up to £85 ($125). Perhaps the time-consuming effort is a reason why professional potters are disappearing in Germany. Anyone visiting the Stuttgart area should make note to catch the fast commuter train to Esslingen just 20 minutes away. The town is a step back into another world, and there are a few antiquarian bookshops for the collector. And anyone who is interested in Monika's work should give her a ring to find out whether she is at a show or to arrange a visit to her small studio. Her address:



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Obere Beutau 8
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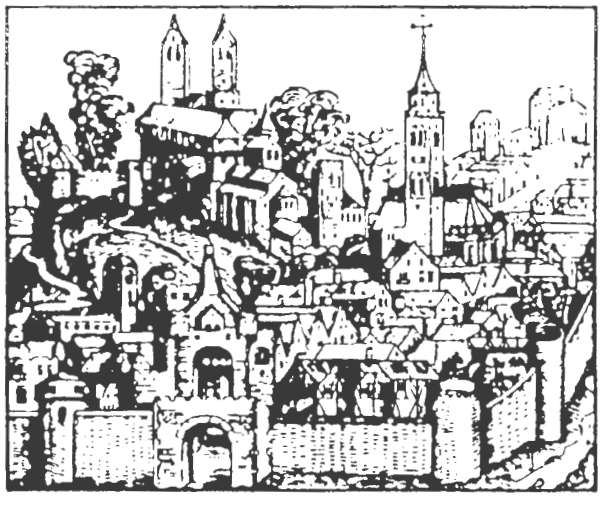
Registration Forms for Chicago
Members who have sent in the blue form distributed with the Winter Journal should by now have received the full registration form. If not, apply direct to the Newberry Library at the adddress above.

This promises to be a fascinating occasion, as we will benefit from being able to join the Nebenzahl lectures, as well as taking part in the events organised specially for IMCoS. Chicago is one of my favourite towns in America, not that I have visited them all, but I did once drive right across the continent and back, so saw quite a few places on the way. As you will have seen from the prices of the recommended hotels, it appears to have become more expensive than when I was last there (for the History of Cartography conference in 1993), but I am sure that it still has the same charm, the architecture is fascinating, and I found all the Chicagoans so polite and friendly. The three architectural tours that have been arranged for the Saturday afternoon should not be missed. Last time I joined the walking tour, and we went into buildings that I certainly would have missed if I had been on my own. Later I took one of the boat tours, but had to rely on a regular tour guide. IMCoS members will be privileged to have a staff member from the Chicago Architecture Foundation to tell us about the design and history of the many interesting buildings on the route. A large part of the town of Chicago can be seen from its river. Members can see this river, named Chikagon R. in the detail from the map on the front cover of this year's journals. The name itself, for

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.

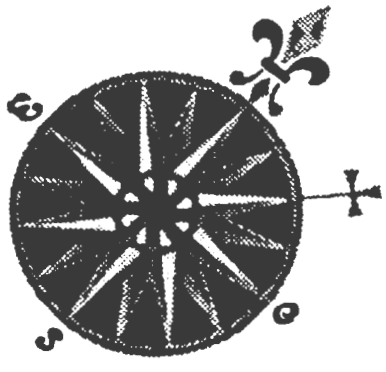
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the town as well as the river, is taken from the local inhabitants found there when Europeans first penetrated to the west side of Lake Michigan. The second part of our symposium will take us to Milwaukee, also shown on the Wyld map, as Millawaky.

Maps Stolen from the University Library of Helsinki, Finland

The following maps were stolen from the University Library on 22-23 February 2001. Any member of IMCoS who has information, or perhaps been offered these maps to purchase, should contact Dectective Jyrki Seppala, Helsinki Police Department, Pasilanraitio 13, 00240 Helsinki, FINLAND, quoting report number 6070/R/108386/01. Tel. +358-9-189 5555 / fax. +358-9-189 2826. jyrki.seppala@helsinki.poliisi.fi

The suspect is PERRY, Melvin Nelson, born 21.05.1956, British. Mr. Perry has been in Finland with the man named Desmond BROWN.

