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JOURNAL



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Journal of the International Map Collectors' Society

AUTUMN 2002 ISSUE No. 90

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Cover map: 'Hollandia Comitatus', by Nicolaas Visscher II, c. 1690. Courtesy Hans Kok.

Copy and other material for our next issue (Spring) should be submitted by **15 October 2002**. 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. E-mail: sgole@compuserve.com
Books for review should be sent to: Dr Geoffrey Tapper, The Mount, Salisbury Road, Shaftesbury, Dorset SP7 8NL.
For Advertising, contact the Journal Advertising Manager, Derek Allen, 25 St Margaret's Road, London SE4 1YL. Tel: 020-8469 3932. e-mail: autolycus@dial.pipex.com

Chairman: Jenny Harvey, 27 Landford Road, Putney, London SW15 1AQ. Tel: 020-8789 7358. Fax: 020-8788 7819, e-mail: JEH@HARVEY27.DEMON.CO.UK
Vice-Chairman: Valerie Scott, Suite E, Oakley House, Mill Street, Aylesbury, Bucks HP20 1BN. Tel: 01296 395 866. e-mail: gp86@dial.pipex.com
Gen Secretary:
Membership Secretary:
Treasurer: E.H. Timothy Whitten, Lower Bonehill Farm, Widecombe-in-the-Moor, Newton Abbott, Devon TQ13 7TD
Financial Secretariat: P.O. Box 412, Aylesbury HP20 1WA. Fax: +44 (0)1296 392 511. e-mail: IMCOSADMIN@fsbusiness.co.uk
Publicity Officer: Yasha Beresiner, 43 Templars Crescent, London N3 3QR. Tel: 020-8349 2207. Fax: 020-8346 9539
Int. Development Officer: Caroline Batchelor, Pikes, The Ridgeway, Oxshott,, Surrey KT22 0LG. Tel: 01372-843 425
Int.Secretary: Dr Robert Clancy, 11 High Street, Newcastle, NSW 2300, Australia
Librarian: David Gestetner, Flat 20, 11 Bryanston Square, London W1H 2DQ

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From the Chairman's Desk

A Plethora of Map Fairs

Those of you who follow events in the world of map collecting will have noticed that the way we buy and sell maps has moved from the shop to the internet and more recently still to an increasing number of map fairs.

Globalisation has arrived, or should I say that we have returned to a former age when travelling traders set out their wares on a stall in one town, and then move on to the next! In the 80s IMCoS started a map fair. In the 90s Miami followed. Five years ago The European Fair was established in Breda. Last year The Rocky Mountain Fair started in Denver and now we have two new fairs to look forward to – one in Paris in November, and one in Portland, Oregon next June. These fairs are dedicated to maps and atlases, rather than being a part of a book or antiques fair, and so attract not just local dealers but those from further afield, looking for stock as well as new customers. This can only be a good thing for those who wish to spread the word about the joy of owning and collecting maps. Pierre Joppen has captured this trend in a new web site which can be found at <www.map-fair.com>. If you visit this site you can access information about all the above fairs, and more.

The Paris Map Fair takes place on Saturday 16th Nov. in the Hotel Ambassador, 16 Boulevard Haussmann, 75009 Paris, between 11.00 and 17.00. Pierre has attracted 34 international dealers from France, England, USA, The Netherlands, Belgium, and Germany, who will have for our delight maps, atlases, views and globes. Friday 15th is a viewing day of the Loeb-Laroque map auction in Paris and a pre-fair cocktail reception and dinner will be held in the evening. If you like French cooking this will tempt you! IMCoS is supporting this fair – we hope to be part of a move to attract more French people into collecting maps. The French certainly appreciate works of art and beauty – the fair will have maps that meet that description, so it is up to us to entice the Parisian's and their visitors. If you live in Europe Paris is only a train journey away – or just get in your car and go. For those of you without internet access, you can call +33 (0)6 11803375 or +33 (0)6 80489709 for more information.

Moving into 2003 we are delighted to hear that the convening of the History of Cartography conference in Portland has been the catalyst for the establishment of a map fair to take place following the end of the conference later in June. One of the aims of this fair is to offer an opportunity to those who live in the colder climes in the north of the US to have a fair closer to home when the weather is clement, in addition to the trip to the sun in Miami each February. Although map fairs take place indoors, the weather seems to be a parameter in

deciding fair dates! The large gathering of cartographers at the conference should guarantee interest for this inaugural fair.

A map fair offers an ideal opportunity to introduce someone to maps. I took a friend (who happens to have a geography degree, so I thought she might be interested) to the IMCoS fair in early June and she ended up buying two maps. My husband took her round the fair giving her a practical introduction to maps as they went – so much nicer than learning from a book. So the message is: take your friends to a map fair – they will find it an interesting day out and you might be introducing a new collector – they will certainly leave knowing more than when they arrived! Happy map hunting.

JENNY HARVEY

Change of Editor's address

In early October, the Editor will be in a new house.

Address: 5 Dunn Cottages
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Tel: to be allotted later
Fax: to be allotted later
E-mail:to be allotted later

The Editor thanks members who have sent in articles and other information. She now again has a small reserve, so there is slightly less panic before each issue. But please do keep on sending any local information on any aspect of cartography, as well as longer texts.

The Second Annual Rocky Mountain

Antique Map Fair

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Denver Central Library 14th & Broadway Denver CO

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Old World Auctions-Sedona AZ, Old Map Gallery- Denver CO, Far West Maps & Books- Cheyenne WY, Old Print Shop- New York NY, Brendan Moss Vancouver BC, World View Antique Maps- Katonah NY, Barry Lawerence Ruderman La Jolla CA, Dumont Maps & Books-Santa Fe NM, Old Maps & Prints-Fort Worth TX, Martayan Lan-New York NY, Art Source International- Boulder CO Antiquariat Adina Sommer Munchen GE, Garwood & Voigt-Sevenoaks UK, Thomas Hotter- Cambridge WI, Regency Galleries-Los Angeles CA, Berryman Fine Books-Ormond Beach FL, Cartographic Arts-Petersburg VA, Alexandre Antique Maps-Toronto ON, Terra Firma Antique Maps-San Diego CA, Antiquariat Reinholt Berg-Regensburg GE

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Old World: Early English maps
Glimpses of a lost landscape

This talk took the audience on a tour through the landscape of the 'Old World', as seen on some of the earliest maps in the PRO, ranging in date from the early fifteenth century to nearly 1620, when the Mayflower sailed with the first settlers to Virginia. The maps seen were just a small selection from the many early maps in the PRO (about 350 maps known to 1603, the end of the Elizabethan era), among holdings of perhaps 6 or 7 million maps.

These are not simply maps to be viewed in isolation, but maps within an archival context, that of central government business. They may be held with other documents such as letters and reports, which together record a business transaction or legal case, and we may need to look at these other documents to interpret the map, to tell us who made it, when, why, and what happened to it next, questions which early maps often do not answer in themselves.

These maps were not made for general reference, but for specific purposes of government business, such as defence and other affairs of state, for matters involving the Crown estate or finances, or for legal disputes heard in the higher courts of law. What is shown on these early maps was selected to make a point, (Fig. 1) as was revealed by comparison of

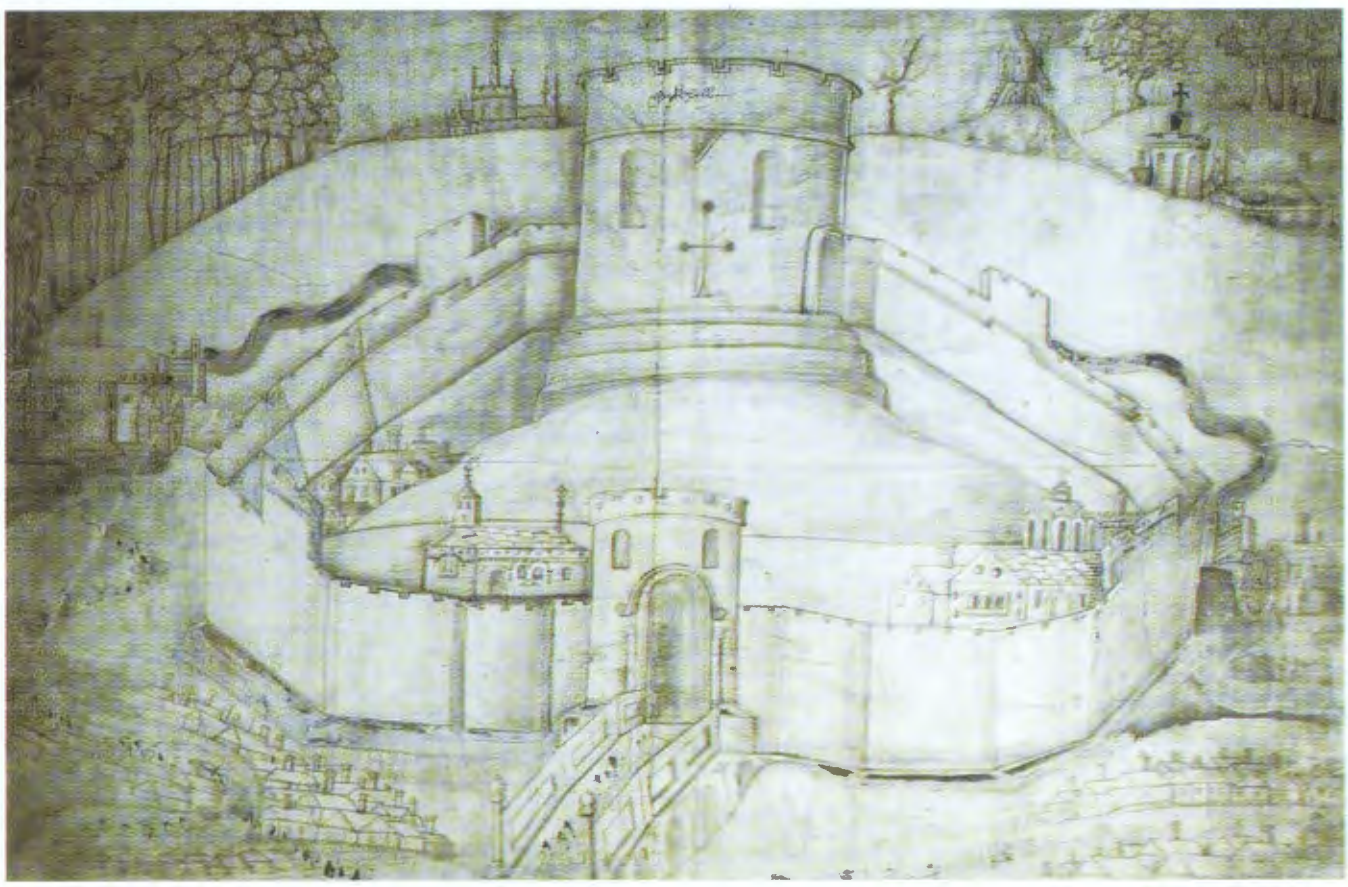


Fig. 1. Purpose governed what was shown: this drawing of Tickhill Castle, Yorkshire, was made in 1562 to show its defensive state, and includes little of its surroundings. Orig. size: 64 x 87 cm. Cat. no. MPC 1/96.

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two completely different maps of the same area, produced to illustrate the respective claims of plaintiff and defendant in a court case. This means that these maps are not 'historically reliable' in the way that we expect modern maps to be. The fact that maps were made for specific purposes is one reason why most of the maps show local areas, rather than whole towns, regions or the whole country. There may be a number of maps for one small place, produced for a court case, but relatively few maps of London and other towns at this period.

Many of these maps were produced in court cases about rights over land, and so may have been produced by or for private individuals. Litigants included wealthy landowners, and the monasteries until their dissolution by Henry VIII, (Fig. 2) as well as ordinary people such as villagers. This shows that the concept and use of maps was fairly widespread even quite early in the sixteenth century. Before the rise of surveyors, (Fig. 3) maps were made by a variety of people, with no special training. Jury members were asked to look at maps in court, so they must have been able to read them. Those maps were made for one of the parties to support their legal case, including those at villager level; or maps were made by the commissioners sent by the court to make enquiries in a case, who were mainly local gentry and clergy.

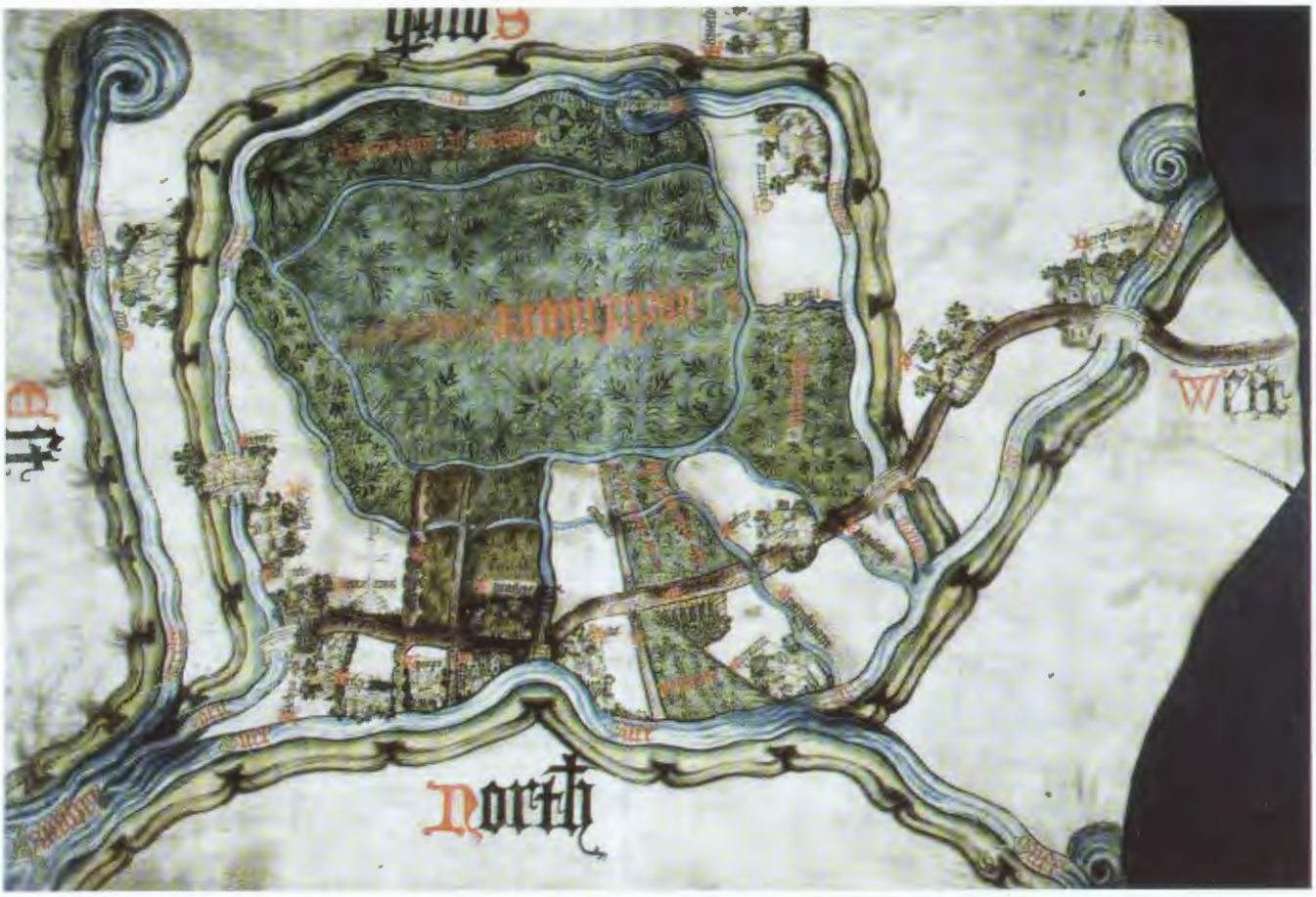
These maps show the changes in mapmaking during the sixteenth century, from the rough sketches and pictorial style of the scarce medieval maps, still evident in the earlier sixteenth century, to the rise of scale maps under the hand of Elizabethan surveyors, using new mapmaking techniques. Examples were shown of the earlier maps, some of which look more like abstract art than the kind of maps we are used to today: not drawn to scale, with few legends and no date, with some features shown disproportionately large, and placed in the landscape in a very approximate manner (Fig. 4). These were contrasted with examples from the later sixteenth century, which begin to look more like maps as we know them today, with title, regular place-names and conventional signs, and drawn to scale.

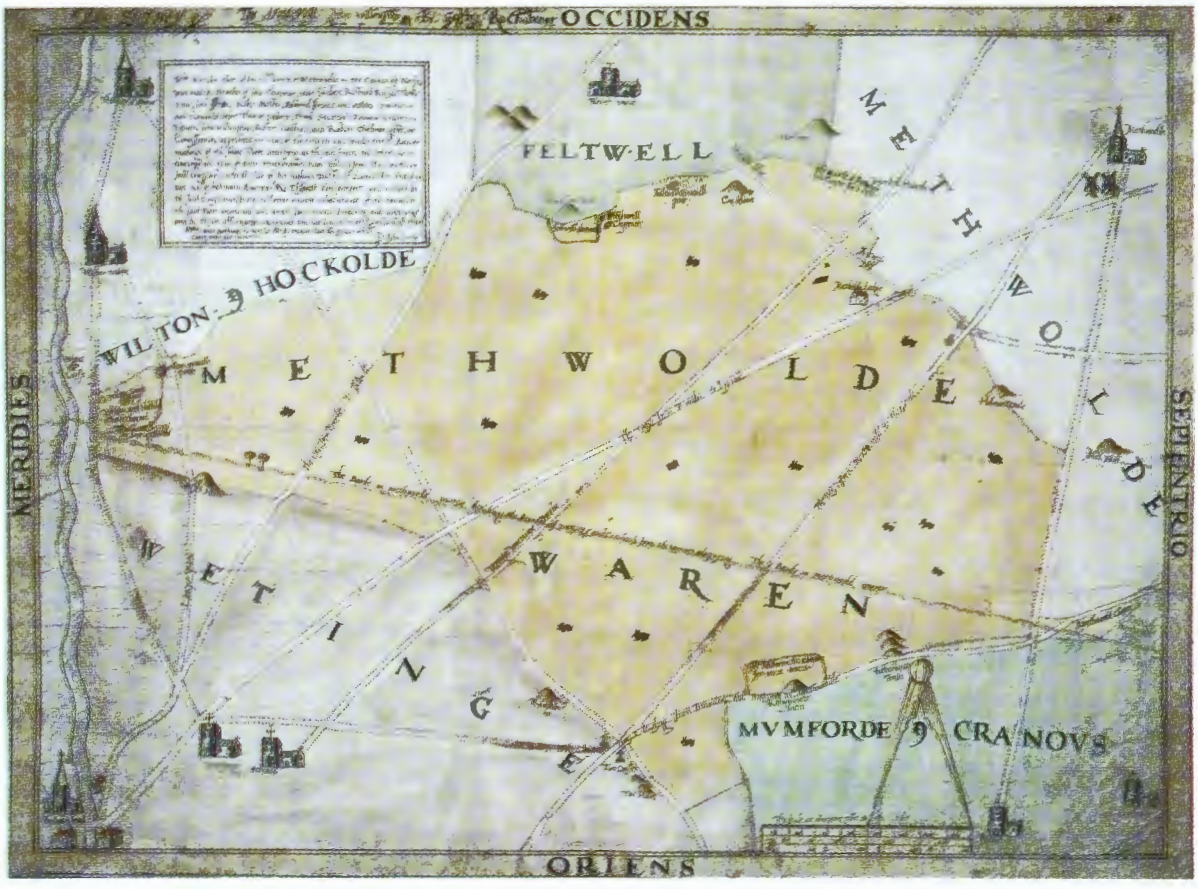
In many cases, the places shown on the maps are now very much changed, so the maps effectively provide glimpses of a lost landscape (Fig. 5).

