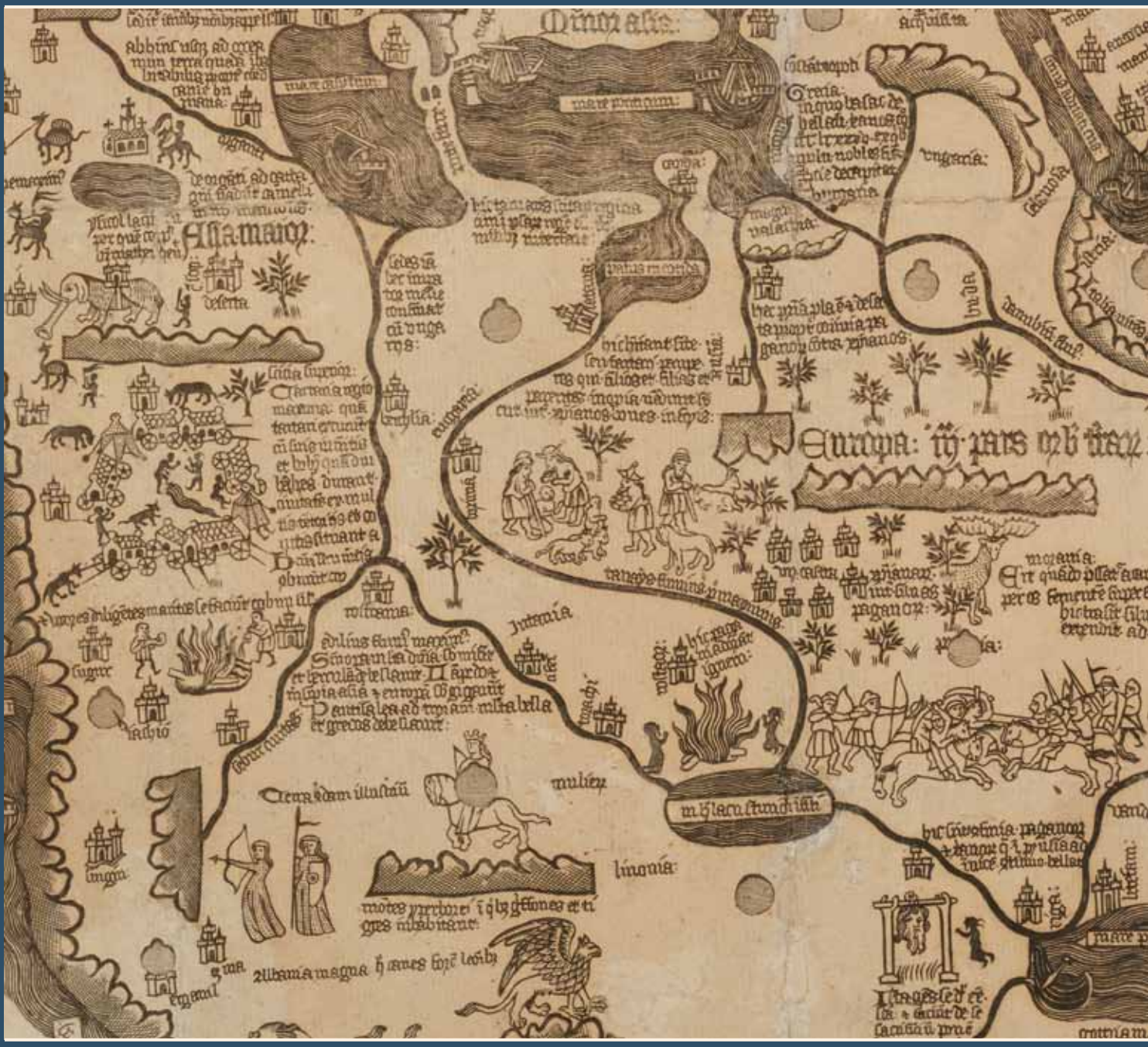
INTERNATIONAL MAP COLLECTORS' SOCIETY

IMCoS JOURNAL

SPRING 2017 No.148



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Front cover
Detail of a fifteenth-century map of the world. Anonymous. c. 1430. 63.4 cm diameter. The detail shows a part of Europe ('The third part of the world') with the Danube River flowing into the Black Sea. Copyright of the University of Manchester. For full image see p. 12.