1. North America
AMERICA SEPTENTRIONALIS
Amstelodami, Excudit Ionnes Ianssonius
From collection: Joannes Janssonius, NOVUS ATLAS. Amsterdam 1645.
Nordenskiöld cataloque number 114
Signum: N 1510.III.k78

2. America
AMERICAE nova Tabula...
Size: 409 x 553 mm.
From collection: Joan Blaeu, ATLAS MAIOR, Amsterdam 1662. Vol.XI AMERICA...
Nordenskiöldin karttaluettelon no 24
Signum: N:2556.XI.k1

3. New England
NOVA BELGICA ET ANGLIA NOVA
Size: 385 x 502 mm.
From collection: Joan Blaeu, ATLAS MAIOR, Amsterdam 1662. Vol.XI AMERICA
Signum: N.2556.XI.k4

4. Map of the World
NOVA ET ACCVRATISSIMA TOTIVS TERRARUM ORBIS TABULA
Auctore IOANNE BLAEV
Size: 407 x 540 mm.
From collection: Joan Blaeu, ATLAS MAIOR, Amsterdam 1662. Vol.XI AMERICA...
Signum: N:2556.I.k1

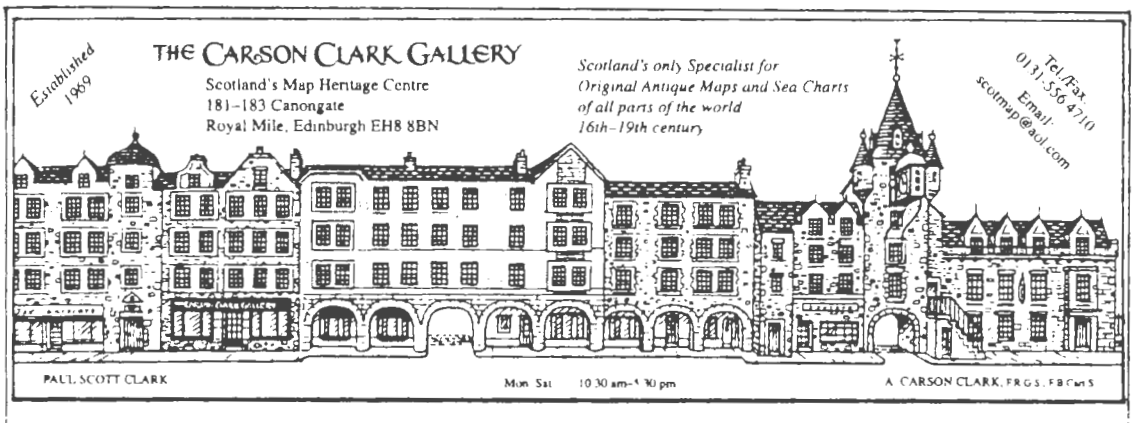
5. Map of the World
Mappamundi
Insculptum est per Johanne Schnitzer de Armssheim, 1482
396 x 545 mm.
From collection: Claudius Ptolemaeus, [Cosmographia]. Venetia 1486
Height 42,2 cm.
Signum: Ink.3.k1

6. Map of Europe
same type as the map number 5
ALBION INSULA BRITANNICA...
Size: 396 x 517 mm.
From collection: Claudius Ptolemaeus, [Cosmographia]. Venetia 1486
Signum: Ink.3.k2

New map of Delft

A new map of Delft showing the residences of 130 artists from the age of Vermeer has been recently prepared by Kees Kaldenbach.

Dutch art historian Kees Kaldenbach lives in Amsterdam. The



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Netherlands. His main interest is in artists in the town of Delft in the seventeenth century. He contributed as an author to the Exhibition Catalogue of 'Vermeer and the Delft School'. This exhibition opened this spring at the Metropolitan Museum of Art, NYC and is currently open in the National Gallery, London during the summer of 2001.