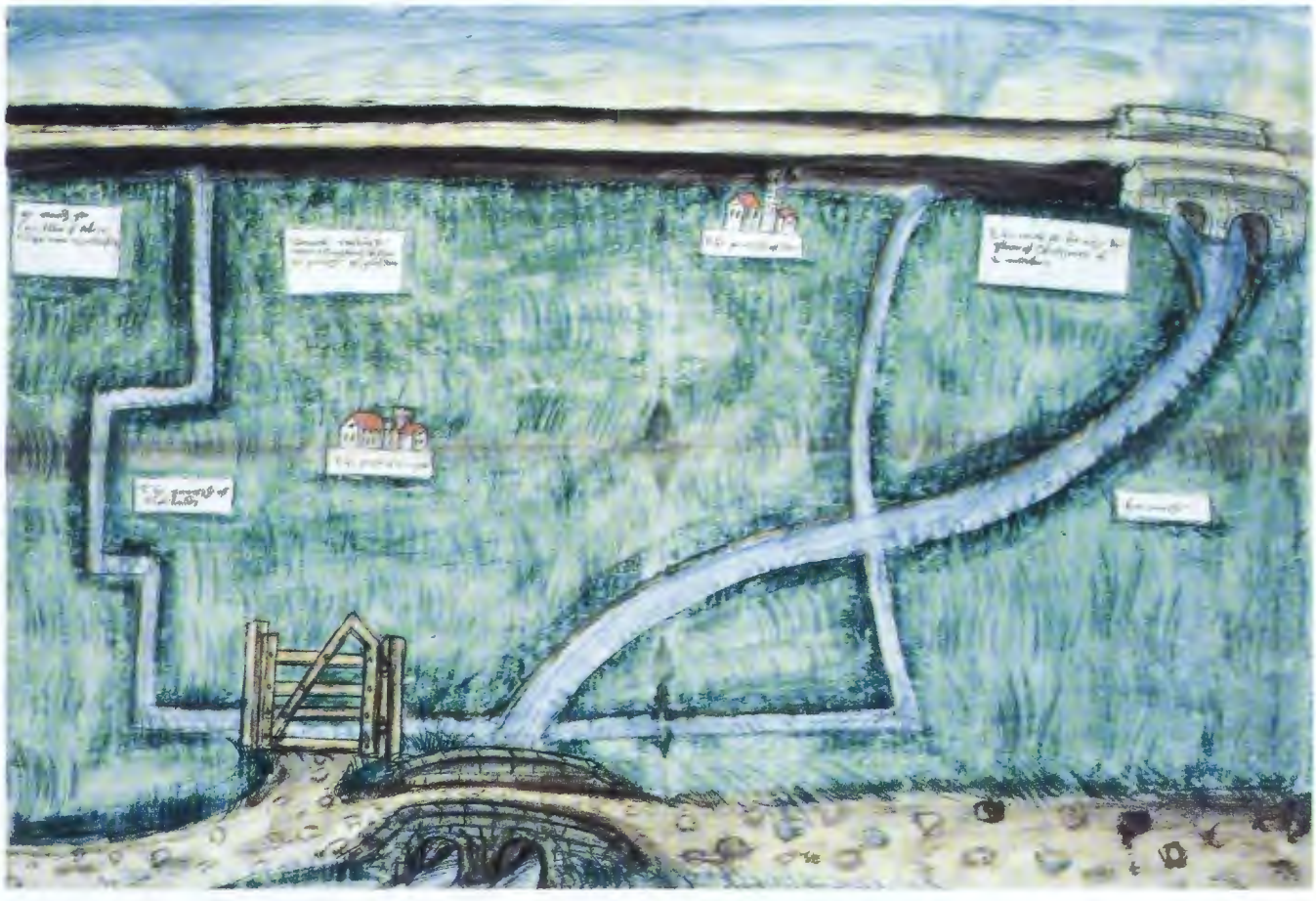
As the settlers from the 'old world'

On page 8. Fig. 2 (top). This map of Inclesmoor, just east of Scunthorpe, was drawn in the early fifteenth century as a record of a disputed area where an abbey was a litigant in a case over peat-cutting rights on the moor. The moor was effectively an island bounded by rivers, imaginatively drawn so that they seem to roll up like carpets at the map's edge. *Orig. size: 40.1 x 58.4 cm. Cat. no. MPC 1/56.*

Fig. 3. A surveyor's map of 1580: Methwold Warren, Norfolk. This map was commissioned from a surveyor, John Lane, for a dispute over a rabbit warren. It shows some of the developments of the later sixteenth century: a border with cardinal points (in Latin, still in common use in documents at that time); explanatory note; and a scale bar. However, while the warren was drawn to scale, the rabbits shown on it were not! *Orig. size: 41.9 x 56.6 cm. Cat. no. MPC 1/75.*


North


OCCIDENS
FELTWELL
METHWOLDE
WILTON 9 HOCKOLDE
METHWOLDE
METHWOLDE
WARREN
WETINGE
MVMFORDE 9 CRANOVS
MERIDIES
SEPTENTRIO
ORIENS





set out to sea, a sea which appears only in glimpses on these maps as the boundary to the known world depicted on them, they took with them in their minds the familiar landscape of fields and villages, set in landscapes of woods, rivers and wastes, the landscape of the Old World which they took with them over the sea to a new country, and there sought to re-establish the old landscape in the New World.

ROSE MITCHELL

On page 9. Fig. 4 (top). A graphic example of the pictorial style of the earlier sixteenth century: this map was made in about 1535 to show to a court the general location and prominent features of disputed land in Walland Marsh. The gate is drawn disproportionately large in comparison to the churches and houses which represent whole villages. The map has the south coast lying at the top (orientation to the north had not yet become standard). *Orig. size: 41 x 57.5 cm. Cat. no. MPA 1/61.*

Fig. 5. A landscape much changed: the port of Rye on the Sussex coast was thriving in the sixteenth century, but silting of the channels from the town to the sea [top] since 1595 when this map was drawn has placed the town quite a few miles inland. This map has features of early sea charts: compass roses, with rhumb lines radiating from them, used by sailors as navigational aids. Rye was defended from the sea by Camber Castle [top centre], built by Henry VIII's time but becoming obsolete as the sea moved away from it, and abandoned forty years after this map was drawn. It still stands, but is now largely roofless. *Orig. size: 37 x 44.5 cm. Cat. no. MPF 1/212.*



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Brave New World?
Shaping a new landscape

Early descriptions of the Americas – the New Found Land, the New World – verged on the lyrical. An account sent to Sir Walter Raleigh in 1584 spoke of a land 'so full of grapes' and of 'such plenty … both on the sand and on the green soil on the hills, as in the plains … that I think in all the world the like abundance is not to be found …'. He continued in poetic vein: the land contained '… many goodly woods full of deer, conies, hares and fowl … in incredible abundance … the highest and reddest cedars of the world…. The soil is the most plentiful, sweet, fruitful and wholesome of all the world'.[1] Ralph Lane, writing in the following year, declared, 'We have discovered the mainland to be the goodliest soil under the cope of Heaven. So abounding with sweet trees, … grapes of such greatness, … apothecary drugs, … flax, … maize or guinea wheat …'.[2] The grapes obviously made a great impact – 'great red grapes' are even indicated on the crude map of the Roanoke settlement which is believed to be the earliest map of any part of North America in the

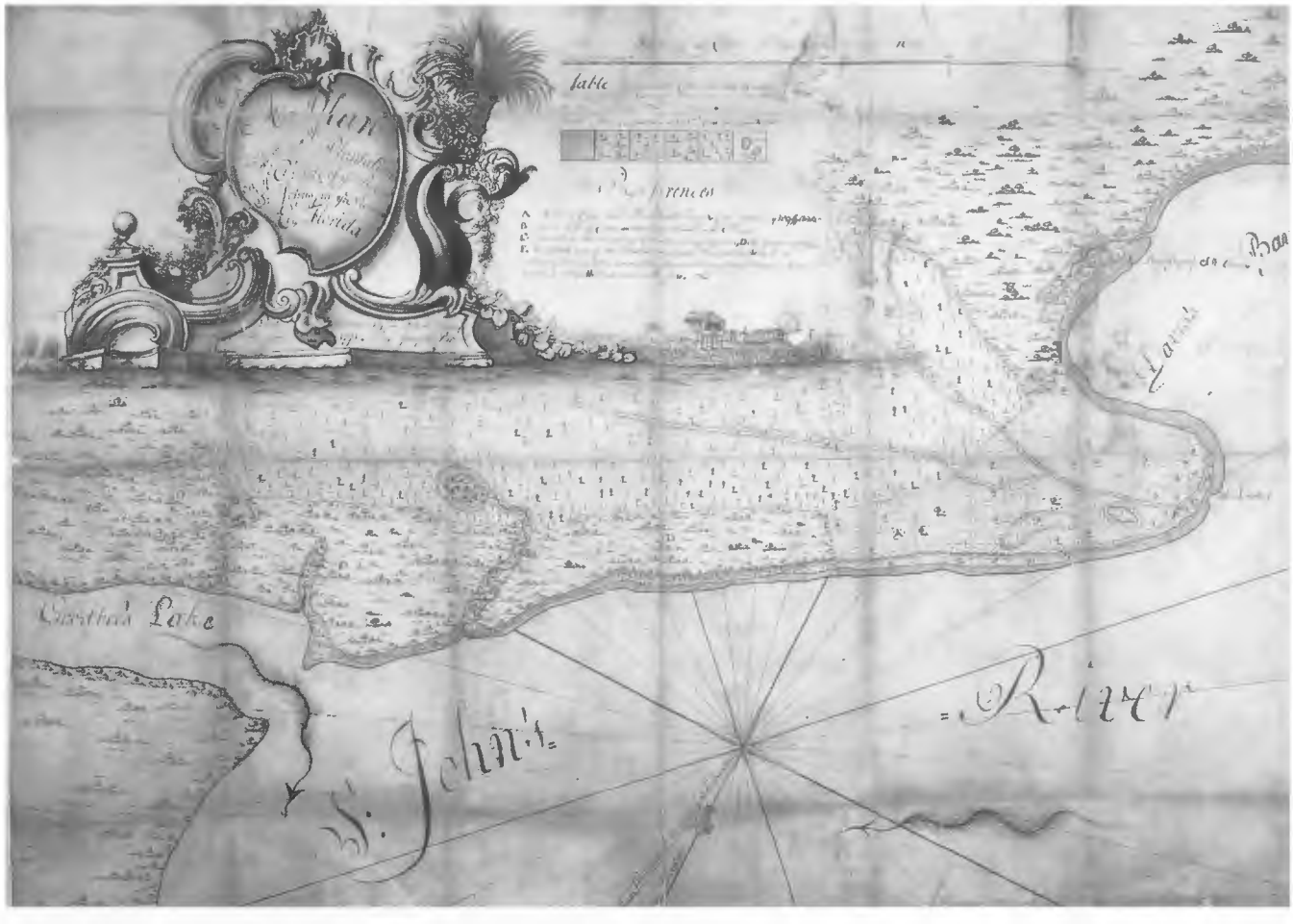


Fig. 1. Beauclerk's Bluff plantation, St. John's River, East Florida, 1771. This indigo plantation was typical of early economic exploitation of the New World. Orig. size: 53 x 75 cm. Cat. no. MPD 1/2.

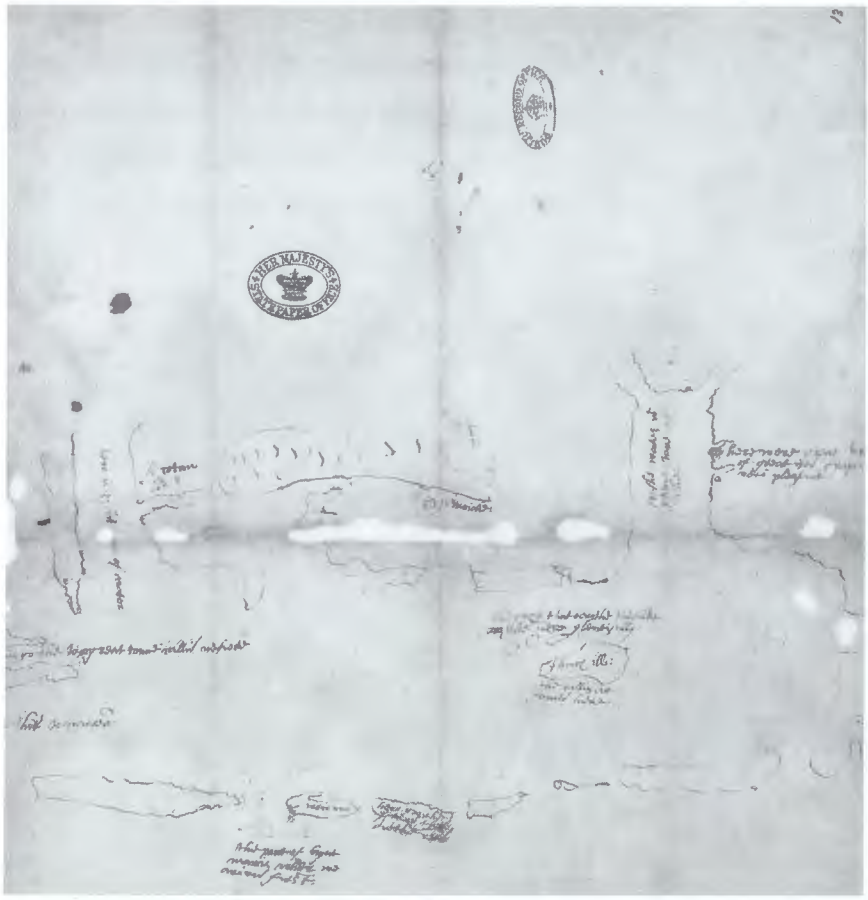


Fig. 2. Raleigh's colony at Roanoke, Virginia. 1585. Orig, size 39.5 x 30 cm. Cat. no. MPG 1/584.



Fig. 3. Province of New York and adjacent territories, by Augustin Graham, 1698. Orig. size: 49 x 73.5 cm. Cat. no. CO 700 New York 8.



Fig. 4. Colonel Romer's map showing his 'Journey to the Indian nations', 1700. Orig. size: 44 x 56 cm. Cat. no. CO 700 New York 13A.



Fig. 5. Peter Pond's map of north-west America, showing tribal lands, 1785. Orig. size: 51 x 73.8 cm. Cat. no. MPG 1/425.

Public Record Office (Fig. 2). Other early arrivals spoke of a virgin, unpolluted landscape, with flora and fauna unknown in Europe, inhabited by 'redskins' whose homes, clothing and way of life were totally different from European 'civilisation'. No one knew the extent or configuration of this vast territory: as Lane said, the continent was 'of an huge and unknown greatness'.[3]

Despite the fact that the continent was inhabited by numerous indigenous ethnic groups, the Europeans who reached America perceived this New World as available for exploration, settlement and exploitation. The earliest maps were crude in the extreme, but soon more detailed surveys were being made to facilitate European settlement. Native American patterns of settlement were quite different from those which obtained in Europe. Because distances between settlements were so vast and the demarcations between tribal areas defined by custom rather than formal agreement there was relatively little man-made impact on the landscape which the first white settlers encountered. By the late 17th century, the coastal areas at least were fairly well defined –the southern part of a parchment map of the province of New York (Fig. 3) shows Long Island recognisably, and the coast between Delaware Bay and Rhode Island, but the northern part of the map shows, much less accurately, a vast area inland to Montreal (Mount Royal) and the St Lawrence (Canada River), Lake Champlain (Cortars Lake) and Lake Ontario (Lake Cadaraque). The map becomes progressively less accurate and the scale less true as the distance from the coast increases. The map is undated, but is certainly that made by Augustin Graham, Surveyor General, on the orders of Governor Bellomont who sent it to the Board of Trade in 1698, 'so that your Lordships will see that this whole Province is given away to about thirty persons'. It shows the major land grants in the colony (with dates), especially along the fertile east bank of the Hudson River. Bellomont sent the map as evidence of the corruption of his predecessor, Benjamin Fletcher, who had made large grants for which he had pocketed the fees. Of particular concern were three potentially vast grants situated beyond most European settlement, one described on the map as being 'two miles in breadth on each side Maquas River and fifty miles in length'.

Faced with such empty lands, the early settlers rapidly proceeded to lay out new settlements. Geometry prevailed over geography: except where the meanders of a river or a mountain range forced deviation (and not always then), the land was laid out with mathematical precision – plots were square, roads and boundaries were straight as is well illustrated by a map of Ohio which shows the townships in precise squares (Fig. 7). However, native reserves were sometimes deprived of lands within squares when, say, a corner was cut off by a river. Whole towns and villages were built from scratch – as can be seen from a plan of Washington made in 1800, only ten years after the site had been designated for the national capital (Fig. 6). Individuals were able to acquire lands so extensive as only the aristocracy could command in the Old World – the

Foreign Office maps include a plan of a California ranch in 1864 which well illustrates this (FO 925/1310).

Topographical mapping derived from exploration of the inland evolved gradually. The map of William Romer's journey through New York state in 1700 (Fig. 4); Henry Popple's huge map of North America made in 1733 (CO 700 America North and South 11); Peter Pond's map of north-west Canada made in 1785 (Fig. 5); and David Thompson's wonderful maps of the Oregon made in the early years of the nineteenth century (FO 925/4622) are four examples of such maps. Place names were a mixture of native names (often phonetically represented) and Old World names carried over – New York, New Hampshire, New Jersey etc., etc.

The British were not the only Europeans interested in settling and exploiting the new continent. The French, Dutch, Spanish and British all competed for a share. The centuries-old enmity between Britain and France was transferred to North America, and each of the British colonies set about fortifying itself against possible French attacks. A manuscript map (MPG 1/332), entitled 'A Sketch of the Provinces of New York, New Jersey, Pensilvania, Maryland & Virginia …', shows the strings of forts built by those provinces along their western frontiers for protection against the French. The French had built forts along the Ohio valley and on the shores of Lake Erie; the forts built by the British provinces were strung out along the head-waters

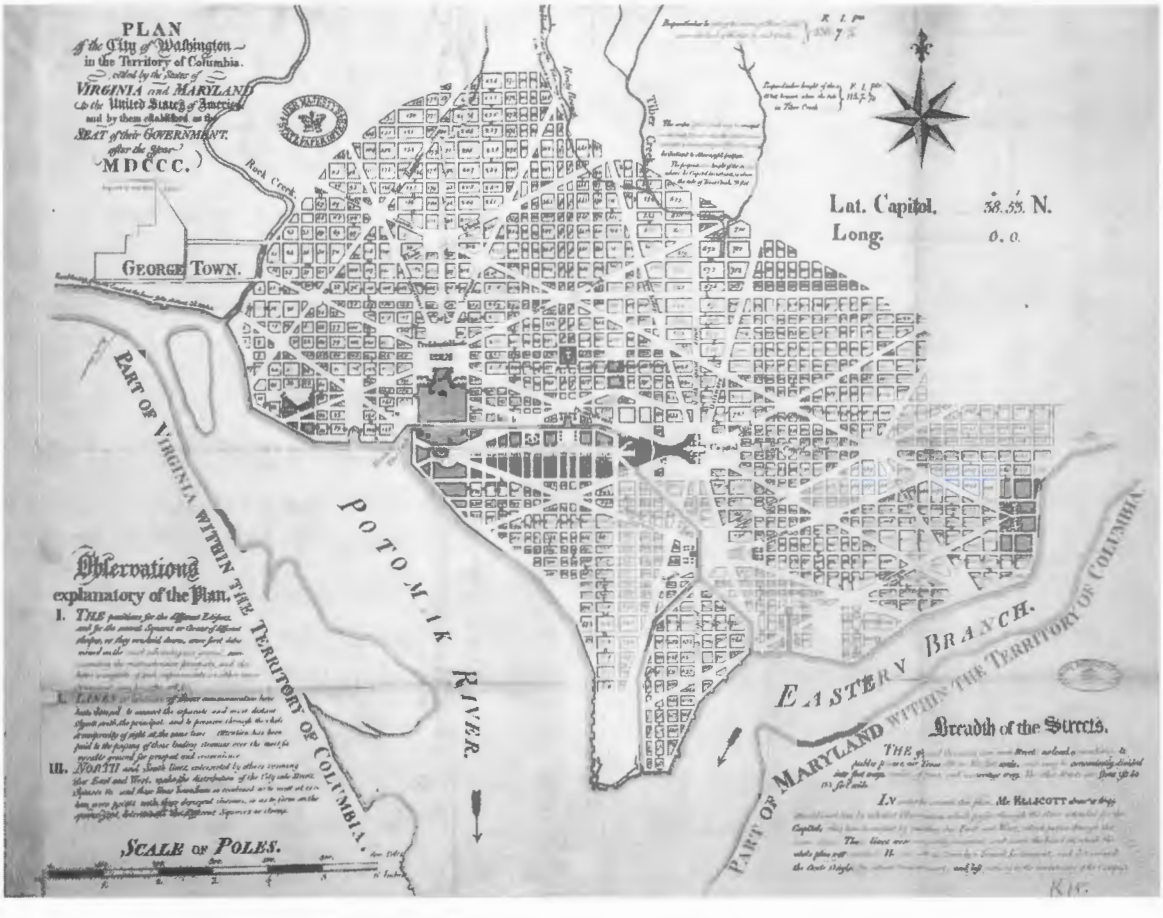


Fig. 6. City of Washington, engraved by Samuel Hill, Boston, 1800. Orig. size: 42 x 51 cm. Cat. no. MPK 1/15.