Septentrionalium Terrarum Descriptio
G. Mercator / J. Cloppenburgh, Amsterdam, c 1630



Magnae Britanniae Et Hiberniae Tabula G. Blaeu, Amsterdam, 1630

Jonathan Potter
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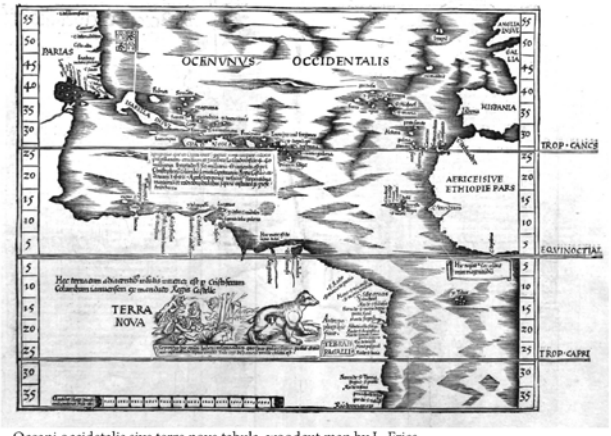
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Oceani occidetalis sive terre nove tabula, woodcut map by L. Fries from the Ptolemaeus edition by J. Grüninger, Strasbourg, 1525

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A LETTER FROM THE CHAIRMAN

Hans Kok

Recently I had reason to consult our constitution, and apart from the item that I was looking for, I re-read the paragraphs stipulating the goals of the Society, one being conservation of maps. It struck me that we have covered maps there but not globes, which, essentially, are maps stuck to a carrier of 3-dimensional shape making them the only 'real' map for accuracy of navigation and a perfect visual image of our planet. Perfect actually means at a scale of 1:1 and, of course, that defeats the purpose as we have no room for a same-size model of our planet on our planet, and for celestial models it would be even worse. Many of our members know about conservation and restoration techniques for maps: what can be done, what must be done or what may be done, the pitfalls on the way, and how to find some by looking at the verso of a map held-up against the light and applying commonsense and gut feeling, properly mixed.

For globes, the situation is different: the mounted gores cannot be held against the light to detect deficiencies in the map-part, nor can you see through browned layers of varnish from the outside. Still, damage to the gores is sometimes evident when the globe chafes against the horizon ring and when thousands of people have put a finger on 'we live here'. A dent in the plaster or at the carrier axis (often at the poles) is readily seen, but less readily repaired! While map restoration is difficult enough, requiring a high degree of ethics, knowledge, dexterity and craftsmanship, access to the map is unproblematic, though not always. Globe gores in need of restoration are much more difficult to get your hands on and the process is worthy of, at least, my personal admiration. Whilst taking the varnish off is easy, removing the gores is another kettle of fish. Putting gores back on after the globe proper has been repaired is dotting the 'i' indeed. The gores are nowhere straight and thus difficult to fit. Moreover, as paper, when wetted before being glued on, expands, the last of the, say, 24 gores will probably not fit in the remaining space.

Ever thought about why globes when turned will stay in their last position? The makers may have inserted a linen bag, filled with shot pellets, on a string on the inside when manufacturing the globe, but how to fix the bag when over time it has come apart and released the shot pellets inside the globe? The rattling sound you hear when you turn the globe, will tell you about it and the globe will then always return to its position of static equilibrium. Good restorers of maps and atlases can make wonderful things come true and are therefore worthy of our admiration and gratitude. To those, who resurrect old globes from approaching oblivion, I lift my hat that bit higher, hopefully not exposing my ignorance on the subject. Map restorations may be checked again and again; those on globes will disappear for many years under a new layer of varnish.



Antonio Lafreri [Carta Marina] Olavs Got. Benigno Lectori... 1572.