Apart from contributing to that fine catalogue he authored a separate large colour map of Delft with 17th century inhabitants. This map was privately produced. It contains the homes of Vermeer, Fabritius, Steen, etc., etc., and some 130 other colour dots representing artists — plus some 120 dots representing homes of clients. The map is as large as a double page *Times* newspaper. There is a caption text, listing all artists and clients. An example is shown on Internet. The limited edition printed product is available either folded in a plastic cover or as a flat poster to be rolled up in a tube. P & p will add to the cost. Information by email kalden@xs4all.nl His wonderful and intricate web site which also shows Van Gogh geography is directly linked to the museum exhibition:
www.johannesvermeer.org
www.xs4all.nl/~kalden

Royal Engineers Museum, Chatham

Colonel John Nowers, Director of the R.E. Museum in Kent, UK has written about the improvements since IMCoS visited the museum in 1997:

We are now recognised by the Government as a Designated museum with an outstanding collection. This places us amongst the top independent museums in the country, the only museum in Kent to gain this accolade.

We have secured some £150,000 of Government funding over three years to further develop the Museum. We now have a wheelchair lift to the walkway in the central courtyard and this coupled with a fully-fitted toilet suite makes the Museum an excellent venue for wheelchair users.

Plasma screens hanging from the courtyard ceiling show video clips relating to displays at ground level, triggered by movement along the walkway.

Within the courtyard are two touch-screen consoles showing programmes relating to different aspects of the work of the Royal Engineers. Two subjects are covered — military bridging and military survey — and others will be added from time to time. Each subject includes history, details of equipment, the significance today and biographical details of key players.

Next year we shall be upgrading the Victorian galleries with better text in the displays and improved lighting. The toilet facilities for visitors will also be upgraded.

The shop has developed its stock of books, CDs and videos. We can now accept credit cards.

The medal collection continues to grow. Displays now occupy three rooms and include 25 Victoria Crosses, perhaps the largest private collection on view to visitors.

There is always something new to see at the Museum and I hope we may be able to welcome you back before very long.

Contact:
Royal Engineers Museum, Brompton Barracks, Chatham, Kent ME4 4UG.
Tel: 01634 406 397.

Waldseemüller Map Unsold

Oswald Dreyer-Eimbcke wrote in the Spring Journal about the forthcoming sale of the 1507 wall map by Martin Waldseemüller. It was exptected that the Library of Congress in Washington would purchase this map, so important to the history of the USA, since it was the first to give a name to the land across the Atlantic Ocean. It has been labelled 'America's birth certificate'.

Unfortunately Oswald now reports the Library of Congress has been unable to amass the necessary funding, and the map remains unsold. The German Government has stipulated that it may only leave the country for sale to an institution, not to a private collector. Perhaps the 14 map societies in America might be able to contribute their efforts towards securing this valuable treasure.

New President for Coronelli Society

For the International Coronelli Society for the Study of Globes with its seat in Vienna, Austria, an era finished in October 2000.

Prof Rudolf Schmidt, who led the society for 22 years, had already planned for some time to hand over the position to a younger member of the society. The former industrialist is well known in the field for being one of the world's leading experts on globes and the owner of an extremely valuable private globe collection. He made his name by several publications and exhibitions he organized and he and his collection have frequently been the subject of newspaper and magazine articles which reached a broad audience.

At the recommendation of the Board the General Assembly selected Peter B. Allmayer-Beck as new president of the society, while Rudolf Schmidt still remains closely bound up with the society as its Honorary President. Allmayer-Beck, an impassioned book editor, works in Vienna as manager of a newspaper and is owner of a remarkable private globe collection. He became known in the world of globe research when he edited the book *Modelle der Welt. Erd- und Himmelsgloben* in 1997, which contains contributions by several Austrian globe experts. This extensive and representative book became quickly standard literature for German speaking countries.