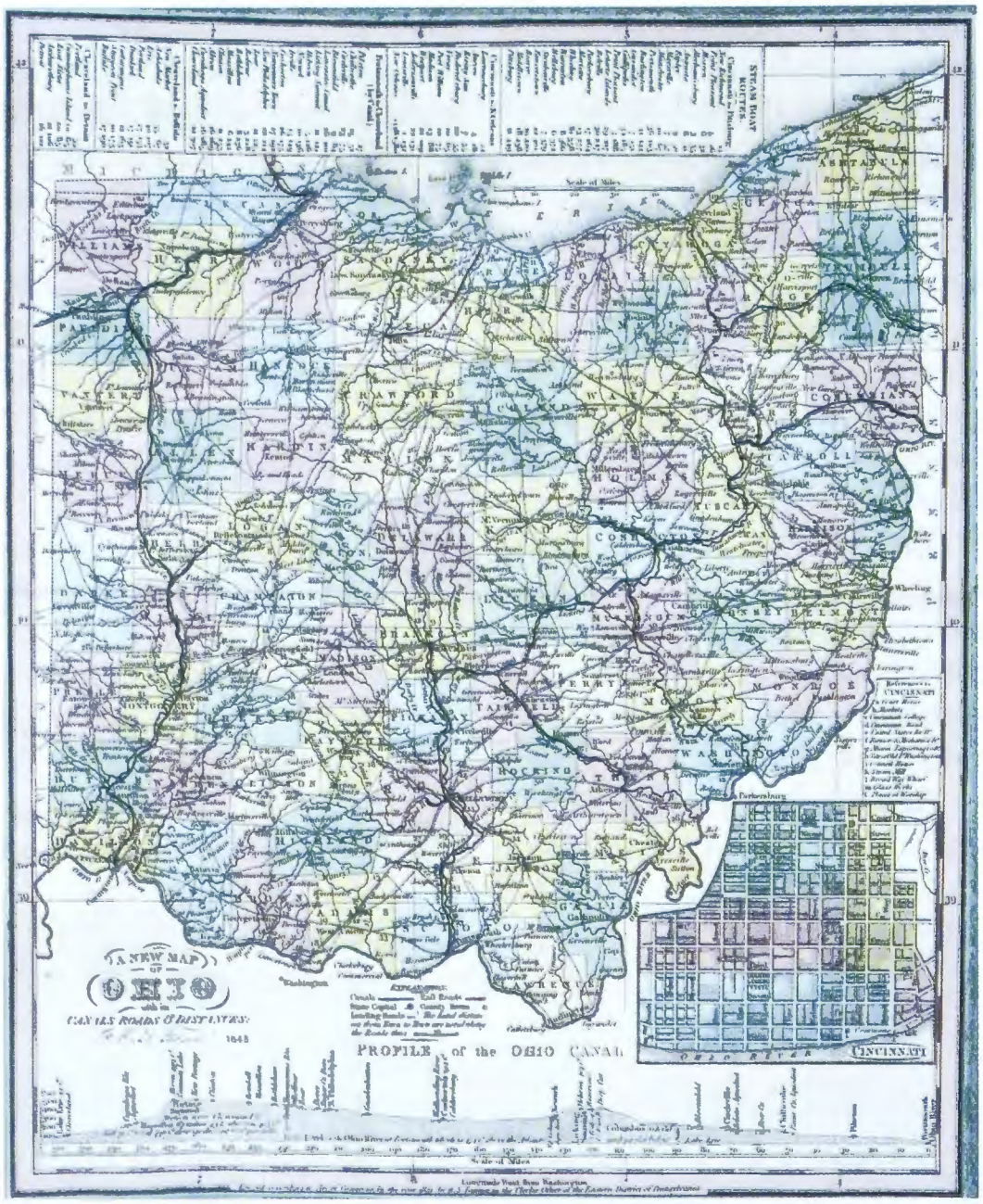


Fig. 7. Ohio, 1845. Orig. size: 38 x 28 cm. Cat. no. MPII 1/6/7.

of the Hudson, James, Potomac and Delaware Rivers. The forts established by the Province of Pennsylvania show that the principal threat was perceived as the French settlement at Du Quesne; the forts established by the Province of Maryland were situated at the head of the Potomac River; and those established by the Province of Virginia in the watershed of the Potomac and James Rivers.

The British defeat of the French at Quebec in 1759 and the Treaty of Paris in 1763 effectively ended French hopes of dominance in North America. The extent of French settlement before that time is clear from a map of the area around Lake Champlain (now in New York state) which shows grants made to English reduced officers and disbanded soldiers, and the claims by French 'seignieurs' already settled in the area (MPG 1/367). This map combines information about local wildlife (wolves; a lion more African than American in appearance; a heron, a turkey – all

apparently drawn more from hearsay or distant sightings than from close observation); local inhabitants; and the configuration of the lake; with a table of names of French settlers, keyed to their lands.

The search for the North West Passage and, subsequently, the search for the expedition led by Sir John Franklin resulted in greatly increased knowledge of the Arctic areas of North America. Successive editions of chart of the North Polar Sea show the fruits of these expeditions, which failed in their primary objective (MFQ 1/198/1; MFQ 1/197/2; MFQ 1/199/7; MFQ 1/315/6; MFQ 1/320/5; MPII 1/24/12).

The Europeans brought with them notions of statehood which entailed the delineation of international boundaries. For the most part, Europeans defined international boundaries in terms of either 'grand natural features' or lines of latitude/longitude which took no account of ancient tribal demarcations. The boundary between the French and British possessions (ie between the provinces of New York and Quebec) followed the line along 45°N (MPG 1/28). By 1835, the boundary of the United States had been pushed ever further north, south and west. Later, the demarcation of the boundary between the United States and Canada along the 49th parallel sliced a straight line through forests, lakes and mountains; ignored natural aids to definition; and created horrendous working conditions for the parties of surveyors. Maps in the PRO show the work of the boundary commissions set up to demarcate the boundary between the newly independent United States and British North America; the Alaska boundary; the Juan de Fuca boundary between the United States and British Columbia; and finally, in 1893–94, between the United States and Mexico. Although Great Britain had no territorial interest in the boundary between the United States and Mexico, a set each of the maps made for the boundary commission by the Americans and by the Mexicans is among the records of the Foreign Office here (in FO 925) - the PRO holds many records relating to international boundaries in which Britain had no direct interest

By the end of the nineteenth century, the New World was thoroughly subjugated, carved up into European-style nation states, subdivided into cities and estates, criss-crossed by roads and railways, industrialised and farmed and 'civilised'. The process can be traced clearly in the maps made by explorers, boundary commissioners, diplomats, ranchers, prospectors, town planners, engineers and a host of others

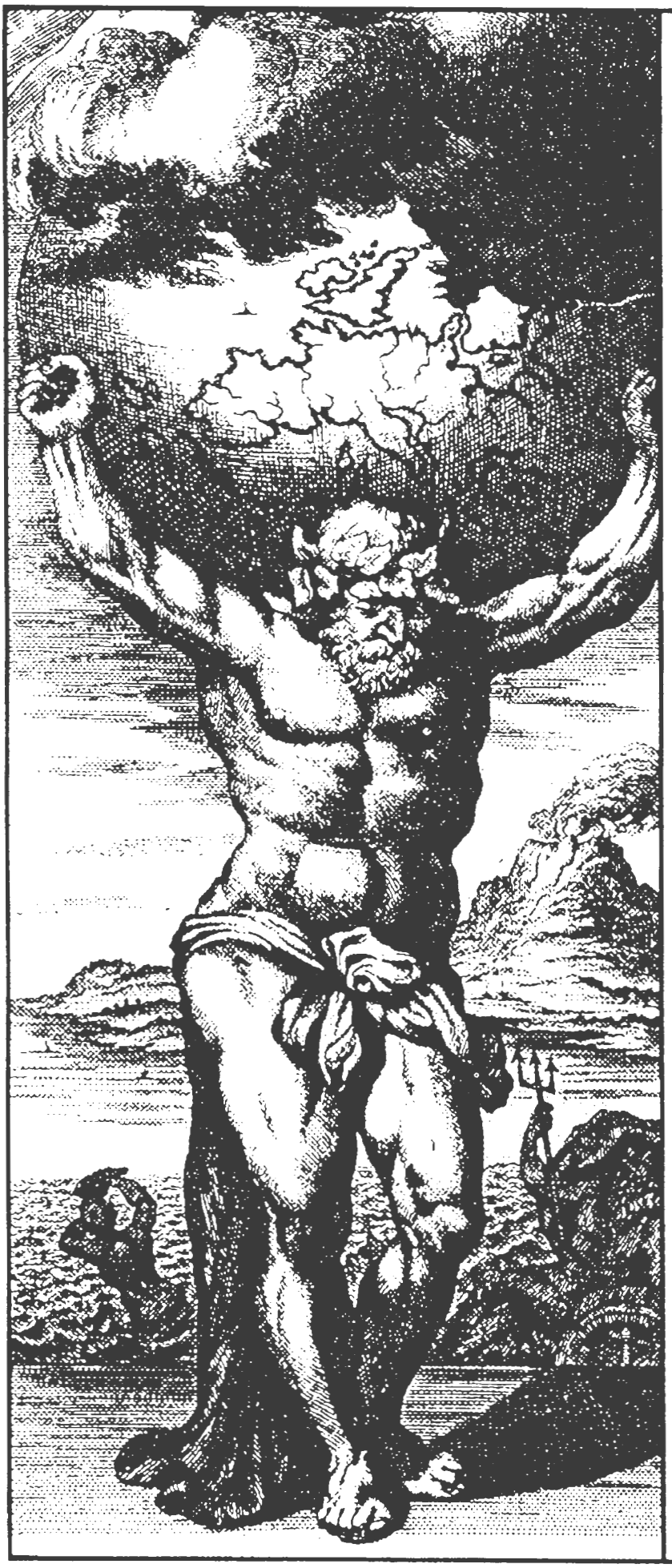
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1. A.L.Rowse (ed), *The First Colonists* (London, Folio Society, 1986) page 53
2. *Ibid*, page 72.
3. *Ibid*.

GERALDINE BEECH

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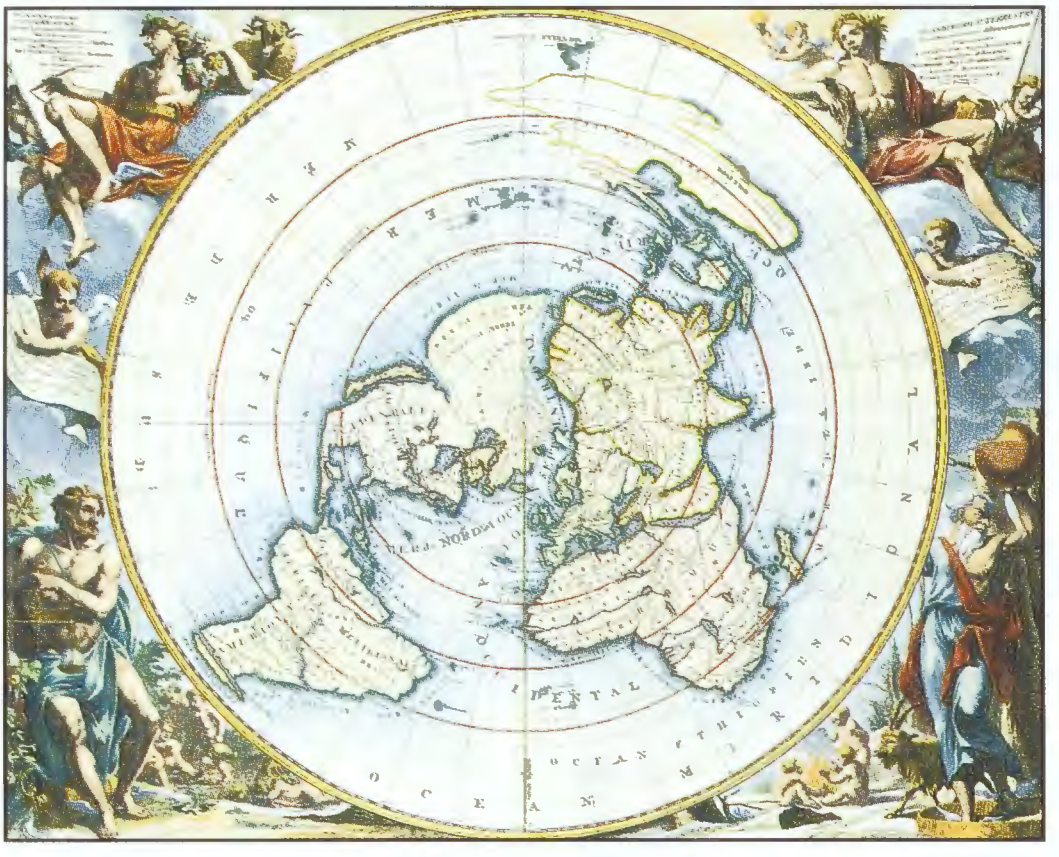
Early British maps

DL 3/38: Two maps of the moors, Over Kellet, Lancashire
MPA 1/61: Walland Marsh, Kent, 1537
MPB 1/23: The Market Place at Barking, Essex, 1595
MPB 1/25/2: Cheam, Malden, Morden and Nonsuch, Surrey, [1553]
MPB 1/32: Saxton manuscript survey: Old Byland, Yorkshire, 1598
MPC 1/33: Sturmer Mere, Essex, [1571]
MPC 1/35: Ashbourne, Derbyshire: village plan, [1546 or 1547]
MPC 1/41: Bird's-eye view of Olney Park, Buckinghamshire
MPC 1/56: Inclesmoor, Yorkshire,
MPC 1/62: Soham Mere, Cambridgeshire, [c 1545]
MPC 1/75: Methwold Warren, Norfolk, 1580
MPC 1/96: Tickhill Castle, Yorkshire [1562]
MPC 1/212: Christopher Saxton's county maps: Lincolnshire and Nottinghamshire, 1579
MPCC 1/7: Pinchbeck Fen, c1430
MPCC 1/8: Royal rabbit warren on Aldbourne Chase, Wiltshire, 1608
MPCC 1/9: River Ouse, Huntingdonshire [?1515]
MPF 1/6: Plymouth, Devon, at the time of the Armada alert, 1587
MPF 1/122: Dover harbour, 1577
MPF 1/138: Southwold, Suffolk, 1588
MPF 1/212 : Rye and Winchelsea, Sussex, [?1595]
MPF 1/240: Isle of Sheppey, Kent, c 1572
MPF 1/257: 'The Plan of the Debatable Land between England and Scotland', 1552
MPF 1/334: Workington, Cumbria, [1569]
MPI 1/64: Middleton, Norfolk, [*temp* Henry VIII]
MR 1/5: Greenhow Sike, Yorkshire, [?*temp* Henry VIII]
SP 1/140: Haughton castle, Northumberland, [1538]
MR 1/1: Marton, Lancashire, 1531

Exploration and early hydrography

CO 700 Canada 19: Plan of Quebec by Samuel Holland, 1759
CO 700 Canada 30: Fair chart of the Mingan Islands on the north coast of the St Lawrence River by George Sproule, 1769
CO 700 Florida 32: Survey of the Bay of Pensacola by George Gauld MA, 1766
CO 700 Georgia 11: Design for forts at Savannah, Hardwicke and Frederica in Georgia, by William de Brahm
CO 700: Massachusetts Bay 13. A plan of the coast of New England from Hampton Harbour to Cape Anne; drawn by Charles Blaskowitz.
CO 700: New Brunswick 11 A survey of the Bay of Passamaquoddy by Thomas Wright and Thomas Hurd

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CO 700: Nova Scotia 66 Cape Breton Island by J F W DesBarres, 1786
CO 700: Prince Edward Island 5 A development plan for Georgetown, Ile St Jean (later Prince Edward Island), by Charles Morris, 1768
CO 700: Nova Scotia 46 J F W DesBarres: *Atlantic Neptune*
MPI 1/83: Cook chart – MS – north-west coast of America

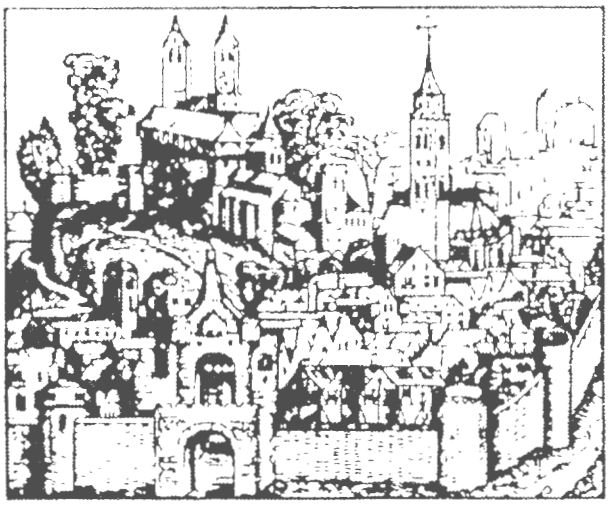
Mapping America

CO 700 America North & South 11: Henry Popple: the British Empire in America, 1733
CO 700 Carolina 21: 'A Draught of the Creek Nation' by William Bonar, 1757
CO 700 New York 8: Province of New York and adjacent territories, by Augustin Graham, 1698
CO 700 New York 13A: Colonel Romer's map showing his 'Journey to the Indian Nations', 1700
FO 302/30 (photographs) : FO 925/1565 (maps) : MPK 1/55/1 (index map): Demarcating the North West boundary between the United States and Canada, 1872-1874 – with contemporary photographs of the surveyors at work
FO 925/1200: 'The United States & the Relative Position of the Oregon and Texas': United States boundaries between 1783 and 1835
FO 925/1310: Californian ranch, 1864
FO 925/1453: Printed map of the British dominions in New England, by William Douglas, 1753
FO 925/1503: Scheme for proposed ship canal around the Niagara Falls, 1835
FO 925/1857: United States – Mexico boundary, 1893-1894
FO 925/4622 Papers in FO 5/412: David Thompson's survey of Oregon Territory
MFQ 1/1257/1: Native American map of the Canadian Arctic, 1821
MPD 1/2: Plantation and indigo works in Florida, 1771
MPG 1/332: Defences of New York, New Jersey, Pennsylvania, Maryland and Virginia, 1756
MPG 1/367: French settlers around Lake Champlain, 1763
MPG 1/425 : Papers in CO 42/47: Peter Pond's map of north-west America, showing tribal lands, 1785
MPG 1/584: Raleigh's colony at Roanoke, Virginia, 1585
MPI 1/61/11: American Loyalist's estate on an island in the River Alatamaha, Georgia, 1771
MPII 1/6/7: Ohio, 1845
MPK 1/15: City of Washington, engraved by Samuel Hill, Boston, 1800
MFQ 1/198/1 : MFQ 1/197/2 : MFQ 1/199/7 : MPI 1/315/6 : MPI 1/320/5: Successive editions of chart of the North Polar Sea between 1835 and 1865

Europe

ADM 7/688: View of Mount Vesuvius, made by Grenvill Collins, Master, HM Frigate *Newcastle*, to illustrate journal entry for March 1678.
FO 925/4004 : Norwegian chart of the coast of Norway between Kinn and

Gonzalo Fernández Pontes



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Trondhjemsleden, with MS additions showing territorial waters for fishing purposes according to Decree of 9 Sept 1889.

FO 925/4236B: Italian chart of the Adriatic Sea, 1822-1824, produced by the Military Geographical Institute, Milan.

MFQ 1/110 : Panoramic view and plan of Kronstadt, Russia, 1851

MFQ 1/463/3: Plan of Sebastopol, 1854, drawn by J O Jones, Second Master of HMS *Retribution*

MPF 1/156 : Bird's eye view, drawn by Captain Philip Asseliers, illustrating the Prince of Parma's siege operations near Antwerp, 1585.

MPF 1/214/3: View, drawn on 11 March 1669, of Mount Etna erupting, the extent of th eruption being shown by a brown colouring over the villages affected.

MPF 1/223 : Plan, attributed to Georg Lackner, of the fort of Nove Zamky, Slovakia under siege in 1663

MPF 1/269 : Drawing of iron, silver, copper, zinc and other metalliferous mines at Boda Dannemora, Falun, 'Felsbro', Hedemora, Lindesberg, Nora, Sala and Sater in central Sweden, c 1724

MPG 1/1189/2: Map showing the international air services operated by the British European Airways Corporation (BEA) in 1948. Also included are proposed air routes to be operated by Gibraltar Airways or BEA.