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Collection interest: Holy Land, Italy

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Collection interest: Asia, China and Tartary

Serge Dewel, France
Collection interest: Ethiopia, East Africa

Marvin Falk, USA
Collection interest: Alaska, North Pacific exploration

Mindy Karnes, USA
Collection interest: Unusual maps, maps with errors

Todd McDougal, USA
Collection interest: Scotland

Chad Oishi, USA
Collection interest: City views, places that no longer exist

Hyejin Park, South Korea

Trevor Person, USA
Collection interest: British Columbia, western Canada, North Pacific

James Walker, USA

Simeon Williams, UK
Collection interest: Double hemisphere and world maps

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Alternatively, send an email to **Peter Walker** at **financialsecretariat@imcos.org** who can update your details for you.



FROM THE EDITOR'S DESK

Ljiljana Ortolja-Baird

This year Survey of India (SOI) celebrates its 250th year. It is the country's principal mapping agency tasked with ensuring that the nation's domain is explored and mapped to meet the needs of government ministries and the defence forces. Its history dates back to 1767 when it was established to help consolidate the expanding territories of the British East India Company (EIC).

To celebrate the event, SOI is to send a 30-member Indo-Nepali mountaineering team to recalibrate the exact height of Mount Everest, a collaboration worth celebrating in light of the difficult relations between the two countries. One reason for electing to revisit Everest is to calculate the difference between heights estimated by satellites and actual ground measurement. Also, there are rumblings in the scientific community that Everest's height may have changed as a result of the devastating earthquake that struck Nepal in 2015. Furthermore, with the northward shift of the India tectonic plate the Himalayas are estimated to 'grow' every year by several millimetres.

Establishing the height of Everest was one of the accomplishments of the Great Trigonometrical Survey, a project responsible for producing the first systematic topographical mapping of India. Under the auspices of the EIC, William Lambton began the mammoth task in 1802, estimating that it would take five years to complete. Starting in southern India, the survey teams moved northward using 500 kg theodolites to conduct their measurements. James Walker completed the exercise in 1871, seventy years after Lambton made his first measurements, and during which time the project became the responsibility of the Survey of India.

The official height of Everest, then known as Peak XV, was published in 1856 by Surveyor General Andrew Waugh. However, calculations had been underway for years prior to its announcement. The Survey reached the Himalayan foothills in 1847 where Waugh and his assistant John Armstrong took measurements, from different locations, of a mountain suspected to be higher than Kangchenjunga, then the world's highest peak. James Nicolson was dispatched to take measurements from further locations. Radhanath Sikdar, who joined the Survey in 1831 as a computor used Nicolson's figures to determine the first accurate elevation of the peak, calculating a height of 29,002 feet (8,840 m). Wrestling with problems of light refraction, barometric pressure and temperature caused by the extreme distances of their observation, Waugh delayed announcing this finding while calculations were repeatedly verified. He finally pronounced: 'We have for some years known that this mountain is higher than any hitherto measured in India and most probably it is the highest in the whole world'.

Chomolungma [Mother of the World], as the Tibetans call her, remains the highest mountain, officially standing at 29,029 feet (8,848 m). Later this year we can look forward to an update on her vital statistic.

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DATES FOR YOUR DIARY

31 March 2017
Visit to Manchester

Valerie Newby has organised a one-day map event in England's second city Manchester to visit the map collections at the John Rylands and Chetham libraries. See page 11 for an introduction to the map collection by Special Collections Librarian Donna Sherman. Information: valerie.newby@btopenworld.com

16 June 2017
IMCoS Annual Dinner & Malcolm Young Lecture

We look forward to welcoming members to our annual dinner and the Malcolm Young Lecture which will be held at the Civil Service Club, 13–15 Great Scotland Yard, London SW1A 2HJ. The Club is a short walk away from Charing Cross and Embankment underground stations.

6.20pm Reception in the Elizabethan room

7pm Malcolm Young Lecture in the dining room

Our speaker will be John Moore who has recently retired as Collections Manager after nearly forty years working in the University of Glasgow Library.



For the past twenty years he has also been Map Librarian there but has been researching the history of Scottish cartography since the late 1970s. Presently Book Reviews (Europe) Editor for *Imago Mundi,* he has written widely on a range of aspects of the mapping of his native country and his book *Glasgow: mapping the city*, 2015 (reviewed in the winter 2015 issue of the IMCoS Journal) was short-listed for a Saltire Society non-fiction literature award. Having been born just round the corner from map publishers W. & A.K. Johnston in Edinburgh, and with a father who worked for the Ordnance Survey, maps have been in his blood from his earliest days.