The new Active Board of the society consists of: First Vice President: Johannes Dörflinger, Professor at the Institute for Historical Sciences at Vienna University; Second Vice President: Peter van der Krogt, globe researcher and map historian, a teacher at Utrecht University; Secretary General: Jan Mokre, map curator at the Map Department of the Austrian National Library and curator of the Globe Museum; Secretary: Walter Wiesinger, a Viennese globe collector; Treasurer: Heide Wohlschläger, a Viennese globe expert and collector, who has been closely bound up with the society for decades. An Extended Board of ten globe experts supports the work of the Active Board.

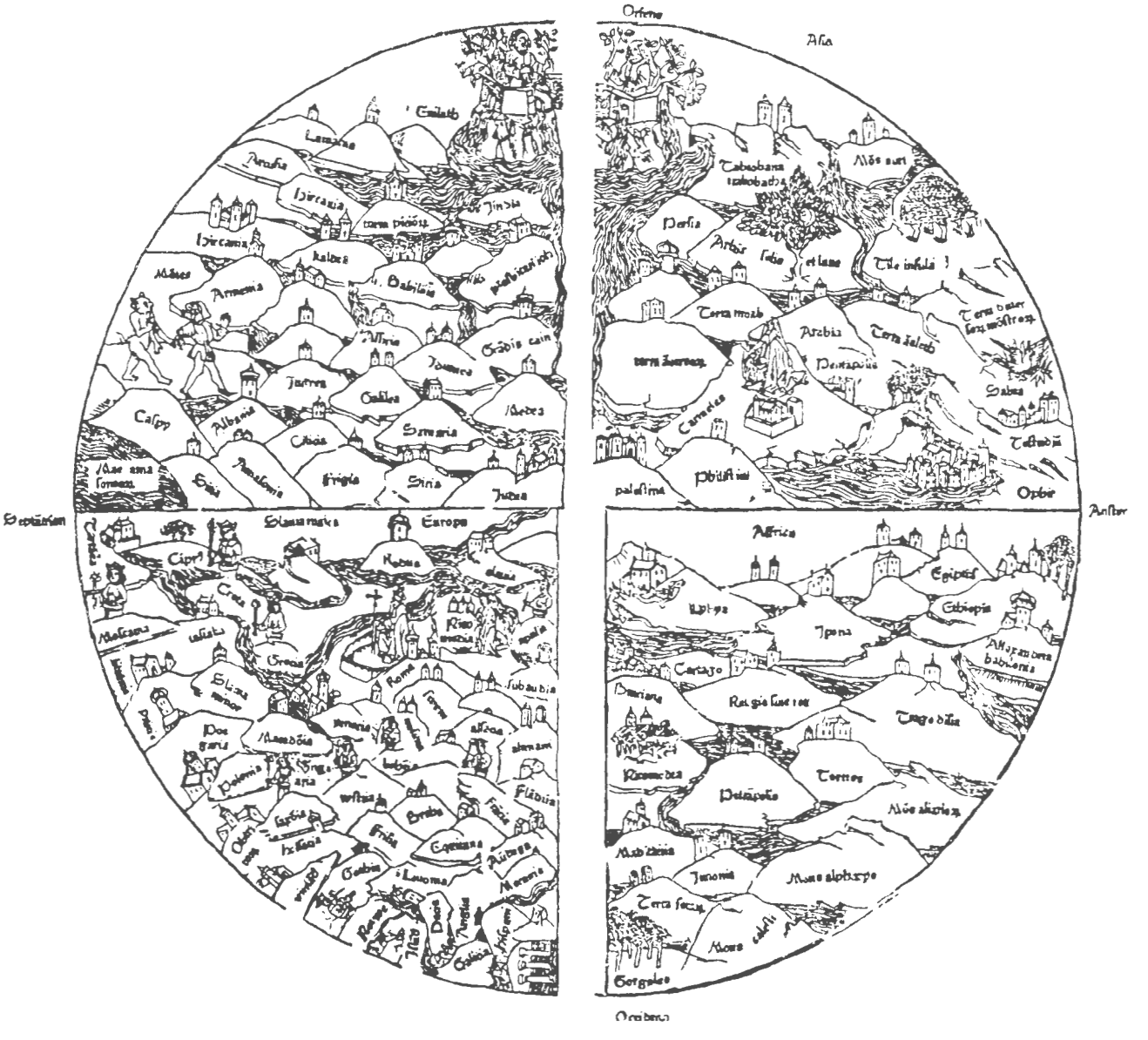
The General Assembly decided furthermore a change of the statutes of the society in order to open it to people interested not only in ancient but also in more modern globes.The society will celebrate its 50 year jubilee in 2002 being one of the oldest in the field of the History of Cartography. It organizes international scientific symposia and publishes the only scientific journal dedicated to the globe, *Der Globusfreund.* Focal point of the society's work in the near future will be efforts to broaden public recognition of globes in general and of the Coronelli Society in particular, and, more specifically, to encourage interested people to join the society. The office of the International Coronelli Society for the Study of Globes is at the Globe Museum of the Austrian National Library.