MPI 1/176 : View of the Monastery of Solovetski at the entrance of Onega Bay, Russia, painted by C E Phillips, Assistant Paymaster, HMS *Meander*, 1855.

MPI 1/324/4: Chart of the River Scheldt from Antwerp to the sea, based on a French survey of 1805.

MPI 1/331 : Picture of part of Lisbon and Belle Isle, drawn by William Passenger, Captain of HMS *Gloucester*, 1717

MPK 1/68: Designs for an English Church and a dwelling house for a clergyman of the Church of England at Sulina, Turkey, 1868

SP 9/202/2: 'A plotte of the dykes and fortes uppon the ryver of Antwerp': a bird's-eye view, made about 1584

WO 32/5705 part 2: Blueprint sketch showing the condition of the [Y]Emtsa bridge, on the Vologna Front, Russia, after its destruction by the Bolsheviks in August 1919

WO 78/1028/5: Sketch map of the island fortress of Sweaborg (Suomenlinna), south east of Helsinki, Finland, claiming to show the position of the Allied Forces on 17 August 1855. Drawn by George Giles, Master of HMS *Arrogant*.

WO 78/1037/34: Circular map of western France, centred on Niort, mid-17th century

WO 78/1078/72: Plan illustrating a proposed attack on ships in the harbour of Brest, France, using balloons carrying inflammable liquids and spiked rockets launched from British warships. The idea was put forward by Charles Rogier, inventor, 6 Fivefield Row, Chelsea, circa 1800.

WO 78/2498: Map of part of Russia by Guillaume De l'Isle, 1706

WO 78/2585: Plan of the battle of Waterloo, 1815, drawn by Captain Ives Stocker, Royal Engineers, in August 1831.



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IMCoS-Helen Wallis Award for 2002



I am the lucky person who springs a surprise on one of our unsuspecting diners every year. I am able to do this in my capacity as Chairman of the Selection Committee for the IMCoS-Helen Wallis award.

Our award is reserved for people who have made or are making a unique contribution to the world of early maps. As you probably remember, last year's winner was our out-going President Oswald Dreyer-Eimbcke and the year before that it was Tony Campbell who was retiring as Map Librarian of The British Library.

This year the committee has selected someone whose face has become familiar at our Map Pair recently but who is much better known in his native America. We are, of course, only honouring him today in respect of his work for map collectors and map dealers. Outside of this field he is a distinguished member of the medical profession. One thing did worry me a bit though. I read in his catalogue to an exhibition he curated that 'the fat of dead Indians was used to dress wounds in the 16th century'. For instance, when a Spanish leader was hit in the thigh with a poisoned arrow, he sent for a surgeon and two white-hot irons. The irons were held against his thigh so that the heat not only neutralised the effect of the

poison but invaded his body to such a degree that they had to use a whole cask of vinegar soaked in cloths to wrap around his body and lower his temperature. Then, apparently, he was cured because the heat of the fire consumed the cold poison of the herbs used on the arrow. Well, hopefully that is not the sort of medicine he is advocating today!

So back to the winner for 2002. If I tell you he is a charming man, always courteous and helpful, who founded and is the chairman of the Miami Map Fair, you will all guess immediately that we are honouring Dr Joseph Fitzgerald. But before I ask Dr Fitzgerald to come up and receive his award from our new President, Roger Baskes, I'd like to tell you a bit about his achievements,

He is a giant of a man who, exudes energy and enthusiasm. He loves maps and he must be very proud that next year marks the 10th anniversary of the founding of the Miami Map Fair which is held annually in the Historical Museum of Florida. The Miami Map Fair and our own fair are now the two most important and largest fairs devoted solely to maps in the world. Whether or not our winner took the weather in Miami into account when he decided to start that fair I have no idea but when I tell you it is held in February and the temperature is usually around 80°F you will understand what a clever move he made. And with our fair in sunny London in June you will understand why we complement each other so well.

Joe Fitzgerald has introduced early maps to a completely new audience. I think it would be true to say that there weren't many map collectors or even people who knew about historical maps in Southern Florida ten years ago. Many of the beginners who attended the fair have now matured nicely and gone on to become experts. Not only did he establish the fair and encourage the Historical Museum of Southern Florida to acquire a map collection, he has also made sure lectures and seminars are held alongside the fairs. He has also curated exhibitions including one entitled 'Quest for the Indies: routes of exploration' in 1992. The Museum now has more than 1,200 maps of Florida, South Florida and the Caribbean. A trust known as the Joseph H. Fitzgerald Trust for Historical Maps is in place and supports the growth of the museum's map collection.

Our winner is a map collector himself – apparently he bought his first map while he was an intern in New York City. But he has shared the knowledge he has gained with others and helped to educate the public about the subject. In addition he has helped to preserve maps in a public collection and has dedicated a large chunk of his time to establishing and running the Miami Map Fair. On all these counts we congratulate him. I will hand over now to our President, Roger Baskes who will make the award to Dr Joseph Fitzgerald.

VALERIE SCOTT

The IMCoS-Helen Wallis Award is granted annually in recognition of cartographic contribution of great merit and wide interest to map collectors worldwide.

Nominations may be sent to the Chairman of the Selection Committee, Valerie Scott (address on page 1).

June Weekend

Annual Dinner

As a change from usual the Dinner was the first function of the weekend, so the short time before we moved to our seats was taken up with meeting old friends, and greeting new ones. The venue was the now familiar Overseas League in St James, but the crowd was rather smaller than in previous years. The formal part of the proceedings began with an address by our outgoing President Oswald Dreyer-Eimbcke (see page 33). Then Jenny Harvey introduced our new President Roger Baskes. His first duty was to present the IMCoS-Helen Wallis Award to Joe Fitzgerald from Miami. Valerie Scott read the presentation (see page 25). This was followed by a more unusual presentation. Our photographer David Webb was summoned to the front and presented with a certificate granting him Honorary Fellowship of IMCoS, in recognition of his tireless, and very generous, work in photographing so many IMCoS events over the years.

David joined IMCoS at its first meeting, reflected in his membership no. 14, and became its official photographer in 1983. Not only has he recorded so many of our activities, and the members who participated, he is also the only member to have attended every International Symposium since they began. So this was a well deserved award.



Surprise shows on his face as David Webb receives his certificate as Honorary Fellow of IMCoS.



Speakers at the symposium (from the left): Geraldine Beech, Rose Mitchell, Christopher Terrell, Merryl Foster.

Visit to the Public Record Office, Kew

The symposium was opened by Dr Merryl Foster of the Public Record Office who introduced the Keeper of Public Records, Dr Sarah Tyacke. She gave us a short address about the Public Record Office.

The first lecture by Rose Mitchell of the Public Record Office (see page 5) was a most interesting insight into the early English manuscript maps and how they were perceived, and how they developed to show representation of the landscape (field systems, enclosures and churches) which we can recognise today.

The second talk by Chris Terrell of IMCoS explained the early charting of the East Coast of America and how it was influenced by Military and Hydrographic Office demands.

The last talk (see page 11) was by Geraldine Beech (PRO) about the early terrestrial mapping of America, firstly for land distribution and later for boundary delimitation. This talk combined

with the previous one gave great insight into the early mapping of present-day America.

We then split into four groups, so that there was plenty of room to study all the exhibits, without having to queue to see any particular item. Lunch also was staggered so there was no jostling to fill one's plate with an excellent cold buffet.

In one room were the maps of early America, some of which had been shown to us by Geraldine Beech in the morning. It was interesting to see the size of the maps, the projector giving us no indication of this. Most maps were smaller than imagined from the screen. Other maps seen were exploration maps and charts of north America.

All of the manuscript maps shown on projection by Rose Mitchell were seen 'in the flesh', and very exciting were those maps drawn in the 14th and 15th centuries to demarcate land and to illustrate disputes in court and other things.

Finally in the forth room was an interesting assortment of maps of Europe, battle plans, etc., from the 17th–20th centuries to whet one's appetite.

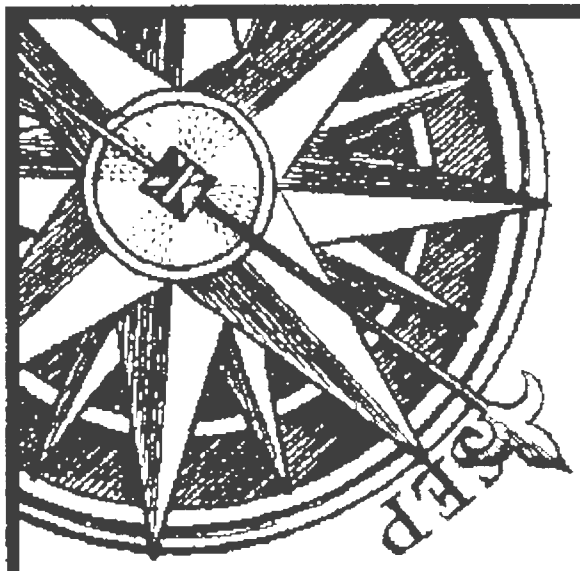
The whole event was a great success, and we had seen some truly amazing manuscript maps, as well as many unusual printed ones.

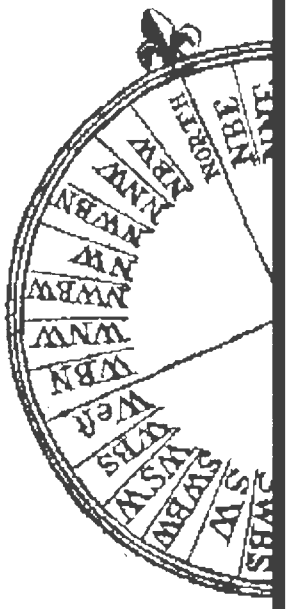
Reception

From the PRO we were taken by coach to Olympia for a reception at one end of the Map Fair hall. This was sponsored by two of the standholders, Holger Christoph & Co and Sanderus Antiquariat, and was very well attended.



Dawn Rooney and Caroline Batchelor manning the IMCoS desk.



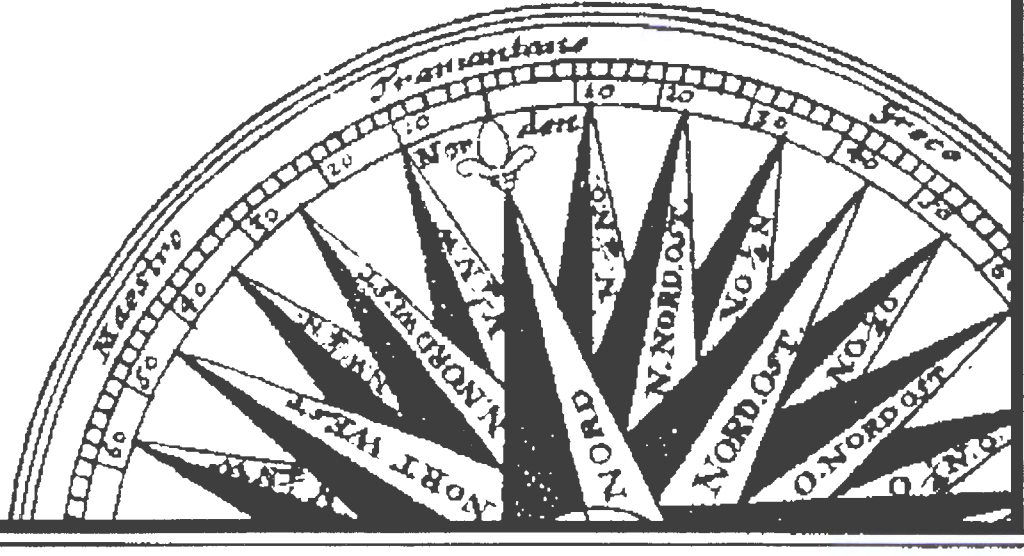


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TWELFTH SERIES: 2002-2003

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October 24 **Dr. Michael Charlesworth** (Department of Art and Art History, University of Texas at Austin). The panoramic idea and mapping in Britain, 1740-1820.

MEETING SPONSORED BY THE HAKLUYT SOCIETY

November 21 **Peter Riviere** (Linacre College, University of Oxford). The Schomburgk Line and the creation of 19th century British Guiana.

December 5 **Brian Leigh Dunnigan** (William L. Clements Library, University of Michigan). Frontier iconographies: Mapping and imaging developing urban space in colonial North America.

2003

January 23 **Professor Mike Heffernan** (Department of Geography, University of Nottingham). From Russia with love? A Tsarist map of France and the Paris *Exposition Universelle* of 1900.

February 13 **Dr Jeremy Johns and Dr Emilie Savage-Smith** (The Oriental Institute, University of Oxford). *The Book of Curiosities*: A newly-discovered series of medieval Islamic maps.

March 20 **Edwina Proudfoot** (St Andrews Heritage Services, St Andrews). John Geddy's map of St Andrews (1580): A past and future framework.

May 1 **René Tebel** (Doctoral candidate, University of Vienna). The significance of the ship image on early modern maps from the 10th to the 17th centuries.

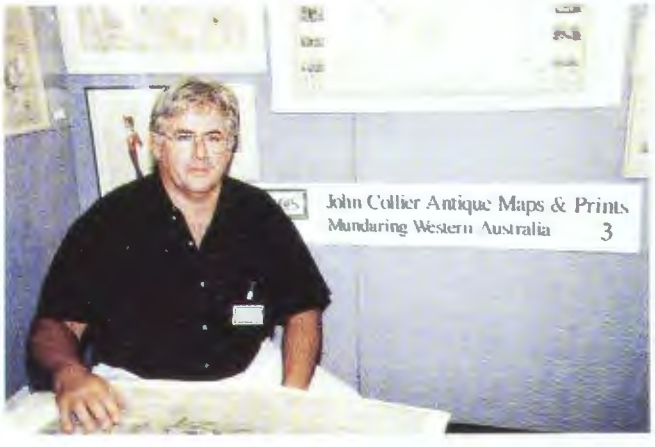
May 29 **Dr Daniel Connolly** (Franke Humanities Institute, University of Chicago). The performance of history in the itinerary map of Matthew Paris.

This programme has been made possible through the generous sponsorship of The International Map Collectors' Society, Jonathan Potter of Jonathan Potter Ltd., and Laurence Worms of Ash Rare Books, and is supported by *Imago Mundi*. Displays for each lecture, at the Royal Geographical Society, are arranged by Francis Herbert, Hon. F.R.G.S. Note that the Society's Library and Map Room are closed until late 2003, although both the Picture Library and Archives remain open. See <http://www.rgs.org>.

Map Fair

The following morning all the dealers and IMCoS organisers were in place when the doors opened promptly to members at 10.00 am. The stands had been set up the previous afternoon, supervised by Jenny Harvey and Roger Brown (which meant that their devotion to duty prevented them seeing the maps at the PRO). This was a new venue for IMCoS and had required much decision-making and planning, but it was generally judged to be a success, and we will be returning here next year. There was far more room than at previous locations, and we were all in one huge room, not split into several smaller ones. The cafeteria was also a great improvement. Having the Antiquarian Book Fair at the same time upstairs made it convenient for those dealers who took stands in both fairs, and also attracted more visitors to ours. We look forward to our International Map Fair growing each year, as it is still the largest fair devoted solely to maps held anywhere in the world.

ALAN WEBB et al.











Reflections on Maps

Address by our outgoing President at the Annual Dinner

We are all united by cartography, to which we devote our enthusiasm and a great deal of our time. But regrettably I have to admit that cartography is becoming increasingly technological and is therefore, in my opinion, losing its soul.

For many centuries the principal goal of cartographers was to remove blank areas from the map by compiling data with growing precision and completeness. Today we have to admit that maps are no longer the prime medium for registering ever more quickly-outdated knowledge about the world.

From the aerial and satellite photography of today cartographic traditions have come under pressure. The accuracy and real-time character of satellite images have long superseded the former importance of military maps. Even in the civil transport sector, navigation systems are beginning to replace conventional maps. In a world of radically unstable regions and structure even the classic thematic map faces competition from ostensibly more efficient methods of information transfer.

The increasing globalisation of our communication is constantly teaching us new geographical facts and making us reach for ever-new types of maps. Worldwide reporting on natural events such as volcanic eruptions, wars, political unrest and economic crises are constantly making us acquainted and familiar with the relevant geography. The new medium may come against our will. But we can always recognise the truth of a pronouncement by the English preacher Thomas Fuller in 1650: 'The eye learns more from a map than the ear can learn from a whole speech'.

Before the Americans bombarded Afghanistan, there were probably few who could list all its neighbouring countries. Soon, however, it became common knowledge that Kabul is in the north, while Kandahar is in the south. And if we then start to look for the places where our soldiers are deployed, we become even more – perhaps painfully – aware of how closely war and geography are connected.

Yet it was this connection that inspired Alexander the Great. His campaign brought the Greeks not only victories, but also a broader view of the world, and many new discoveries for cartographers. But wars not only explore geography, they create it too. This is currently most evident in the television graphics used to illustrate the deployment of ground troops: imaginary mountains and gorges, as seen from helicopters and occupied by parachute troops – the country as a computer game, in which altitudes above sea level and vegetation zones are transformed into operational conditions.

What would we know about the Falkland Islands without the war of the same name? And what would we know about Yugoslavia without maps to reflect this puzzle of ethnic and religious groups?

The decorative title pages of atlases from the Baroque period graphically symbolise the status of car-

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tography. In Matthaus Seutter, for example, we find a crowned Europa enthroned on the globe and at her feet the three continents known at the time. In the foreground Minerva, Neptune and Mars point to the importance of maps and emphasise the scientific, economic, maritime and military pre-eminence of Europe in the world.

In recent years maps and plans have become an important topic in the field of cultural sciences. In the 1980s the well-known map specialists David Woodward and Brian Harley embarked on the publication of a multi-volume 'History of Cartography'. Since the Columbus anniversary in 1992, which led to a fundamental rethinking of the relationship between colonialism and early modern methods of map production, numerous publications, international symposia ('Paper Landscapes' in London in 1997), and even art exhibitions (for example, 'Mapping', Museum of Modern Art, New York, 1994) have been devoted to the topic. They portray a new fundamentally changed approach to historical and contemporary maps. The highly regarded book *Longitude* by Dava Sobel has given a brilliant description of one of the key problems of cartography, and even novels such as Umberto Eco's *The Island of the Day Before*, or Thomas Pynchon's *Mason & Dixon* get to grips with the issues of applied geography and its often serious historical consequences. As early as Shakespeare, we find the words, 'Come, here's the map' in the first scene of Act Three of *Henry IV*. Even in Jules Verne, cartographic products played a role in his novels *A Long Vacation* and *The Children of Captain Grant*. The journey round the world in 80 days can be followed like a timetable with the legendary *Bradshaw's Chronicle*.

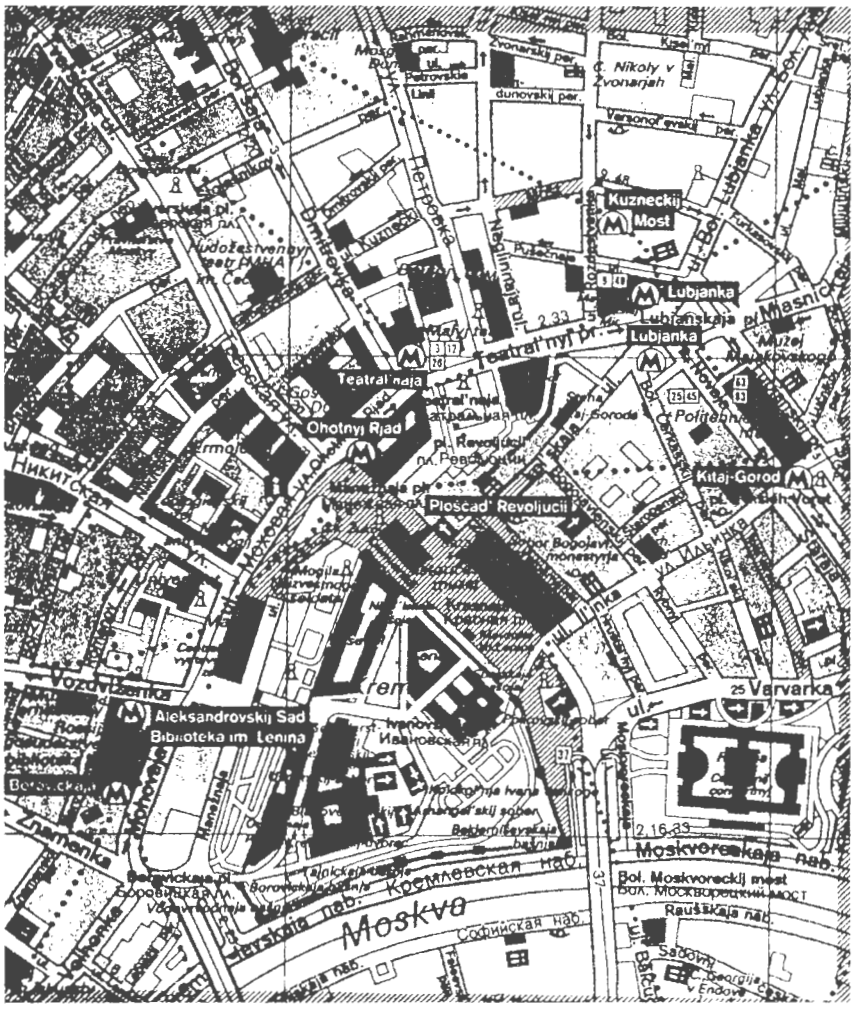
Egon Erwin Kisch devoted an entire chapter to sea charts in his famous book *The Raging Reporter* written in 1925 – the name stuck to him as a nickname. In another chapter he described the meridian pillars of the London Shipping Exchange.