John's talk will be entitled **'Reflections on a life with Scottish maps: forty years as a map librarian and researcher'.**

8pm Dinner followed by the presentation of the IMCoS/Helen Wallis Award.

The citation will be given by Tony Campbell, former Map Librarian at the British Library.

The charge for the evening will be £50 and includes the three-course dinner and lecture. Please fill out the leaflet enclosed with this issue of the Journal and return it to the IMCoS Secretariat.

A list of members attending the dinner will be supplied to the Civil Service Club 48 hours before the event. Unannounced attendees risk being refused admittance.

17 June 2017
IMCoS Annual General Meeting

The AGM will start promptly at 10am in the Lowther Room at the Royal Geographical Society (with IBG), 1 Kensington Gore, London SW7 2AR. Members are welcome but please fill in the form enclosed as a list of attendees needs to be supplied to the RGS.

17–18 June 2017
London Map Fair

Saturday 17 June 12 noon–7pm
Sunday 18 June 10am–6pm

Royal Geographical Society, 1 Kensington Gore, London SW7 2AR (Entrance Exhibition Road)
Information: www.londonmapfairs.com

London Map Fair Lectures

Saturday 17 June 2.30pm RGS Ondaatje Theatre
Speaker: Simon Morris. *Lecture title to be announced.*

21 September 2017
Collectors' Evening, London

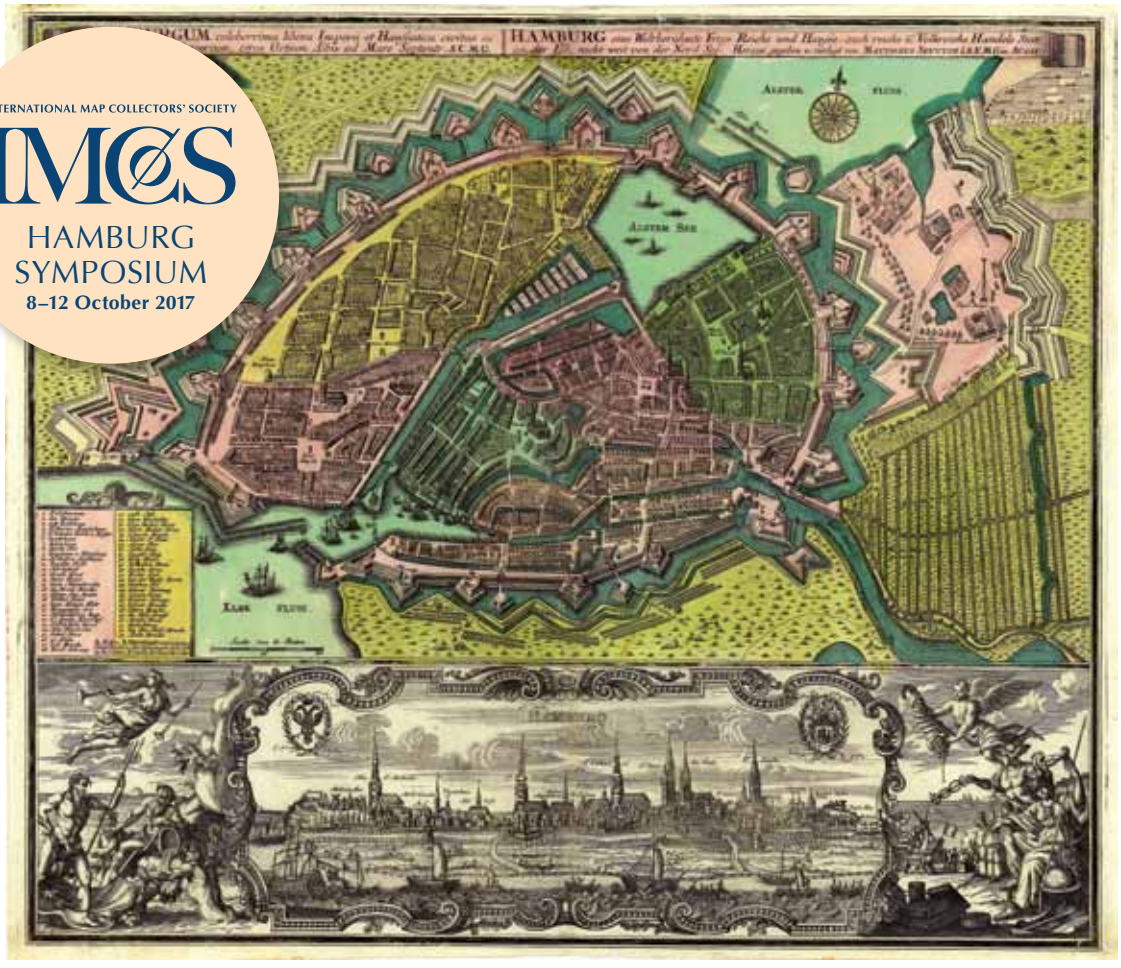
The meeting will be held at the Civil Service Club at 13–15 Great Scotland Yard, London SW1A 2H. More information on the evening's theme will be announced in the next issue of the Journal and on the website.