Book Reviews

The World Image Expressed in the *Rudimentum Novitiorum* by Wesley A Brown. Philip Lee Phillips Society Occasional Paper Series, No.3, Geography and Map Division, Library of Congress, Washington, DC, 2000. Booklet 280 x 215 mm; 40 pp; 15 b & w illustrations. No price stated.

One of the earliest printed world maps is a circular one of the traditional eastern world found in a large encyclopaedic work called the *Rudimentum Novitiorum*, or 'Book of the Basics for Beginners'. This work was published in Lübeck, northern Germany, in 1475 and may well have been intended for young clerics although its content is wider-ranging: history, travel, mythology, morality and decorum as well as strictly biblical events. The text, as Wesley Brown relates, was only partly the source for the nomenclature and images expressed on the world map.

The circular nature of the map and the T–O configuration of the three continents (Europe, Asia and Africa with east at the top) suggest links with earlier Christian-based models such as the Here-



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ford or Ebstorf mappaemundi. This map from the *Rudimentum*—and its successor derivatives from Paris and Lyons under the name *La mer des hystoires*—*can* be seen as the last in the line of such medieval maps.

Wesley Brown's booklet is a detailed study, for the first time, of all the place names on the world map and the sources from which they were derived. The text of the *Rudimentum* was certainly used but not as the main source: among others were Pliny's *Natural History* (or perhaps Solinus' *Collection of Marvels);* Sir John Mandeville's *Travels;* Isidore of Seville's *Etymologiarum;* a less well-known popular encyclopædia by the Englishman Bartholomeus Anglicus and, of course, the Bible. Each of the quarters of the world is analysed with an evaluation of the origin of all the place names, correction of misinterpretations, and a judicious summing-up. Further background is provided by 87 endnotes and four analytical appendixes.

The far-away places are naturally those most closely linked to the realms of imagination; for instance we learn much about the Image of Paradise, the land of Ophir, the myth of Prester John and the mentions on the map of monsters and devils. But the *Rudimentum Novitiorum* map also marks 'Vinland', an apparent island on the extreme edge of Europe. Does this mean that Vinland in North America was known in the Baltic port of Lübeck in the 1470s, at least two decades before Columbus? The received view is firmly 'no'. It could either refer to Finland, partly fit-