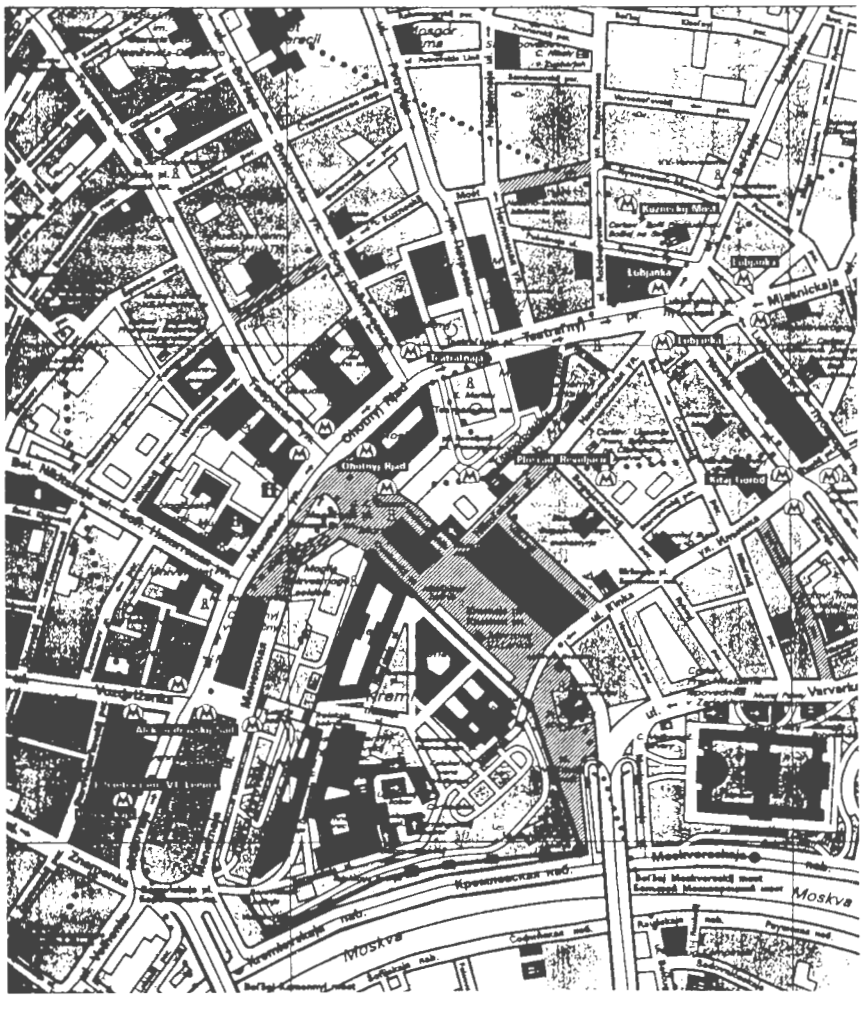
The fact that maps as they present themselves to the naive gaze are not the scientifically objective tool of geographers, historians and strategists, is obvious. They have been and are 'coloured' by the many and various interests of their respective commissioners and producers. The realisation has become established that maps, as well as recording the state of geographical knowledge at the time, always record power situations and especially latent claims to power as well. In a century of heightened awareness of the various forms of political and cultural imperialism, Euro-centric thinking and colonialism, the visual realisations that accompany these phenomena have become the subject of critical questioning.

On the outbreak of the Falklands conflict in 1982, British Admiralty chart no. 1354 suddenly became a cartographic best-seller. Lucky indeed was anyone who possessed such charts! The original engraving dated from 1884; it was revised in 1899 and not corrected again until 1955. After that only hand-written changes were made, the latest information on shallows being after 1980. No wonder the British Admiralty immediately stopped deliveries of the chart world-wide when it decided to go all out in this conflict. The effect of this was felt by a dealer in sea charts in Hamburg, whose ambitious claim was to have always 7000 sea charts in stock. In a single



Titlepage from an atlas by Matthaus Seutter (c.1720).



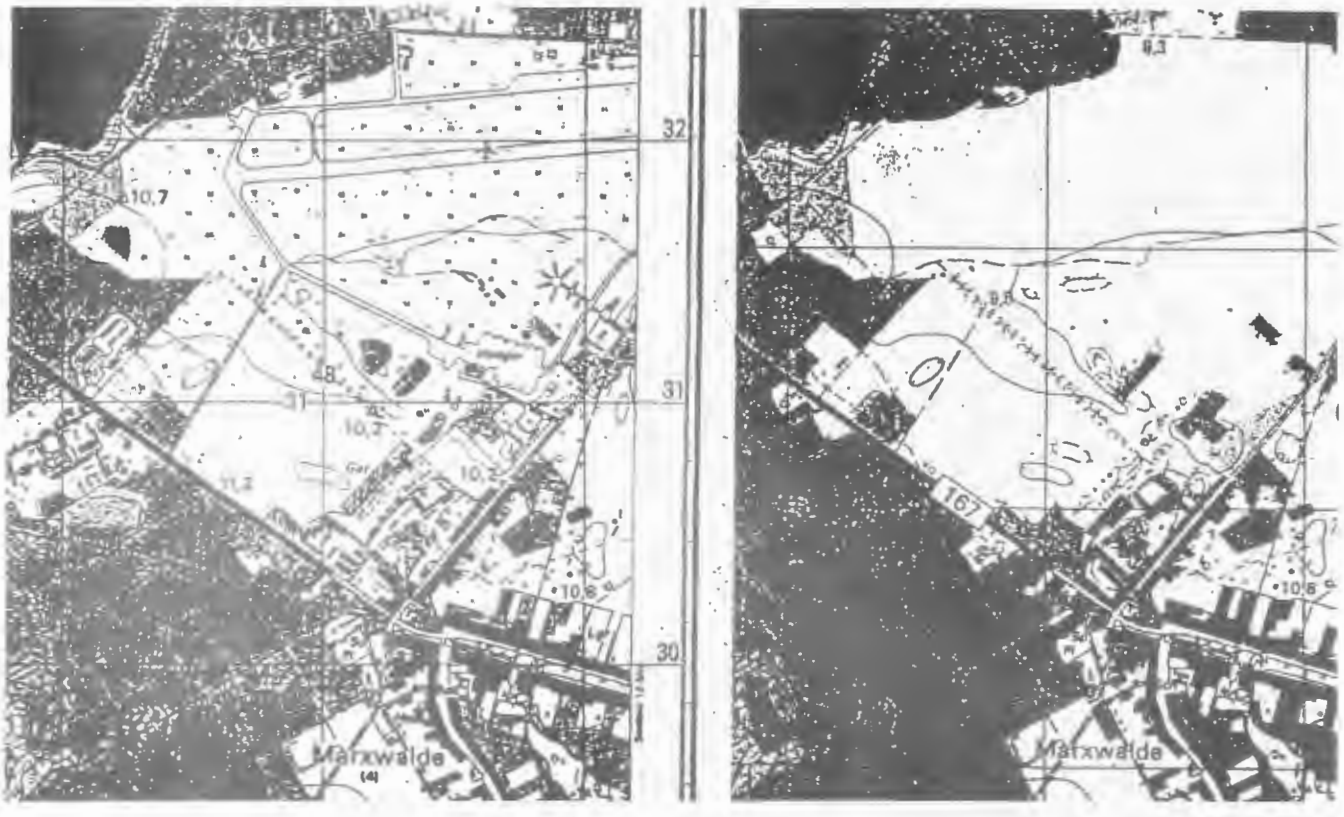


morning he was sold out of this one, with no prospect of replenishment. For DM 46.60 an Argentine officer, who was in Hamburg to supervise the construction of a frigate, rolled up the set of charts of the Falkland Islands. Then it is said that as he went out he passed the representative of the Argentine state shipping line, who was able - for completeness' sake – to secure the last copy from the pedantic map dealer.

For quite some time, old maps and sea charts have been the subject of sensational reports, sometimes because of sensational prices, sometimes as the booty of experienced thieves.

In 1957 the second-hand book dealer Laurence Whitten from New Haven bought in Barcelona for $3500 a map full of worm holes which was supposed to date from 1440. This purchase turned out to be extremely profitable, as two years later the

Top: City map of Moscow, 1989 (courtesy Wolfgang Crom, Staatsbibliothek, Berlin), published by Upravl Geod I Kartogr.
Below: A 2002 city map from Baedekar's Ostfildern, produced by Mairs Geographischer Verlag.



Two maps of part of East Berlin during the 'cold war' days. That on the left was for use of miitary personnel only, and showed the then Marxwalde airport in detail. On the right is the version for the public, with the airport missing. (Published in Berliner Zeitung, 14 March 2001).

map was bought by an unnamed benefactor for a price alleged to be over $250,000 to donate to Yale University. It became known as the 'Vinland Map'.

In 2001 the Waldseemüller map fetched the highest price ever paid for a map, US$ 10 million. In 1990 the Bavarian State Library had acquired Waldseemüller globe gores dating from the same year, which also show the name America, for only DM 2 million – about a tenth of the price. The prices of maps depicting America in some form or other have a habit of rising – as a New York antiques dealer told me – almost weekly.

Much discussion and excitement was stirred up by the book by the American journalist Miles Harvey entitled *The Island of the Lost Maps, a True Story of Cartographic Crime.*

In many cases the work of cartographers and chroniclers has taken place in conditions of utmost secrecy. During the Second World War the military situation maps of Hitler's army, classified as a matter for the very top, were so secret that they were to be destroyed rather than become known to the enemy. The maps had to be updated at least once a day.

Nelson once angrily remarked in the Caribbean, 'I would rather have one chart than two frigates.'

The Prussians were aware of the military advantages they held thanks to potential enemies' lack of knowledge of the exact shape and nature of Prussian territories, and were concerned not to give them away by publishing correct land surveys. The value of accurate maps for warfare was held in particularly high regard by the Prussian king Friedrich II (Frederick the Great) during his reign. It is said that the king's map



Cartouche from Johannes Mejer's 'Landt Carte von der Graffschaft Pinnenberg', 1652, a composite pirated from various earlier maps.

collection in his castle at Potsdam was deliberately situated directly above his bed chamber, just as any other collector would have wanted. But here the reason was different; the creaking stairs that led to the map collection served the king as a kind of 'alarm system'.

Collectors have an easier time with such documents from the past. They can simply indulge in relaxed 'armchair' enjoyment of their treasures without worrying about the problems of former times.

From 1938 onward, topographic representations of 'Mother Russia' and its satellite republics were the province of the KGB, which made them state secrets. Cartographic material was used to create deliberate confusion, by inserting incorrect co-ordinates and distances.

Moscow's principal tourist attraction, the Red Square complete with the Kremlin appeared on street plans – if one obtained them at all – as a nameless maze of streets. The first non-retouched city plan of Moscow did not go on the market until 1990. In 1991 some 10 percent of Russian territory still took the form of 'blank patches' designated as prohibited zones. Before that, schoolchildren gained their geographical picture from a globe, which was more reliable.

The former territory of the German Democratic Republic (East Germany) always appeared on its maps larger that it really was, and West Germany correspondingly smaller.

By contrast, we feel a chilling breath of Cold War when we look today at the 800 Soviet maps of other countries available to their armed forces that are not merely cheap reproductions of publicly available maps, but possess a striking wealth of detail.

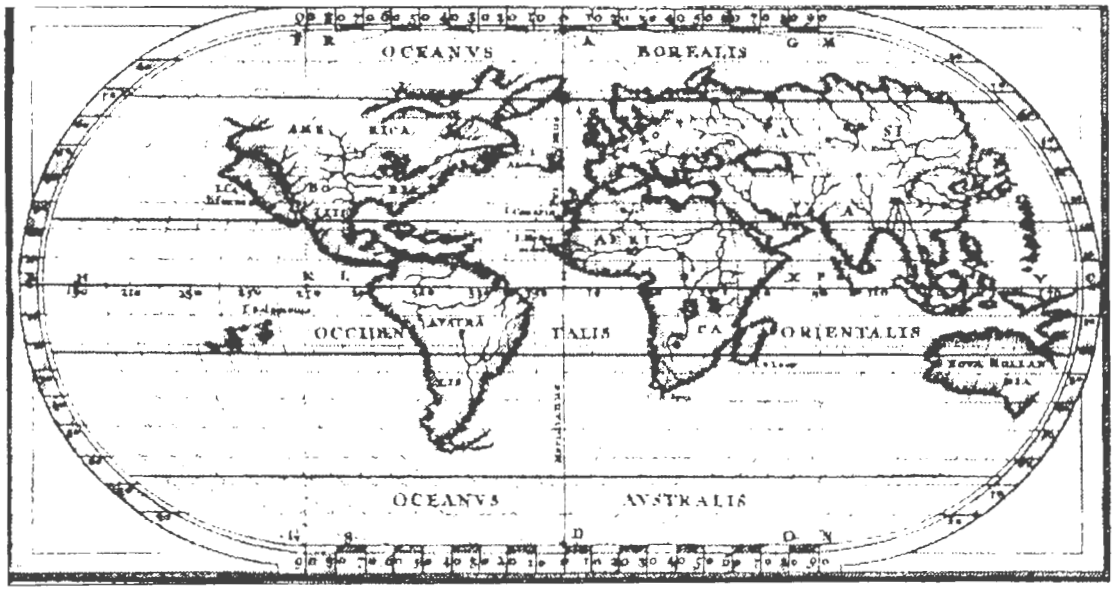
A few years ago, a certain unintentional confusion arose for German tourists in Copenhagen because a street plan in German was printed as a mirror image.

Confusion had also arisen centuries before. For lack of authentic names Claudius Clavus used 20 Danish numbers and words from a folk song as place and river names on a 15th century map of Greenland. In those days, of course, nobody was able to detect his tricks.

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The history of cartography is also a history of unscrupulous plagiarism. Voltaire once said that originals were undiscovered plagiarisms. And plagiarisms are indeed widespread right up to the present day. For that reason the American Map Corporation always places an 'inverted' street on its maps, enabling pirate copies to be identified at an expert glance.

The new Euro banknotes are facing the shredder. The French cartographic publishers M Sat Editions in Clermont Ferrand found to their horror that their map of Europe was being printed as a pirated copy on the back of the Euro notes. Incidentally, Iceland did not appear on the first designs of the Euro notes and only after vehement protests from Iceland this was corrected by the European Central Bank in Frankfurt.

A veritable masterpiece of the art of combination using the aid of various printing plates was produced for us by Andreas Lorenzen Rodtgiesser in the vignette of his map of 1650 which depicts the county of Pinneberg in Schleswig- Holstein. The basic design is taken from a map of England in a Blaeu atlas, namely Monmouthshire. The angler on one side of the cartouche comes from Yorkshire. The people of Pinneberg apparently obtained their goats not from England, but from Switzerland. Judging by their horns, the animals depicted here may well be mountain goats from the canton of Valais. The artist took them from a Dutch engraving dating from 1611 (see: James Welu: 'Cartographic Ornamentation in The Netherlands', in David Woodward (ed), *Art and Cartography*, Univ of Chicao Press, p.166).

Even more amusing are three figures on a Danckerts sea chart described by James A. Welu, added to the framework between Iceland and Greenland which come from Blaeu's sea chart of the West Indies published about 1630. Taken from their original setting on South America, the three nude figures are certainly unprepared for the frigid climate in which the mapmaker has placed them.

Staff of the British Library experienced a boost for the status of cartography when they brought a Chinese globe dating from 1623 to an exhibition in West Berlin. The globe was allowed to travel on its own ticket as 'Mr Globe'.

A propos 'globes', the story goes that in a shop in a little town in Mecklenburg a farmer sees a globe. He studies it, deep in thought, then asks. 'Have you got one with only Mecklenburg on it?'

'The centre lies to the East', wrote the Berlin historian Karl Schlögel in 1986, thereby opening the German debate about Central Europe. Nearly ten years later, the non-mainland answer appeared in the Europe Central travel map from John Bartholomew & Son in Edinburgh. This Scottish map has Central Europe starting in the north-west at London and ending in the east at Rimini. This new geographical classification was noted with some annoyance in the city that thinks of itself as being at the centre of Central Europe, namely Vienna. The Viennese newspaper *Standard* speculated that, as far as the Brits were concerned, everything to the east of Rimini was simply 'impenetrable plains and gorges' inhabited by obscure natives. And it suggested that the cartographers in the British Isles create a new travel map covering the areas and regions between Vienna and Sarajevo. Title: 'Far Eastern Central Europe'.

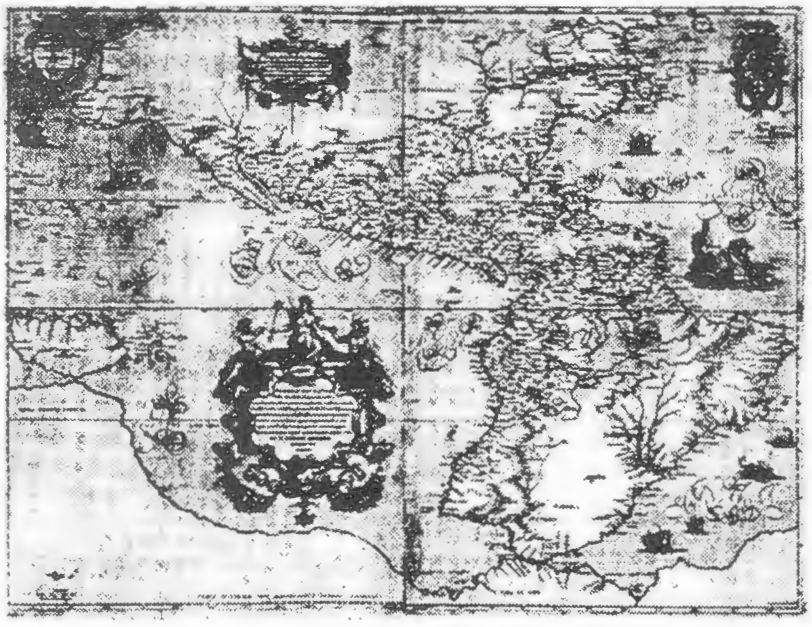
In this connection it is interesting

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to note that the name 'Central Europe' was used by Austrian cartographers at the end of the Holy Roman Empire for the new Austrian empire and adjacent regions.

Today every little resort, every non-central hotel can make itself the centre of its region: everything is possible with maps!

The opening-up of our world, as we know it from our perspective, took place in many stages in the history of exploration. Time and again, ambitious dreams came to a sad end – often with the dreamers themselves. And yet it is precisely the failure of so many dreams that contributed to the emergence of the picture of the earth that has become the common property of humanity today. Like fairy tales and myths, the voyages of exploration and discovery were the pre-industrial birthplaces of technological utopias. Today even technology itself is no longer material for utopias.

With the gradual 'lightening of the darkness' of Eastern Asia and Africa, the existing 'world picture' proved to be incorrect. Then, when America was discovered and mariners circumnavigated the Earth, further corrections to certain knowledge became necessary. It took the great expeditions of the 18th and 19th centuries, which discovered 'fifth' and 'sixth' continents (Antarctica), to eliminate virtually all the empty spaces on maps, sea charts and world maps.

In its time, the Copernican world picture revolution had a serious unsettling impact on public order. Sigmund Freud asserted that it marked the beginning of humanity's sense of indignation at being only a peripheral phenomenon. Darwin increased this shame with his thesis that man was merely a chance stage of evolution.

In our present age the sense of real distances has dwindled to virtually nil. Our world, it seems, has become more 'manageable' as a result of science, transport technology and the wide variety of communication facilities for speech, sound and pictures. Some people say the world has grown smaller, allowing us to grasp everything in it with our intellect. But this opinion is based only on geographical and technological improvements. We have experienced this apparent paradox once before in our history, when after the circumnavigation of the earth and the rediscovery of its spherical form man perceived his world as both larger and smaller at the same time.