INTERNATIONAL MAP COLLECTORS' SOCIETY

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HAMBURG SYMPOSIUM

8–12 October 2017



Bird's-eye view of Hamburg, Matthais Seutter, 1750. 49.8 x 57.5 cm. Private collection.

8–12 October 2017
35th IMCoS International Symposium in Hamburg
'The Hanseatic League and German cartography'

Provisional programme

Sun 8 October Welcome reception

Mon 9–Wed 11 October Morning lectures & afternoon excursions

Wed 11 October Farewell dinner

Thu 12 October Day excursion to Eutiner State Library and Lübeck

Fri 13–Sun 15 October Optional tour to Berlin

Symposium costs and registration will be available shortly at **www.imcos-2017-hamburg.com**

International Maritime Museum (IMMH)
A centre where you can explore 3,000 years of maritime history and witness how historical documents and sea charts have influenced our modern world-view. *Atlantis Majoris* (1657), the first nautical atlas printed in the Netherlands, promises to be of particular interest.
www.imm-hamburg.de/international/en/exhibition.php

Staatsarchiv Hamburg
Hamburg's State Archives contain over 30,000 metres of manuscripts documenting the city's history. Included in the collection is a 12 metre-long original map which dates back to 1567 depicting the course of the River Elbe.
www.hamburg.de/staatsarchiv/180308/staatsarchiv-start

Planetarium
Located in a former water tower in Hamburg's sprawling *Stadtpark,* the Planetarium is one of Hamburg's best-loved attractions.
www.planetarium-hamburg.de/de/ueber-uns

Hanseatic City of Lübeck
Once the leading city of the Hanseatic League, Lübeck is listed as a UNESCO World Heritage Site. Be sure to try the famous marzipan!
www.luebeck.de/languages/eng/city_portrait

Hansemuseum Lübeck
The largest museum in the world dedicated to the history of the Hanse. Featuring staged historical scenes, interactive technology and fascinating artefacts. The Hansemuseum is a nominee for European Museum of the Year.
www.hansemuseum.eu

Provincial Library of Eutin
The Library is one of the most historically significant libraries in Northern Germany. It also houses the cartographic legacy of former IMCoS president, Oswald Dreyer-Eimbcke.
www.lb-eutin.de

Hotels

Hamburg offers a vast selection of accommodation options to suit all pockets. As centrally-located hotels can book up quickly, participants are advised to make their reservations sooner rather than later. **IMCoS Symposium registrants will receive special rates** for single or double rooms at the **Hotel ibis Alster Centrum ★★, Hotel Barceló ★★★★ and Hotel Vier Jahreszeiten ★★★★★.** Simply mention 'IMCoS' when booking in order to receive more favourable rates.

Please note: These special rates only apply from 8 October until the 12 October 2017 and for reservations made before 10 September 2017.