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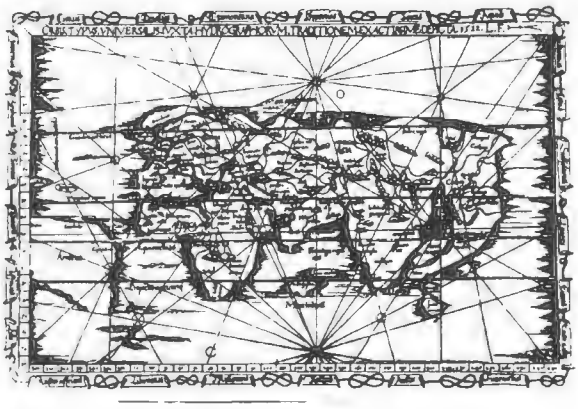
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ting a description of Finland given in the text. Or (as proposed by Kirsten Seaver and acknowledged by Wesley Brown) it might refer to Wendland, a Slavonic tribe in north-eastern Germany on the Baltic. As stated in the introduction, the world map in the *Rudimentum* offers the student of cartography a printed map that is also a fascinating window into the mind of the medieval cartographer. I fully agree, and thoroughly commend this well-written booklet to all IMCoS members, and to others. Wesley Brown's courtesy in donating a copy to the IMCoS library is much appreciated.

RODNEY SHIRLEY

The Victorian Maps of Devon, by Kit Batten and Francis Bennett. Devon Books, 2000, xxxvi+196 pp. ISBN 0-85522 756 8. £40.00. Available to IMCoS members on UK cheque from Kit Batten for £30 plus £5 surface postage in UK only.

Long awaited this book certainly is. I confess I did wonder how slim and anticlimactic it might prove following the success of their first volume, taking Devon from 1575 to 1837 mapwise.

As the authors remark, the Romantic Age up to Blaeu, the Age of Reason up to 1780 and the Age of Variety up to the accession of Victoria chronicled in the previous book are now followed by the Age of Precision in this.

The introduction is a book in itself, with a fascinating account of the development of the railway in Devon, the story of the rapid advances in technology and the withdrawal (for the most part) of earlier topographical devices, charming though they were, and a detailed account of the development of guide books from the earliest days, with the first county 'guide' book of Henry Besley c. 1845.

The necessity for an arbitrary dating of this book's contents (the duration of Victoria's long reign) raises some difficulties. The delightful Moule maps aren't in this volume, and for those who missed their earlier book this is sad. It's quite understandable, of course. The first appearance of Thomas Moule just precedes Victoria.

The illustrated catalogue starts at No. 118, the geological map of 1839 be de la Beche. It ends with the Devon and Cornwall pages from the 'Contour' Road Book of England by Harry Inglis. It is followed by six appendices, four of which cover the cartographers with maps first printed prior to 1837, but updated or reprinted after 1837, with particular emphasis on Arrowsmith, Cary and Bartholomew.

There is a comprehensive index. This is an unusually useful part of the book to me in this case. It provides much linkage with the companion volume. There is a sweet allusion to Joan Blaeu there, but no other nod can I find in these Homers.

All in all, a thorough and fascinating book. I hope we have scholars of their ilk in my county.

GEOFFREY TAPPER

IMCoS is looking for a reviews editor to handle books sent for review. We are grateful to Alan Bartlett for undertaking this task for the last two years, but he has expressed his inability to continue.

Please contact the Editor if you would be willing to do this task. It involves arranging reviewers for the books that are sent to us, getting the review to the editor, and ensuring that the book reaches the library.

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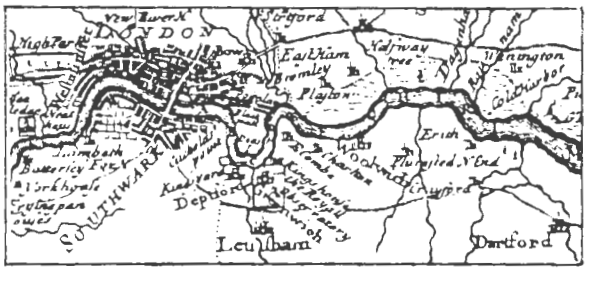
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Paulus **Swaen**	66
WorldView Maps	14