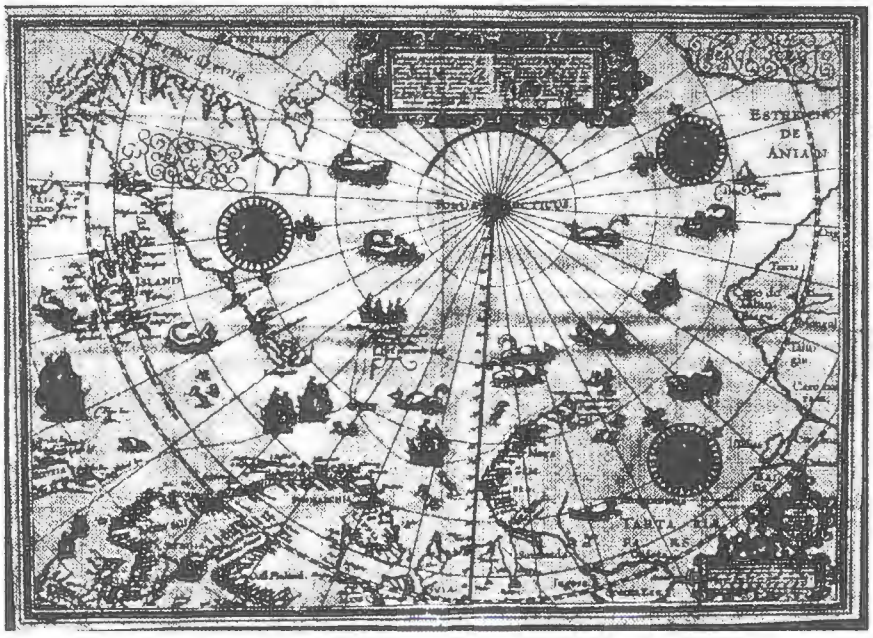
Has not our world in fact become more confusing and less easy to grasp? Larger through the apparently unlimited spectrum of means of exploring it; more confusing through the distribution of knowledge among various individuals who have to confine themselves to their individual specialities?

Discoverers and technology have now completely unveiled our world. By the 1960s the curtain had finally been raised on such legendary cities as Timbuktu, Sanaa, Lhasa and Kathmandu, whose feudal rulers had previously denied access to strangers.

Seldom have political maps aged so quickly as in the years following the Second World War. The atlases of our time show very quietly and unobtrusively how half a dozen European colonial powers lost their world standing in a very short space of time.

Because a group of British army officers did not take very seriously their mission of mapping an unknown part of the Gold Coast (now Ghana), they did not bother to climb the last

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mountain on their programme. But the eminence nevertheless existed. The gentlemen hit on a solution and filled the gap by drawing the contours of the mountain in the form of an elephant. This unpublicised elephant birth, the product of British humour, remained undiscovered and was to be found on the relevant maps until the 1960s, as shown in the recent exhibition 'Lie of the Land – the Secret Life of Maps' in the British Library.

The National Geographic Society's world map of December 1981 still included survivors from the days of imaginary islands: 'Atlantic Island', which was seen by a whaler in 1827, and 'Matador Island', which was allegedly sighted by a schooner captain in 1876. 'Matador Island' was finally deleted from the Admiralty Chart in 1922. On Lufthansa globes it was still to be seen in 1984.

But to save the honour of the National Geographic Society, it has to be said that fifty years after the end of the war, the NGS revealed what decisions Roosevelt and Truman took on their maps and why. It all began on 18 December 1941, when Roosevelt demanded National Geographic maps because his advisors were unable to find a particular Pacific island on US military maps.

In spite of the disappearance of the last blank patches on our maps, cartography can still help to solve some of the mysteries of the history of discovery., When Professor Günter Schilder was looking through some old sea charts in the collection of his university in Leiden, his attention was caught by the cartouche of a map by Abraham Anias with a description of the shipwreck of the *t'Vliegend Hart* ten miles off the Dutch coast in 1735. This chart was the beginning of a fascinating piece of detective work. They found a letter dated 25 February 1735 to the Chamber of Zealand in which a British diver from Harwich requested a copy of the map in question showing the position of the wreck. The wreck of the *t'Vliegend Hart*, which had been headed for Batavia with 256 people and freight on board, was finally raised in August 1983 from a depth of 20 metres, complete with 2,000 gold ducats and many other items. The success of this salvage operation was only possible thanks to a combination of cartographic documents and modern technology (see Günter Schilder, 'How an early sea chart led to a shipwreck and its treasure' in *The Map Collector*, No.27, p.2).

Today the importance of aerial photographs as an information and documentation medium is generally recognised. Aerial photos provide a largely realistic record of a reduced-scale section of the Earth's surface and reflect its current state.

Compared with the topographic map and the street plan, which work with symbols, an aerial photo gives the viewer a graphic insight into the specific situation. But it is not easy to read and requires interpretation.

Map users appear to have a special objection to symbols. Seventy-three per cent of map users always look at the map first and only consult the legend (explanation of symbols) if they have to.

But the cartographic publishers have all failed to provide us with the invention of the century: a map that we don't have to fold, turn over or scroll. Neither the old rolled chart, nor the modern CD-ROM is the real answer. A motoring map is fine for everywhere except the place where it

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is intended to be used. Anyone who has 'sorted out' a road map in a car knows all about the problems and contortions this involves on the passenger seat. And the real nightmare is the patent folded plan. If you don't follow the instructions precisely, because it is necessary 'before using the plan to flap each fold downwards and smooth the fold flat', you very quickly end up with a handful of paper. Because neither one nor the other really does the job properly, we have finally been given the atlas. This is the best and the most difficult solution. Eventually after leafing to and fro you find you no longer have any idea where you are. But today there is an invention for motorists that makes paper maps obsolete: the Travel Pilot.

This is no longer a red-faced passenger searching frantically for the right road on a map that is disintegrating in his or her hands, no longer a hysterical situation that can escalate into a serious partnership crisis.

Instead, the pleasant voice of the Travel Pilot lady who knows everything. Where the next traffic jam can be expected. How to avoid it. When you at last reach you destination.

Years ago an ingenious artist hit upon the idea of fencing off a piece of woodland and setting up in the centre of it a notice that read 'Earth, Scale 1:1'. He wanted to make it clear that we only have one Earth, an Earth that we cannot edit and reproduce at our will like maps. For a cartographer this artist's product fulfils the dream of the perfect map: a representation faithful to the outline – and three-dimensional into the bargain. But that's still a long way off. Maybe some day computer technology will lead us to this goal.

We as collectors can consider ourselves fortunate that we can dream of and with beautiful early maps. Our future as collectors, I believe, lies in the past. I myself dream of a land bridge that would allow us to reach Iceland without getting our feet wet, as depicted from the mainland to Greenland on a map in the Medici Sea Atlas of 1351.

I can also understand Casanova who reported in 1769 the most wonderful week in his life was spent not in the arms of a lover, but in a library, namely the one in Wolfenbüttel, which included many beautiful maps. And when it comes to collecting, the collector virus is the only infectious disease for which there is no known cure.

Erika and I are very grateful to IMCoS for the many friendships it has enabled us to make with other map enthusiasts, and for the innumerable ideas it has yielded about the history of cartography.

I myself would particularly like to thank Malcolm Young for the trust he displayed in persuading me to attempt to follow in the footsteps of Rodney Shirley and Helen Wallis for seven years.

I would also like to thank Jenny and Susan as representatives of the many active members I was able to accompany along the way to run a great IMCoS programme jointly with you. I may be retiring from my office as your President for reasons which I am sure you will all understand, but I will of course keep up close contacts with you.

And to my successor, whose impressive collection we had the privilege of seeing last year, I wish every possible success.

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Re-Discovery of the Madeira Islands

Rarely, in the history of geographic exploration, has there been a more romantic incident than the accidental rediscovery of the Madeira Islands by the ill-starred, English lovers, Robert Machim and Anne d'Arfet in 1372. Prince Henry of Portugal is often credited with the discovery of these islands in 1418.

The Madeira archipelago consists of four islands and associated rocks 340 miles (540 km) off the north-west coast of Africa about 700 miles (1,130 km) south-west of Portugal and 600 km due west of Casablanca. This puts them just south of the exit from the Mediterranean Sea through the Straits of Gibraltar. These islands are of volcanic origin: part of the Seine Seamount and not continental out-cropping. Two of the islands are sizeable: Madeira which is about 300 sq. miles and Porto Santo, about 15 sq. m. and both, since the fifteenth century, inhabited. The two smaller islands, Deserta and Selvagens, remain barren.[1]

The Madeiras have been sighted, explored and mapped over the centuries preceding the fifteenth by many seamen and adventurers.

It is conjectured that as early as 700 BC the Carthaginians sighted and, perhaps, landed on the Madeiras blown off their course to Britain in search of Cornish tin. These Carthaginians did not broadcast their early trade routes, fearing competition. Later, they militarily controlled the Straits of Gibraltar (the Pillars of Hercules) from both shores, thus discouraging foreign adventurers.

Herodotus tells, in Book IV of his *Histories*, of the Phoenician-manned fleet sent out by an Egyptian king, Necho II (d. 595 BC), to circumnavigate the continent of Africa starting at the Red Sea in about 600 BC. Nearing the Pillars of Hercules on the homeward leg of their journey they most certainly sighted the Madeira Islands.

Next, so says Herodotus, was one Sataspes, a Carthaginian, who sailed through the Straits on his way to circumnavigate Africa. He, too, must have seen or landed on the Madeiras. Alas, unnerved at the length of his journey, he returned home. For not completing his circumnavigation of Africa as he was ordered and for other transgressions, he was put to an unpleasant end by Xerxes. Hanno, also a Carthaginian, went on an exploration and colonisation mission to the west coast of Africa. He is said to have led an expedition of 30,000 men and women in 60 ships for this mission. He established cities and built temples all along the African coast. It is inconceivable that he or his passengers did not see or land upon the Madeira Islands.[2]

By the beginning of the Christian Era, the location of the Madeiras as well as the Canary Islands must have been known. Claudius Ptolemy, the great geographer of Alexandria, used a system of global grids similar to modern longitude for which he established his prime meridian at the 'Fortunate Islands' now, roughly, the Canary Islands and Madeira group.

And religious fervour contributed, at least, to the mythology of the Atlantic Islands. St. Brendan of Clonfert, also

known as 'the Navigator', with seventeen other Irish monks, is said to have set sail about 539 AD to find 'the Promised Land of the Saints': an island in the Atlantic Ocean. During the seven-year journey filled with miraculous adventures, they landed, and spent some time, on St. Ailbe's Island, presumed to be Madeira. The account of the voyage has been copied and translated many times; some scholars say scores. Each time, errors creep in; sometimes, perhaps, deliberate to illustrate some theological or historical concept. Reading accounts of the voyage, written many centuries later, St. Brendan may have predated Columbus in discovering the Caribbean Islands by a thousand years! Besides this dubious, myth-shrouded voyage, few recorded sightings of the Madeiras exist during the first twelve centuries of the Christian Era.[3]

However by the 14th century, the Atlantic Islands were well known to Mediterranean seamen. Nordenskiold's *Periplus* contains a table of names of Atlantic Islands which appear in 14th and 15th century maps and portolans. Most names are remarkably similar to each other or the same as the islands bear today. Below is a portion of the table concerning the Madeira Group.

Discovery is more creditable if actual maps are in archives, knowledge of the mapmaker is available and there are confirmations of the voyages of discovery. Most times all of this information is not known. The extant maps and portolans must suffice. For instance, the mapmaker of the '...Cognoscimento...' map is not known by name but he is believed to be a man-of-the-cloth: a Spanish Franciscan friar. And, if he is to be believed, he was the most widely travelled man of the Middle Ages! But, the map is consistent. The 'Atlante Mediceo' is the famous, but anonymous, 'Portolano Laurenziano–Gaddiano' which clearly shows the Madeira archipelago. Two maps by the Majorcan mapmaker, Guilliamo Soleri, are known. They are inscribed with his name and the date they were made. Andrea Bianco was a Venetian sea captain who produced a portolan atlas with the first transverse table.[4]

Islands of the Atlantic Ocean (Madeira Islands)

Cognoscimento de todos los Reynos	Atlante Mediceo	Soleri	Soleri	Combitis Portolano	Andrea Bianco
14th c.	1351	c. 1380	1385	Beg. 15th c.	1436
Pueto Santo	Porto Sco	Porto Santo	Porto Santo	Porto Santo	Porto Santo
Lecname	I. de lolegname	Insula de Legnami	Insula de Legname	Y de Legnami	Y: de Madera
Isla Desierta	I. Deserte	In. Deserta	In. Deserte	—-	Y:a Dexerta
Saluaje	—-	insula saluatgie	insula saluatgie	Y. saluaze	—-

It is interesting that the names of the major island are the same: 'lagname' Italian for timber, and 'madera' Portuguese for wood. Pliny relates that Juba II, King of Mauritania, saw a 'purple island' off the coast of Africa such as a heavily forested island like Madeira would appear. King Juba's queen, in keeping with the romantic theme, was the 'love child' of Mark Anthony and Cleopatra.[5]

Meanwhile, in England the early fourteenth century would find Edward II on the throne. His reign is described as an unmitigated disaster. He inherited a 200,000-pound treasury deficit and a Scottish war and he made the worst of it. He did not enjoy sword-play and tournaments. He continued his father's war with Scotland but was a coward in battle. The Scots won at Bannockburn and Edward was forced to recognise Scottish independence. In 1326, there was a widespread revolt in which the king was captured. He was deposed by Parliament, probably murdered, and his eldest son, Edward III, was installed on January 29, 1327.

Edward III, in stark contrast to his predecessor, was one the best kings of England since the Norman times. He enjoyed battle and he was good at it. He enjoyed sword-play and he was good at it. He was tall and good looking. He was affable but did not always keep his word.

The most important occurrences during his reign were the One Hundred Years War and the incidence and repeated infections of the Plague. In the war, the paid foot-soldiers of Edward repeatedly beat the paid foot-soldiers of Philip of France. These were paid warriors of the kings: they were paid and shared the booty. Despite the magnificent, but imagined, words given to his characters by the great, fiction writer Shakespeare, 'patriotism' really was not invented until the sixteenth century Elizabethans. In fact, English was not even Edward's mother tongue: he spoke French. It is said that he could only swear in English. The 'Order of the Garter' was instituted by Edward after an incident at a ball. The motto of the Order, probably in Edward's own words, is 'Honi soit qui mal y pense' (Shame to him who thinks evil of it). Not until 1362 was the 'Statute of Pleading' which made English the official law-court language enacted. Henry IV, who came to the throne in 1399, was the first king since the Norman invasion whose first language was English. The mercenaries of Edward generally won the land and sea battles from the mercenaries of the French king but Edward managed to lose the peace. The Plague of 1349 changed the whole economic face of England. About a third of the population was destroyed. One positive result: the living serfs were no longer a subsistence group. They now commanded a salary. Despite wage control laws (as ineffective then as now), workers could command a wage. However, there were many fallow fields. The wool trade was immensely important to Edward for the financing of the military adventures in France. Edward used wool taxes and foreign loans backed by these taxes.[6]

Here enters our hero: Robert Machem. His family was Welsh, probably originating in Montgomeryshire in central Wales. He probably had his



'England in the Reign of Edward III, 1327–1377', from School Atlas of English History, by Samuel Rawson Gardiner, publ. Longmans, Green & Co., London, 1892.

roots in the medieval town of Machynlleth (which means 'Machyn Town' in Welsh). By the 1400s, the name Machem appears in extant legal

documents of Gloucestershire. For instance, in 1423, John Machem of St. Briavels bought land from one Tyler, Philip Machem being witness to the deed of sale.[7] However, the family name does not appear in the St. Briavels' 'Poll Tax Lists' of 1377 or 1381.

The story goes that it was late spring of 1372 when Robert and a number of his friends and young neighbours took their wagons into Bristol. The early spring was spent doing the hard work of shearing his flock of, perhaps, 200 sheep. The wagons were loaded now with ten sacks of wool, 1,680 pounds in the units of the day. Top quality wool: long fibres and soft not like the wool of neighbouring counties which had short fibres and was rough. Bristol was the key shipping port to France. Officially, Bristol had 6,000 people but it was more nearly 10,000, if the clergy, servants and children under 16 were counted. At the time, London had an official population of 10,000. Bristol was the nearest shipping port and, since 1363, Calais was the probable destination. It had been in English hands since 1347. It was designated the market centre or staple by some two dozen of the big English wool merchants in 1363.

Robert probably was about seventeen. And single. Since the population-denuding plague, the marriage age of both sexes had been decreasing, in real terms, limited only by puberty. Anne d'Arfet, the object of his thoughts, was probably fifteen or sixteen and single.

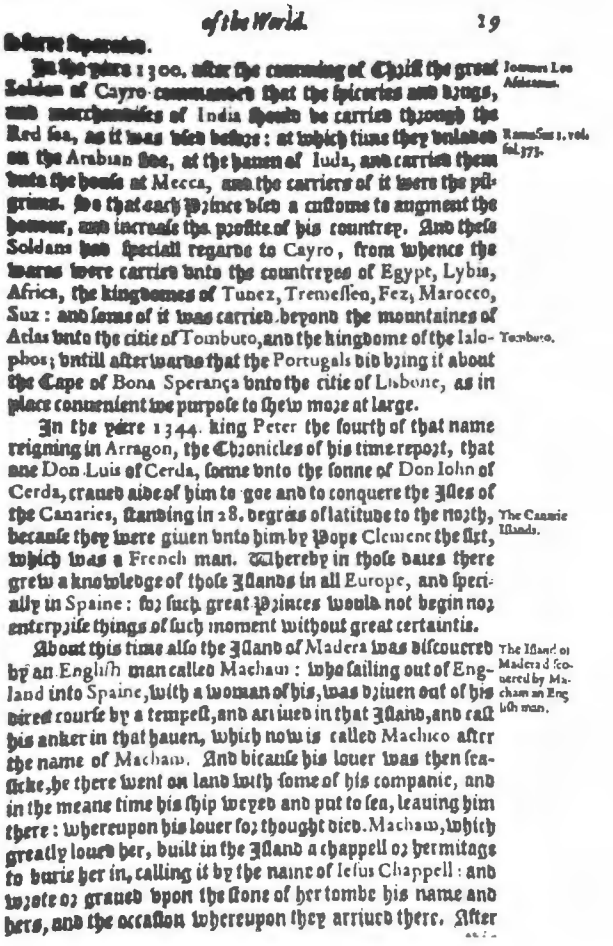
From existing sources, written a hundred years or more after the events, Anne and Robert were 'in love'. Apparently, Robert asked Anne's father for her hand. The elder d'Arfet refused. We are given to understand that the father, being of aristocratic station, objected to Robert's lesser status for his daughter. The tyrannical father hurriedly 'gave' his daughter's hand to a more noble (and desirable) swain. To keep Robert from interfering with the marriage, the father had Robert 'jailed'. (More probably, d'Arfet sent some of his attendants or body guards to detain Robert in a convenient inn or room in the manor house.) In any case, he was released soon after the wedding.[8]

By guile, we are told, one of Robert's friends insinuated himself into the family household. He arranged Anne's escape.

Meanwhile, Robert and other companions obtained a ship. Some sources say, 'stole'. Given the condition, layout and tidal flows in the Bristol harbour in 1372, theft of a ship and an escape would be highly unlikely. During ebb tide, all of the ships in the harbour would be careened on their beams awaiting the twice-a-day flood tide. Robert's original purpose was to ship his wool. He probably arranged for his wool shipment and passage for his party quite legally.[9]

Since the escape of Anne would probably cause a furore, Robert and Anne likely engaged a carriage to take them to the entrance to the broad Bristol Channel from the Avon River where they could meet their chartered ship as it dropped its tow. Boarding here, the party sailed out to the Atlantic.

The ship was probably heading for the French Coast at the wool port of Calais. Some chronicles have Spain the destination. Why? The ship probably had other shipments of wool aboard and



of the World. 19

Before Nauigation.

In the yere 1300. after the comming of Christ the great Soldan of Cayro commanded that the spiceries and drugs, and marchandies of India should be carried through the Red sea, as it was vsed before: at which time they vnladed on the Arabian shoe, at the hauen of Iuda, and carried them vnto the hauen at Mecca, and the carriers of it were the pilgrims. For that euery Prince vsed a customs to augment the honour, and increase the profite of his countrey. And these Soldans had speciall regarde to Cayro, from whence the wares were carried vnto the countreyes of Egypt, Lybia, Africa, the kingdomes of Tunez, Tremessen, Fez, Marocco, Suz: and some of it was carried beyond the mountaines of Atlas vnto the citie of Tombuto, and the kingdome of the Ialophos; vntill after warde that the Portugals did bring it about the Cape of Bona Speranza vnto the citie of Lisbone, as in place conuenient we purpose to shew more at large.