Hotel ibis Alster Centrum ★★
Located right alongside the Außenalster Lake, within easy reach of Hamburg's main train station, the Hotel ibis Alster Centrum is a practical and comfortable accommodation solution. IMCoS rates: €89 per night for single rooms or €112 per night for double rooms. Breakfast is included. The offer is limited to 25 rooms
www.ibis.com/gb/hotel-1395-ibis-hamburg-alster-centrum/index.shtml

Hotel Barceló ★★★★
A modern hotel located in the heart of Hamburg city centre close to all the city's main attractions and transport hubs. IMCoS rates: single rooms and double rooms cost €145 and €165 per night respectively between 8–9 Oct, thereafter (10–12 Oct) €160 or €180. Breakfast is included. An additional nightly tourist tax of €2.14 – €3.21 applies.
www.barcelo.com/en-gb/hotels/germany/hamburg/hotel-barcelo-hamburg

Hotel Vier Jahreszeiten ★★★★★
Hotel Vier Jahreszeiten is the epitome of a traditional European grand hotel and close to all the city's attractions. IMCoS rates: €235 per night for double rooms (single use) or €260 per night for double rooms (double use). Breakfast is included. The offer is limited to only 30 rooms.
www.hvj.de/en/index.php

Hotel Baseler Hof ★★★★
One of the last big, family-owned hotels in Hamburg. Hotel Baseler Hof is characterised by its comfort and its ideal location. Many of Hamburg's attractions are within a few minutes' walking distance.
http://baselerhof.de/index_en.php

Hotel Atlantic ★★★★★
The perfect place to experience the Hanseatic noblesse. An unforgettable stay is guaranteed in this five-star grand hotel. Located directly on the Außenalster, it is the perfect combination of tradition and modernity.
www.kempinski.com/en/hamburg/hotel-atlantic

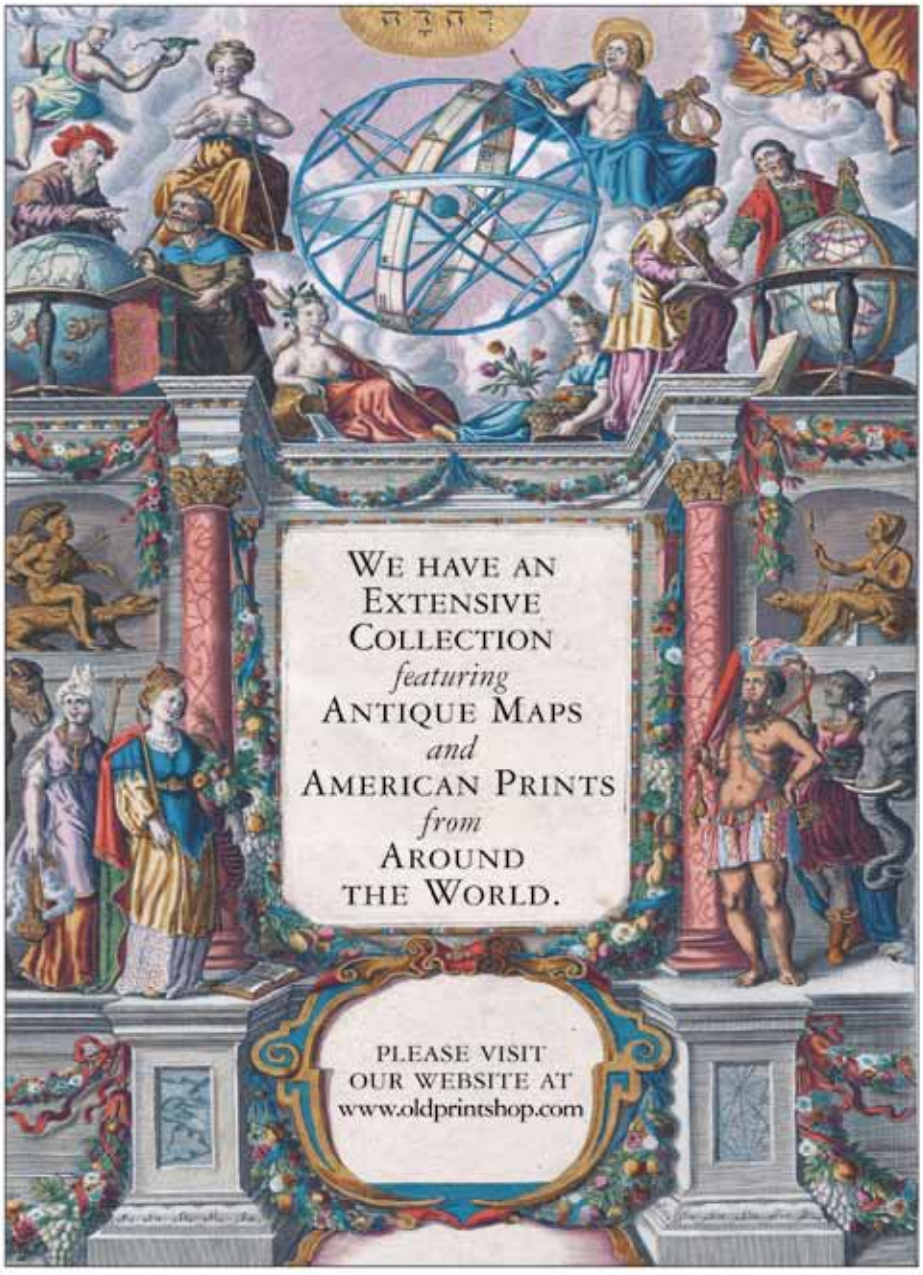
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A NORTHERN POWERHOUSE