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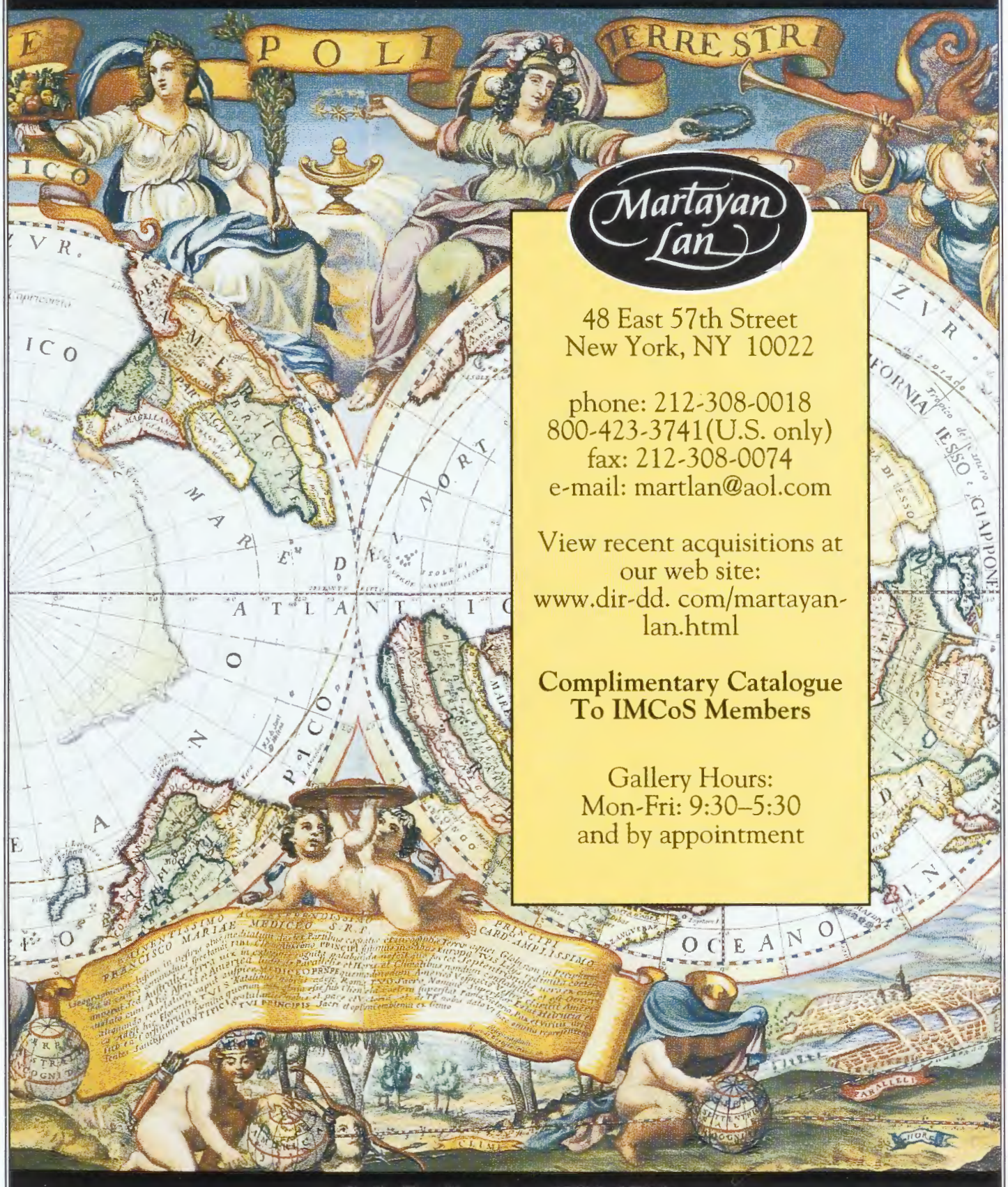
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