Iohannes Leo Africanus.

Ramusius 1. vol. fol. 373.

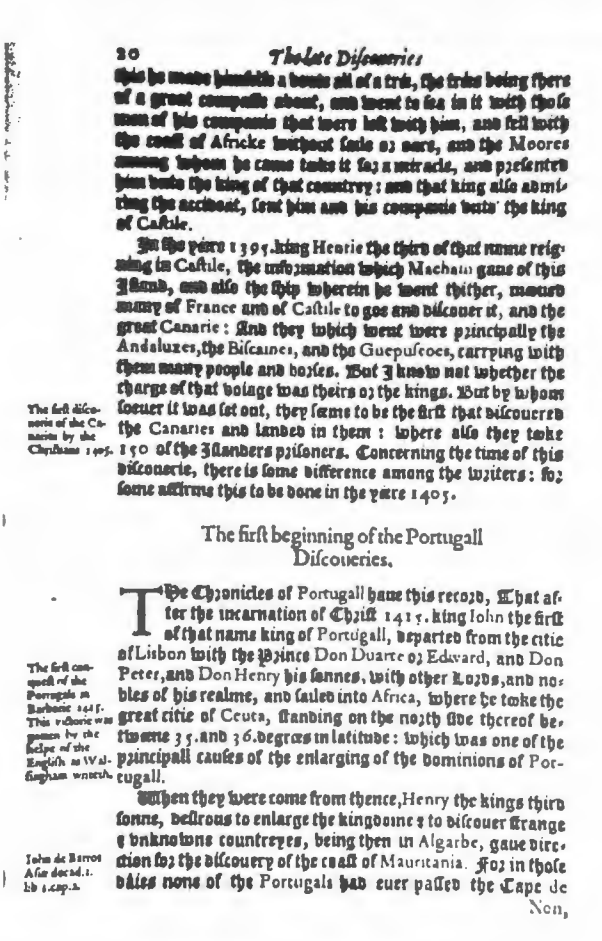
Tombuto.

In the yere 1344. king Peter the fourth of that name reigning in Arragon, the Chronicles of his time report, that one Don Luis of Cerda, some vnto the sonne of Don Iohn of Cerda, craued aide of him to goe and to conquere the Iles of the Canaries, standing in 28. degrees of latitude to the north, because they were giuen vnto him by Pope Clement the first, which was a French man. Whereby in those daies there grew a knowledge of those Islands in all Europe, and specially in Spaine: for such great Princes would not begin any enterprise things of such moment without great certaintie.

The Canarie Islands.

About this time also the Island of Madera was discouered by an English man called Machan: who sailing out of England into Spaine, with a woman of his, was driuen out of his direct course by a tempest, and arriued in that Island, and cast his anker in that hauen, which now is called Machico after the name of Macham. And because his louer was then sea-sicke, he there went on land with some of his companie, and in the meane time his ship weyed and put to sea, leauing him there: whereupon his louer for thought died. Macham, which greatly loued her, built in the Island a chappell or hermitage to burie her in, calling it by the name of Iesus Chappell: and wrote or graued vpon the stone of her tombe his name and hers, and the occasion whereupon they arriued there. After

The Island of Madera discouered by Macham an English man.



20 The late Discouries

this he made himselfe a boate all of a tree, the trees being there of a great compasse about, and went to sea in it with those men of his companie that were left with him, and fell with the coast of Africke without saile or oare, and the Moores among whom he came tooke it for a miracle, and presented him vnto the king of that countrey: and that king also admiring the accident, sent him and his companie vnto the king of Castile.

In the yere 1395. king Henrie the third of that name reigning in Castile, the information which Macham gaue of this Island, and also the ship wherein he went thither, moued many of France and of Castile to goe and discouer it, and the great Canarie: And they which went were principally the Andaluzes, the Biscaines, and the Guepuscoes, carrying with them many people and horses. But I know not whether the charge of that voiage was theirs or the kings. But by whom soeuer it was set out, they seeme to be the first that discouered the Canaries and landed in them: where also they take 150 of the Islanders prisoners. Concerning the time of this discouerie, there is some difference among the writers: for some affirme this to be done in the yere 1405.

The first discouerie of the Canaries by the Christians 1405.

The first beginning of the Portugall Discoueries.

The Chronicles of Portugall haue this record, That after the incarnation of Christ 1415. king Iohn the first of that name king of Portugall, departed from the citie of Lisbon with the Prince Don Duarte or Edward, and Don Peter, and Don Henry his sonnes, with other Lords, and nobles of his realme, and sailed into Africa, where he tooke the great citie of Ceuta, standing on the north side thereof betweene 35. and 36. degrees in latitude: which was one of the principall causes of the enlarging of the dominions of Portugall.

The first conquest of the Portugals in Barbarie 1415. This victorie was gotten by the helpe of the English as Walsingham writeth.

When they were come from thence, Henry the kings third sonne, desirous to enlarge the kingdome & to discouer strange & vnknowne countreyes, being then in Algarbe, gaue direction for the discouery of the coast of Mauritania. For in those daies none of the Portugals had euer passed the Cape de Non,

Iohn de Barros Asiæ dec. 1. lib 1. cap. 2.

Pages from Hakluyt:

'About this time also [1348] the Island of Madera was discovered by an English man called Macham: who sailing out of England into Spaine, with a woman of his, was driven out of his direct course by a tempest, and arrived in that Island, and cast his anker in that haven, which now is called Machico after the name of Macham. And because his lover was then sea-sicke, he there went on land with some of his companie, and in the meane time his ship weyed and put to sea, leaving him there: whereupon his lover for thought died. Macham, which greatly loved her, built in the Island a chappell or hermitage to burie her in, calling it by the name of Iesus Chappell: and wrote or graved upon the stone of her tombe his name and hers, and the occasion whereupon they arrived there. After this he made himselfe a boate all of a tree, the trees being there of a great compasse about, and went to sea in it with those men of his companie that were left with him, and fell with the coast of Africke without saile or oare, and the Moores among whom he came tooke it for a miracle, and presented him unto the king of that countrey: and that king also admiring the accident, sent him and his companie unto the king of Castile.

'In the yeare 1395, king Henrie the third of that name reigning in Castile, the information which Macham gave of this Island, and also the ship wherein he went thither, moved many of France and of Castile to goe and discover it, and the great Canarie.'

Calais was the 'official' receiving port. In any case, a summer storm drove the ship's captain to seek shelter at a cove in a convenient island, reasonably, Madeira.

When the storm subsided, Robert, Anne (who was said to have been ill on the voyage), and their companions, including the ship's pilot, took the ship's boat and rowed ashore to explore this heavily wooded island.

While this party was ashore, another storm builds. The ship's captain decided to ride it out at sea. He left not only the safety of a sheltered moorage, but his passengers and one or more of his own crew stranded on a strange, uninhabited island. This 'heroic' captain did indeed ride out the storm at sea. In calm seas, the captain faced a decision: he could return, pick up the stranded party and then continue on his way to Calais; or, he could abandon his passengers and crewman and continue to Calais to sell the consigned wool as his own, unencumbered by passengers. He abandoned his passengers.

Meanwhile, ashore on the uninhabited Madeira, the shore party realised they were abandoned. After a few days (some sources, hundreds of years later, give the actual number!), Anne's condition worsened and she expired. Robert built a shrine where he interred his beloved. Within days, Robert joined her in death and was buried at her side.

The survivors apparently recovered the ship's boat. At sea, these survivors drift with the currents, eventually were marooned on the coast of Africa. They were picked up by Moorish seaman who brought them before the King of Morocco who threw them into captivity. Major, in his *Prince Henry the Navigator*,[10] says the prisoners encountered seamen from the ship in which they originally left England. That ship also had been captured at sea by Moorish pirates. Among their fellow captives was one Juan de Morales a seaman and a ship's pilot from Seville They tell Morales of the uninhabited island they had discovered Major says the youngest son of King Ferdinand of Aragon, Don Sancho, died in 1416, willing his fortune to be used to ransom Christian captives from Moorish prisons Don Sancho must have been a caring prodigy he was only five when he died in 1416!) Juan de Morales was redeemed with the others. However, the ship from Morocco was captured by Joao Gonsalvez Zarco, a Portuguese navigator in the service of Prince Henry. He released all of the ransomed captives save Morales whom Zarco thought might be of value to his master.

During the questioning of Morales, the location of the mysterious, uninhabited islands was disclosed. Prince Henry is said to have sent out his captains, Joao Gonsalves Zarco and Tristao Teixeira, along with the rescued pilot, to locate and colonise the islands: not to 'discover' them.

As has been discussed, the location and names of the islands of the Madeira archipelago had been known and shown on maps for half a century by the time Prince Henry sent out his ships in 1418. Indeed, Pacheo reports that Prince Henry '....sent to Majorca for a Master Jacome, a skilled maker of charts...' This Jacome is Jahuda Cresques, son of the author of the 'Catalan Atlas' (see Table above) which shows and names the

Madeira Islands.[11]

Romantic as it was, Robert Machem and Anne d'Arfet would have been just two among many 'Rediscoverers of the Madeira Islands'.

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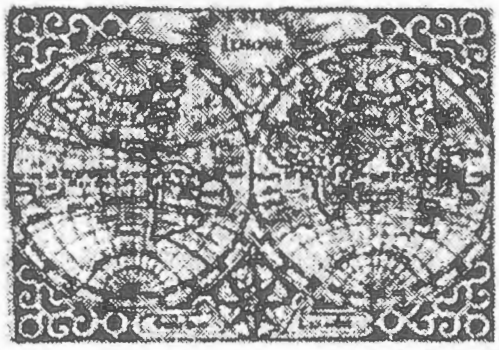
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ACKNOWLEDGMENT

This paper could not have been written without the inspiration and information from Mr. Andre Coutanche of the Malago Society, the local historical society for southwest Bristol.

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Hans and Eva Kok at their stand at the IMCoS Map Fair, ready to welcome participants to our symposium in Amsterdam. Several people asked why they saw so many visitors wearing two little Dutch clogs on their lapel. Hans and Eva were generously handing them out to give us all a taste of the hospitality we will receive in The Netherlands.

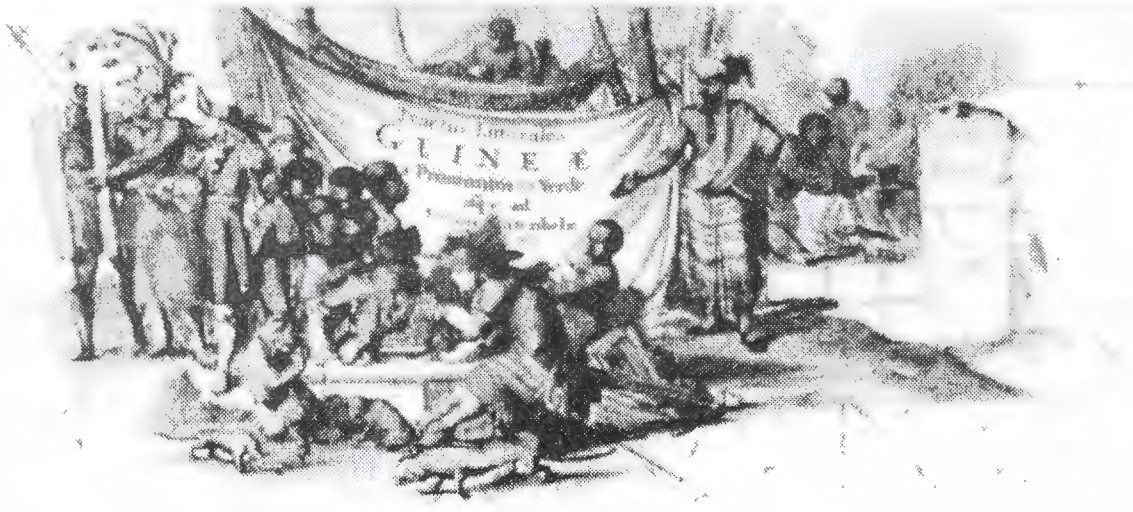
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Amsterdam 2002

The programme for this symposium was given in the Summer issue of the Journal. A few changes have been made since then, due to unforeseen circumstances.

As the exhibition at the Rijksmuseum will not be ready by that date, an alternative visit is scheduled to the Westfries Museum at Hoorn. There will also be a guided walk around the city and a reception, with return to Amsterdam at 16.00. Those who wish to visit the Rijksmuseum for its non-cartographic treasures should make their own arrangements.

On Wednesday morning, participants will make their own way to the Nederlands Scheepvaartmuseum. Directions will be given later. Instead of the planned canal boat ride to reach the museum, there will now be a canal boat tour through the city's canals with lunch on board.

There will only be one post-symposium tour, to the north of the country. Of course, the route and details have been prepared long back, but participants will be in for a surprise, as the arrangements will only be revealed later.

International representatives

We welcome two new representatives to add to our growing list of IMCoS members worldwide who are prepared to provide a cartographic introduction to their country to any member visiting it.

Alma Braziuniene will be familiar to those of us who attended the symposium in Riga and post-symposium tour to Lithuania in 1996. Alma is Head of the Rare Books Department at Vilnius University Library. She read us a paper at the symposium on the collections she looks after, and then prepared a magnificent exhibition of some of the treasures in Vilnius when we reached there a few days later. She is now our representative for Lithuania.

Our new representative for China is Siu-Cheung Tam. He joined us for the symposium in Japan in 1998, and was with us more recently in London this June. Mr Tam is a man of many interests, living in Hong Kong. He is involved with preparations for the Olympic games to be held in China, and has a huge collection of maps and related materials.

Jubilee Festival for the Coronelli Society

On 11 June 2002, exactly fifty years since the Coronelli Society was founded in Vienna, a Jubilee Festivity took place at the famous National Library in Vienna which holds the second most important globe collection in the world (the foremost being at Greenwich, London).

The president Peter Allmayer Beck welcomed more than 200 participants from all over the world. His father had been one of the founder of the society, and he is the fourth person to hold the post of president.

Papers were presented by Prof. Dr Wolfgang Scharfe 'Facets of World Models', and Dr Elly Decker, 'The Globe between Fact and Fiction'. The Society has published 50 monographs under the title 'Der Globus Freund' and in future there will be a regular Newsletter.

Every four years an international world congress is held, and the next one will be in Nuremberg Nov. 23-25, 2002.

For more information about the Society contact its web sites:
www.onb.ac.at/sammlungen/globen
www.coronelli.org

Oswald Dreyer-Eimbcke writes:

Before his retirement as Director General of the Berlin State Library, Dr Antonius Jammers had originally wanted to hold an exhibition of treasures belonging to our long-standing member Dr Thomasz Niewodniczanski. But illness forced Niewodniczanski, probably Europe's largest private map collector, to delay the exhibition by four months. As a result, the exhibition was opened by Jammers' successor Graham Jefcoats, who previously worked in the British Library.

The exhibition in Berlin, which was held in Library Building 8, Unter den Linden until 8 June 2002, marked the start of a series of exhibitions under the title 'Imago Poloniae' which the well-known collector is showing at three venues in Poland as well, under the patronage of the Presidents of Germany and Poland. The Berlin exhibition showed some 60 percent of the total of 2400 exhibits. This alone is a great achievement on the part of the exhibition designer Klaus-Jürgen Sembach, because the space available for the exhibition was very limited – even less than the space I was allotted for far fewer exhibits. The collection was presented in compressed form as the 'collector's storeroom'.

Future venues will be the Royal Palace in Warsaw from 4 November to 31 December 2003, the National Museum in Cracow from 7 February to 30 March 2003, and the Ossolinski National Institute in Wroclaw from 24 April to 30 June 2003.

This was not the first time the Berlin State Library had been able to show its

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visitors maps from Niewodniczanski's collection; the earlier exhibition was titled 'Imago Germaniae' in 1996.

In a didactic concept of his personal design, Tomasz Niewodniczanski presents his collection to the German and Polish public and arranges his wealth of maps of Poland in fan-shaped form on more than 200 tableaux. This arrangement chosen by the collector and executed by his own hand affords informative insights into the varying conditions of the maps. The cartographic items are supplemented by historical documents and manuscripts which provide excellent illustrations of the history and culture of Poland. The narrow aisles symbolise the immense size of the collection reflected on the tableaux. For the Berlin exhibition the originally separate tableaux on history (H) and cartography (K) were linked by the collector to create a varied excursion through the history of Poland. The numbering of the tableaux makes it easy to identify the detailed descriptions of the exhibits in the two extensive volumes of the catalogue.

The walls of the 'exhibition chamber' are dominated by large-scale wall maps, a view of the city of Cracow by Matthäus Merian, a historical plan of the city of Warsaw, and three copper engravings of cityscapes by Canaletto which are so faithful to detail that they simplified the task of rebuilding a city that was totally destroyed by the Germans during the Second World War.

The collector's interest, his scientific activities and his didactic ambitions are manifested in the exhibition by the form deliberately chosen by him for the presentation of his collection. The close juxtaposition of all versions of a map is intended to bring to the visitor's notice the large number of representations of Poland and the frequently bewildering wealth of different conditions of the individual maps. Above all, however, it gives an impression of the situation of the cartographic historian, who can directly compare and examine the maps down to the last detail on the basis of his collection.

Niewodniczansky is well known for coming directly to the point. In his opening speech he captivated the audience, who had come in their hundreds, by communicating his passion for collecting. And nobody missed how carefully he maintained the suspense. He knew what the audience were waiting for He had announced his promise often enough, and he repeated it that evening when his phenomenal collection of cartographic rarities first went on display in Berlin After a brief overview, in which he recalled that his collection of Polish maps, globes, atlases and views (vedute) was unsurpassed in Europe when it comes to documenting the historical topography of Poland, he went straight to the point, as is his nature. Without a further glance at his manuscript, he declared that he would donate this valuable collection, his life's work, to the Republic of Poland — provided it agreed to return the precious books that were evacuated from the former Prussian State Library on Unter den Linden during the war. The books are currently housed in the Jagellonian University of Cracow. Well aware of the drama of the moment Tomasz Niewodniczansky raised his right hand 'I swear it,' he declared into the silence 'The collection is to be the reward for the return of the books — otherwise they won't get anything!' The fact is that he is using his collection as a valuable bait, as a golden carrot for his countrymen, know

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ing that he is in a better position than any other to make good their wartime losses. The collection, described as an act of 'bridge building', is intended to arouse curiosity and interest on its tour of the Polish cities.

Tomasz Niewodniczansky was born in 1933 in Wilno (Wilna, today the Lithuanian Vilnius). A member of a family of important Polish scientists, he studied nuclear physics at the Jagellonian University in Cracow and worked in a leading position in this field for some years. Following his marriage to a German wife, he lived in West Germany from 1970 onwards, and for 25 years he was highly successful as director of the Bitburg brewery in the Eifel region.

For more than three decades he displayed untiring zeal in building up a collection, parts of which have been



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seen in numerous exhibitions inside and outside Germany. The collection, which also contains numerous printed documents and archive items (historical documents and manuscripts), centres round historical impressions of maps depicting Niewodniczansky's fatherland Poland. A unique feature is the fact that in most cases the collector possesses not only one version of a map, but a large number of different impressions.

Niewodniczanski has already made a small part of the collection available to Szeczin and Wroclaw.

There are two catalogues, each priced at Euro 25: Volume 1 with documents on the history of Poland, and Volume 2 consisting mainly of cartographic items.

These volumes are available from the Berlin State Library, Vestibül, Unter den Linden 8, D-10117 Berlin, Germany.

* * * * *

Letters to the Editor

Carli Pazzini

I would be grateful for any information on the above cartographer. I have not been able to find any references to date.

SANDY MURRAY
Burnhaven, Belts of Collonach
Strachan, Kincardineshire
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We would like to introduce the International Map Collectors' Society to Archives Ltd, a private collector of antique maps and atlases from the 15th century to the 19th century. We are presenting for immediate sale the entire substantial collection. The group can be sold in its entirety or on a map by map basis.

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Map Quote (supplied by Valerie Newby):

'In India the whole business of access to maps and land photographs is a nightmare. It is one of the best-mapped countries in the world. The British put huge resources into map-making and that continued after independence. The Survey of India produces detailed and up-to-date maps of the entire country. Unfortunately, they are impossible for the general public to obtain. Large-scale maps can only be requisitioned by government departments, and possession by others is illegal. It is also against the law to take any map of a scale larger than 1:250,000 out of the country. This is all in the name of national security.'