Maps and atlases in the University of Manchester Special Collections

Donna Sherman

The Special Collections of the University of Manchester Library combine the resources of the formerly independent John Rylands Library and those of the University of Manchester Library. They contain rare books, manuscripts, archives and visual materials which span five thousand years and six continents. With over a million items in a staggering array of formats, from clay tablets to contemporary email archives, the collections continue to expand with new acquisitions, both old and new that cover a diverse range of subjects. Amongst this wealth are maps: painted on vellum, drawn by hand, printed on paper, loose and bound in atlases, and those created digitally. There are grandiose and elaborate examples which were created as original pieces of artwork and mass produced pieces of ephemera which have survived the test of time.

John Rylands Library

The maps and atlases held at the John Rylands Library contain cartographic treasures waiting to be explored. Many were purchased by Enriqueta Augustina Rylands (1843–1908) who founded the Library as a memorial to her late husband John Rylands. During the Victorian period, John Rylands was Manchester's most successful cotton manufacturer, building his family business into the largest cotton enterprise in Britain. He has been described as a down-to-earth Lancastrian who enjoyed private study and discrete charitable works. Enriqueta was his third wife and she was devoted to him. When he died in 1888, Enriqueta inherited over 2.5 million pounds, making her the richest woman in Britain at the time. To commemorate her husband's achievements she built a library for the people of Manchester, opening its doors to the public in 1900.[1]

Enriqueta, the collector

Enriqueta was a cosmopolitan woman. Born in Cuba, she spent time in New York and Paris before moving to Manchester. She was a strong supporter of Nonconformity and committed to making the Library a place where theology could be studied. She was buying works for the Library from 1891 onwards, in a variety of formats across a broad range of subjects. Enriqueta also collected for her own pleasure and bequeathed her private collection, along with a generous endowment, to the Library in 1908.

One of Enriqueta's early purchases was a printed map of the world, a cartographic mystery, which the Library is currently investigating. The map is described in an article written in 1891 by the distinguished collector A.E. Nordenskiöld, with the following title: 'An Account of a Copy from the 15th Century of a Map of the World Engraved on Metal, which is preserved in Cardinal Stephan Borgia's Museum at Velletri'.[2]

Initial enquiries indicate that the map was acquired by Enriqueta around 1892, and an 1893 reprint of Nordenskiöld's article confirms that the map referred to throughout his article is now preserved in the Rylands Library.

Nordenskiöld came across the map, which was sold as an 'old German wood engraving', in Venice and was immediately intrigued. It appeared to be a printed copy of a fifteenth-century metal map purchased by Cardinal Stefano Borgia in 1774. The metal map, however, is not a printing plate but a decorative engraving filled with niello and is thought to date from around 1430. The Cardinal had printed copies made of his prized map. These would have been produced from a cast taken from the original. Only ten of these eighteenth-century prints are thought to be extant.[3] The printed map at Rylands bears strong similarities to them, however, Nordenskiöld argues vigorously that his printed map is much older, claiming that it may have been produced at the time of the original metal map during the early fifteenth century.