Moxham, Roy, *The Great Hedge of India* (London 2001)pp. 149-150.

What is an IMCoS Member?

What is the glue that holds IMCoS members together? The IMCoS leaflet says that IMCoS is 'a forum for all those who are interested in maps'. More than that, as the leaflet says later, it is for those who share an enthusiasm for maps. This is certainly true, but the range of IMCoS members' enthusiasms is far-reaching and diverse.

At a recent meeting I had the idea of trying to depict members' interests as a visual picture (opposite). Maybe this has been done before but it may amuse readers to see if their speciality is or is not there. And if not, to let the Editor know so that perhaps it can be included in future.

The obvious core words are MAPS and CHARTS. But then there are plans and birds'-eye views and 3-D models, not forgetting collectors of globes and atlases. And touching on almost every map are the two twins History and Geography. Immediately linked is of course the important group of maps in books, especially relating to the allied world of Exploration and Travel. To many, bibliography, printing techniques, signs and symbols, decoration, colour, cartouches, vignettes and typography are important and fascinating specialist topics. Other enthusiasts come to maps by way of the map sciences such as surveying, navigation and astronomy.

I have included three less familiar categories: cognitive cartography, performance cartography and material cartography. However, I myself don't know any individiual IMCoS members who claim them as collector interests – nor indeed do I pretend to know much about them as subjects at all. But maps take strange forms and enquirers seeking the frontiers of cartography should dip into volume two, book three of the University of Chicago's on-going *History of Cartography*. The three categories above have been taken from Table 1 (Categories of representation of non-western spatial thought and expression) in the introduction to this diverse and complex volume by David Woodward and G Malcolm Lewis. Indigenous cartography embraces many such examples.

Then there are the thematic areas of representation such as earth properties, climate, disease, religion, fauna and flora and ethnography. Maps of campaigns, battles and fortifications have their devotees, and there are the collectors of communication maps: roads, canals, railways and routes through the sea or air. Further links may take us into multi-disciplinary areas — archaeology, genealogy, art history and politics.

The list could go on and on and in one sense the map-maker, his nationality and the year are irrelevant.

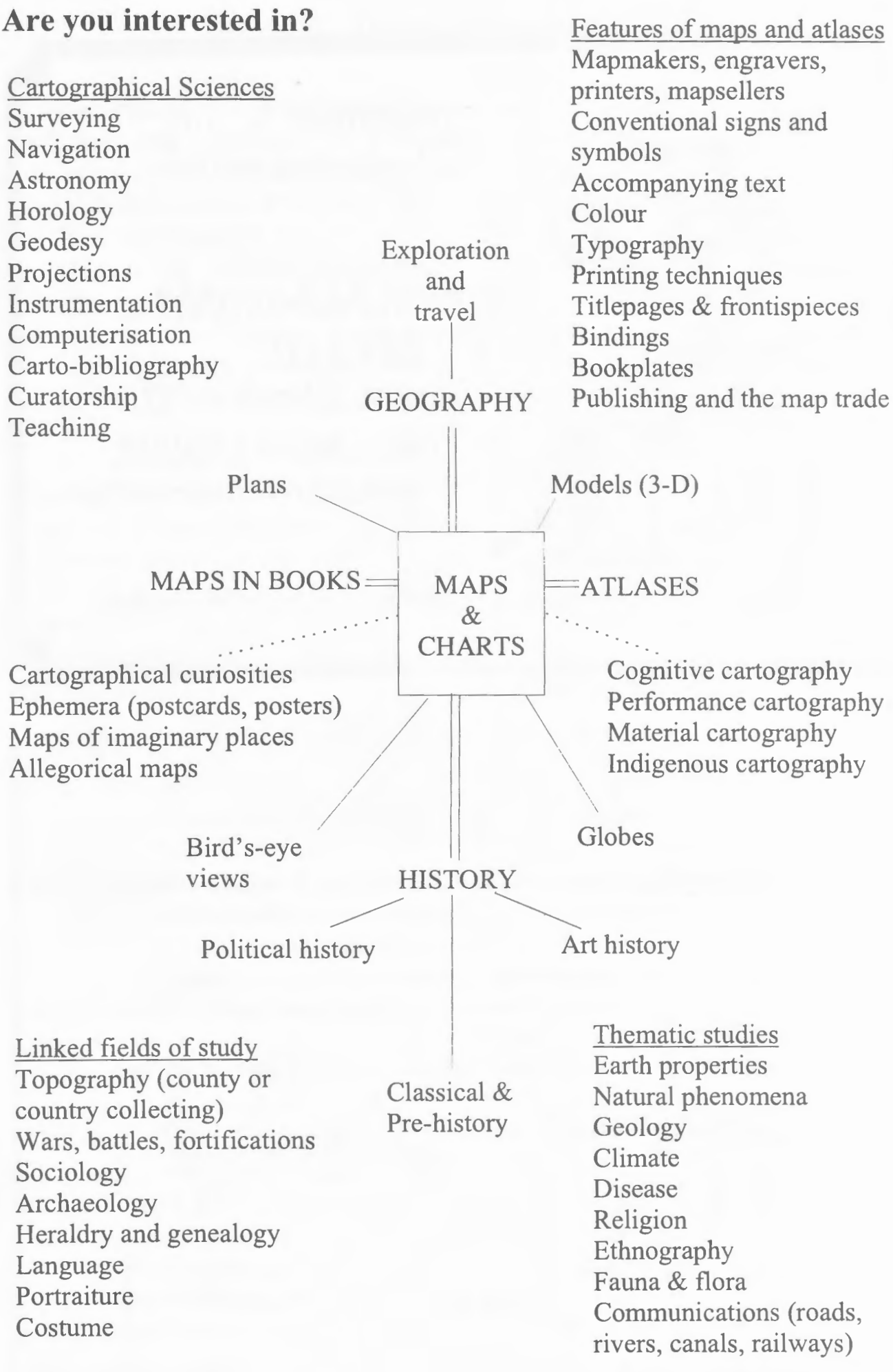
RODNEY SHIRLEY

The Editor would welcome such short items of interest from all members. As I repeat so often, if it interests you, it is sure to interest others too.

So do please send in anything that you have been pondering lately, that has suddenly occurred to you as you pass around the map fair, or that came in your dreams (related to maps!).

Note the new address on page 1.

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Book Reviews

Trading Places: The East India Company and Asia 1600-1834, by Anthony Farrington. The British Library, 96 Euston Road, London NW1 2DB. ISBN 0-7123-4756-9, pp.128, £17.95.

This is an account by Anthony Farrington of the faraway, remote, romantic East India Company, traced from the original Charter granted in 1600 by the ageing Q.E.1 until its end in the 1830s.

It accompanies the exhibition 'Trading Places', sponsored by Standard Chartered in association with the *Daily Telegraph* at the British Library from May 24th to September 15th. Standard Chartered is an amalgam of three Banks steeped in trade with Asia through several centuries.

The book gives an insight into the extraordinary progress of trade between Europe and Asia from the beginnings; first the Portuguese, then the Dutch, followed by the British, in fierce and bloody competition with each other.

So many commodities we take for granted, tea, spices, some like pepper common or garden now, silks and other fabrics, porcelain: but not, within the remit of this book, rubber or oil.

For cartophiles, one lovely coloured double-page illustrated Blaeu of Asia, a black and white plan of Bantam in Java of 1598 by Willem Lodewijckszoon, a double page 1808 View of the East India Docks and not a lot else.

This book, though, should be taken together with a tour of the exhibition. We have come to IMCoS by different routes: postal history, philately, topography, holiday reminders and many other serendipitous journeys.

The success of long voyages through little known seas was achieved with accurate charts, you would think. There is no chart illustrated in this book, but we know why. The legend adjacent to the Blaeu states that the early navigators 'relied on hard experience supplemented by written sailing instructions, known as rutters.' These were guarded like the crown jewels, understandably.

This is an easy-to-read history of a subject which is obscure to most of us, well produced and entertaining, by a man who knows his subject. He was, until recently, head of the India Office Records at The British Library.

GEOFFREY TAPPER

The Printed Plans of Norwich 1558-1840, a Carto-Bibliography, by Raymond Frostick. Witley Press, Hunstanton, Norfolk. ISBN 0 9542 471 0 8, 215.00, £2 (+p&p) in the U.K.

This is a soft covered volume, with 82 pages and 37 illustrations, four of them coloured. It is what it says it is, and the likely market is probably wider than for other cities about the kingdom. Norwich has so much going for it.

Winston Churchill mentions a monument to his wife by a Syrian visitor in Roman times, Viking massacres at the end of the 10th century and Robert Ket's unhappy 'Peasants Revolt' of 1549.

The real Norwich was in the Middle Ages when it was the third city in

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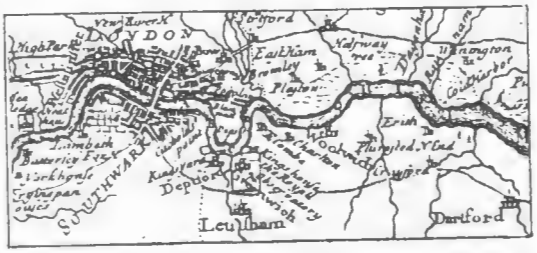
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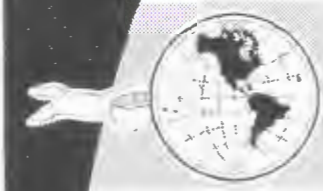


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the kingdom behind London and Bristol. It was rich because of its cloth industry, and it retains a peculiar charm through its regional aloofness. It isn't a staging post on a route for somewhere else.

Raymond Frostick's book displays all the care needed to define the important features of 62 maps, plans or prospects of Norwich in the time span stipulated above. The information on each is economically set out, and the majority are illustrated. The whole is as satisfying as any bibliography could be.

We await Raymond Frostick's extension of this work to include the whole of Norfolk. I hope he achieves this. Every county should have such a survey. Norwich is rich in history and folklore. It deserves special attention.

I particularly enjoyed the Prospects of Norwich described as originating in newspapers and magazines, especially attractive in the early 18th century examples.

JOHN GREGORY

Mercator, The Man Who Mapped the Planet, by Nicholas Crane. Weidenfeld and Nicholson, The Orion Publishing Group. Price £20. ISBN 0-297-64665-6.

This book is a weighty volume of 348 pages, with 30 black and white and 10 coloured illustrations, of good quality. It is a serious biography of a world figure as well. The giants of the 16th century in cartography were Mercator, Ortelius, Saxton and Apian for me. The interaction between these men is clearly documented in this book, and the advance of Mercator himself, born Gerard Kremer, is lovingly portrayed.

The book is full of historical research. The bibliography is 8 pages long. The notes occupy no fewer than 38 pages. Contemporary cartographers are given full coverage. But there are other great figures in world history who rubbed shoulders with Mercator in the 16th century.

Mercator lived from 1512 to 1594. The 16th century was teeming with discovery and danger. The foremost figures in the reformation including Martin Luther and William Tyndale interact with the story of Mercator as recounted here.

Mercator was a cosmographer who sought to join scientific method to the highest standards of cartography. The century he lived in was full of religious controversy and bigotry from which cosmography was not immune. The Reformation was transacted with cruelty on every side. Cruelty at that time meant torture and death. Scientific discoveries were suspect and their discoverers were subject to the ruthless scrutiny of the Inquisition. Although a 13th century creation, it was particularly fierce in the 16th century, as Copernicus and Galileo could testify.

The book also embraces other sixteenth century heroes such as the Cabots, Lucas Cranach, Francis Drake, Albrecht Dürer, Erasmus, Braun and Hogenberg, Hans Holbein and Abraham Ortelius, among many others.

But Mercator is known universally for his Projection. Cartophilists may also know that this was a system devised by Mercator in which the globe is projected onto a cylinder, and the meridians of longitude are at right angles to the parallels of latitude. Nicholas Crane describes it all rather more excitingly. Mercator's genius and

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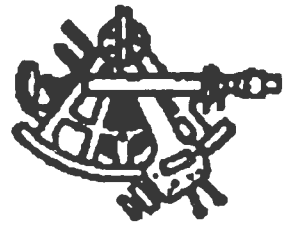
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achievements in cosmography are minutely analysed. His *Chronologia* was listed in the Index of Prohibited Books in Parma (1580) and Rome(1596).

Mercator's success was largely posthumous. His reputation continues to grow. This book will help that process.

JUNE RAPHAEL

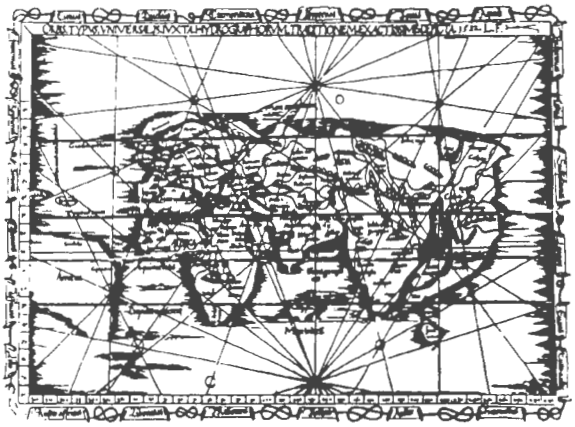
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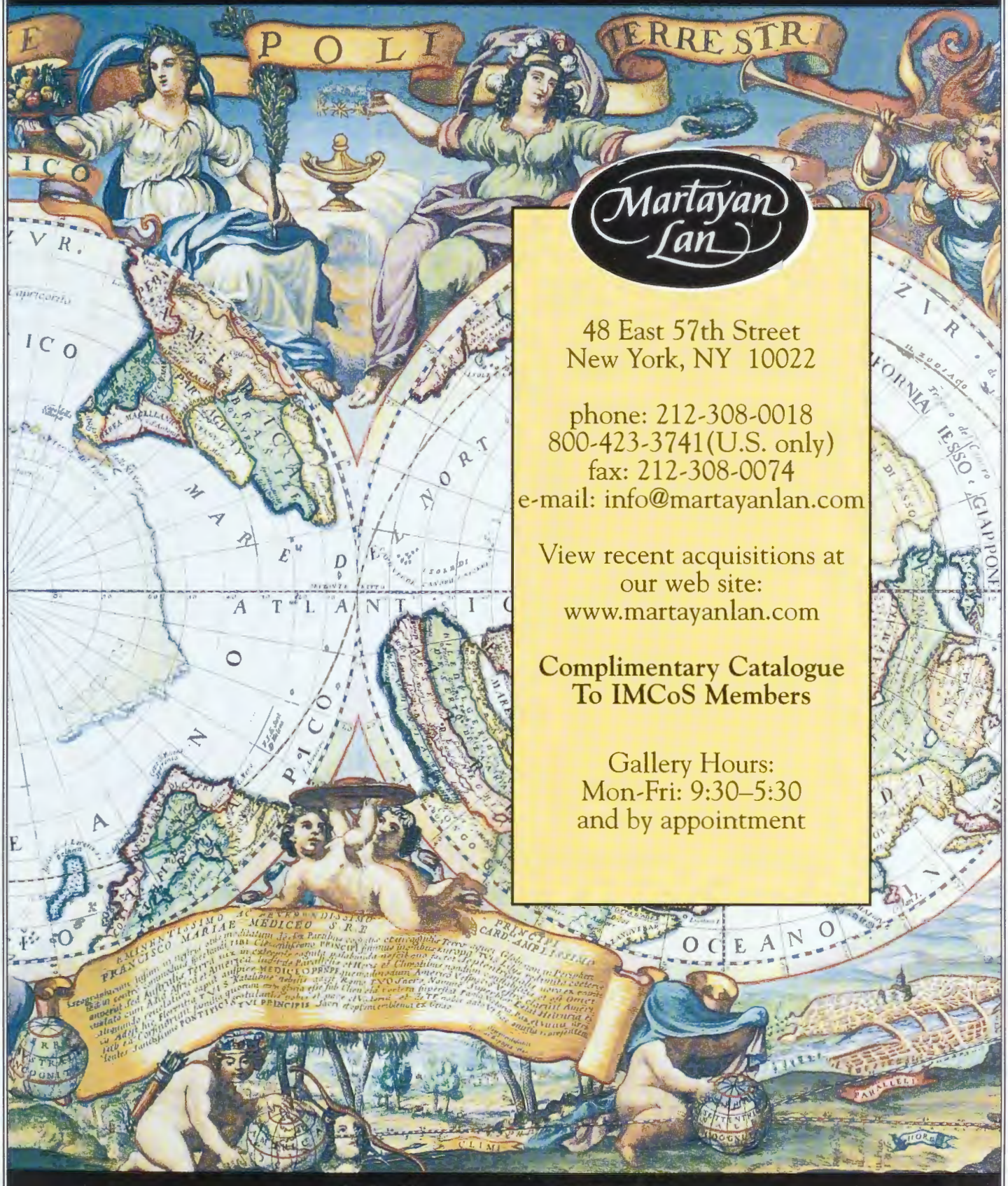
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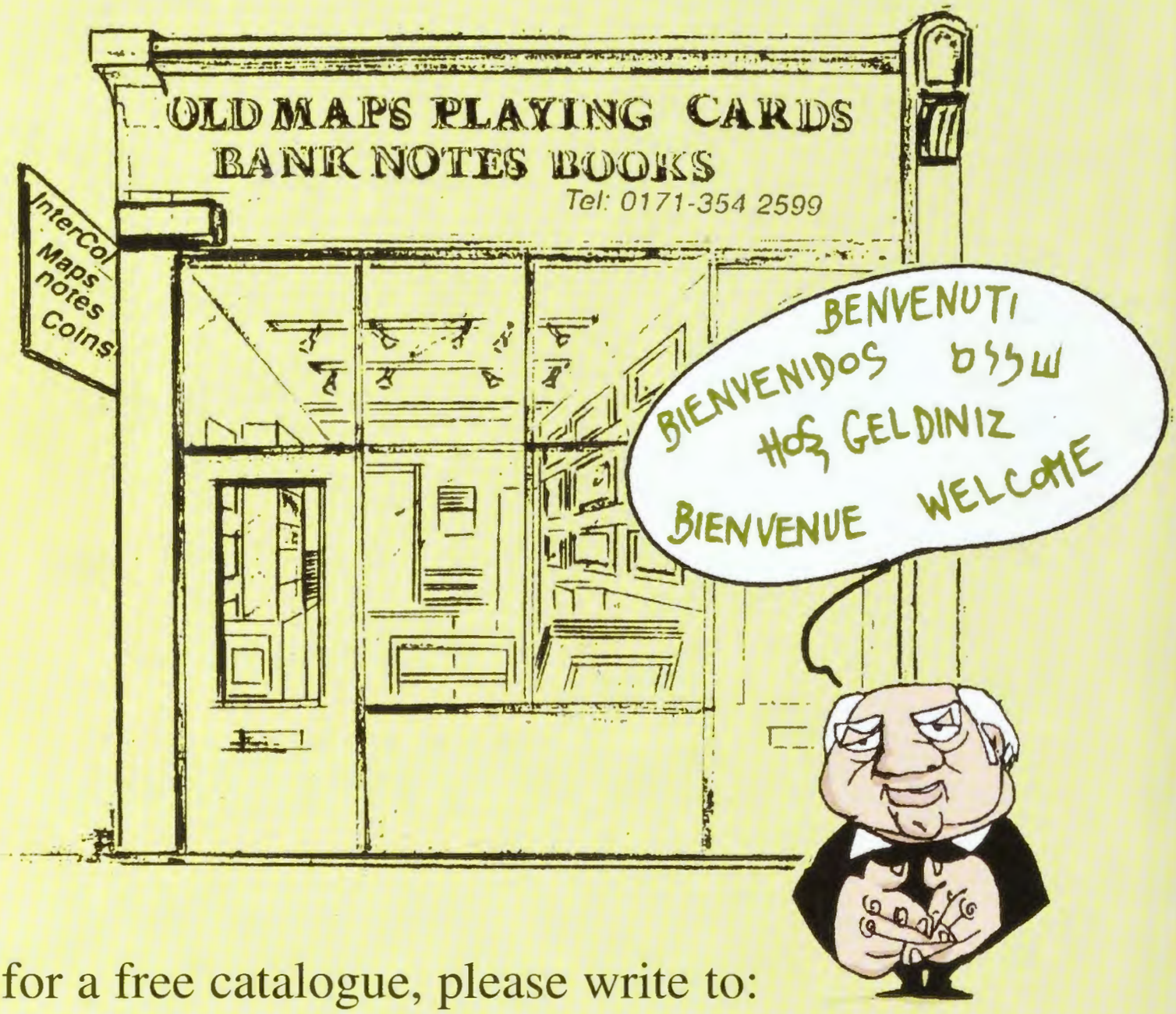
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