It is unclear how the Rylands' print was produced as neither the print nor the original metal map are reversed. The size of the printed map (63.4 cm in diameter) implies that several sheets of paper must have been pasted together to be large enough to take an impression. The removal of the Rylands' print from its current frame and comparison with the eighteenth-century prints may be enough to solve the mystery. However, if this research proves inconclusive then dating the paper may provide a further option.



Fig. 1
Fifteenth-century map of the world, sometimes referred to as the Borgia World Map. Anonymous. c. 1430. 63.4 cm diameter. Copyright of the University of Manchester.

Spencer Collection

In 1892 Enriqueta purchased the Spencer Collection, elevating the profile of her collections to international renown. The Spencer Collection was assembled by George John 2nd Earl Spencer between 1789 and the early 1820s. At the time of its sale in 1892, the Spencer Library of Althorp Hall in Northamptonshire was one the finest privately owned book collections in the world. However, due to financial misfortune, it fell to his grandson John Poyntz Spencer to sell it. Enriqueta thus acquired over 40,000 volumes, which provided fine examples of landmarks in European printing, an enviable collection of bibles (including the Gutenberg) and printed books which spanned a broad range of subjects. Amongst the Spencer collection are some of the earliest editions of Ptolemy's *Cosmographia*: Bologna 1477, Rome 1478 and a hand-coloured edition published in Ulm in 1487. A stunning 11-volume set of Blaeu's *Atlas Major* (1662) lavishly bound in red velvet also arrived from the sale.

Crawford Collection

In 1901 Enriqueta acquired the manuscripts of the Bibliotheca Lindesiana which had been assembled by the 25th and 26th Earls of Crawford. The purchase matched the Spencer Collection in its significance and size, and also contained one of the Library's most celebrated maps: a large manuscript map of the world by Pierre Desceliers of the prestigious Dieppe School of Hydrography.

The map was made for Henry II in 1546 when he was Dauphin of France and bears his symbols in the borders. It is painted on four pieces of parchment which together measure 128 x 254 cm. Desceliers made two similar manuscript world maps, one dated to 1550, now at the British Library and another dated 1553 which was destroyed in a fire in Dresden in 1915. During the preparation for his book *The World for a King* about Desceliers' 1550 map, researcher Chet Van Duzer examined the Rylands' example and made some fascinating observations on the similarities and differences between the three maps.[4]

The manuscripts of the Bibliotheca Lindesiana also contained one of the largest and most diverse collections of Oriental books and manuscripts. Amongst these are a number of eighteenth- and nineteenth-century maps and rare topographical printed books of Japan. In partnership with the School of Arts, Languages and Cultures, the Japan Foundation and the Great Britain Sasakawa Foundation, the Library has recently digitised 28 of these maps, most of which had been published in Japan during the Tokugawa or Edo period.

Donations

Another major element of the Rylands Library collections is material which has been donated, most notably family archives of local landed gentry, often including estate maps and plans. However, it was an item donated by a member of the public which astounded one researcher, who in 2014 recognised the work of a much overlooked Tudor mapmaker.

The work was a 1604 manuscript map of Lancashire by William Smith. Smith, the Rouge Dragon between 1597 and 1618, prepared the manuscript drafts for a set of rare printed county maps originally referred to as the 'Anonymous Series'. The maps had been identified by Edward Heawood in the 1920s as a series drawn by Smith and engraved by Jodocus Hondius, the Elder. It is likely that the maps were prepared for a county atlas but only twelve were ever produced due to the project being abandoned by Hondius in favour of his work on John Speed's *Theatre of the Empire of Great Britain*.

The manuscript came to light shortly after the publication of *Printed Maps of Lancashire: the first two hundred years*, written by I.J. Saunders. Dr Saunders was contacted by one of his readers, Alan Monks who recognised Smith's printed map of Lancashire in Saunders' book and insisted that he had seen a manuscript draft of the print at the Rylands Library in 2010. According to Monks, his friend, Leonard Penna had purchased the map in the 1950s. Penna was aware of the value of the map and bequeathed it to the Rylands Library. It remained in a bank vault until it was transferred to the Library in 1979.

Evidence that Smith was the designer of the Lancashire manuscript draft has been confirmed by Saunders.[5] He compared the Lancashire manuscript to manuscript maps of four of the other counties produced for the 'Anonymous Series', which R.A. Skelton mentions in his *County Atlases of the British Isles,* and also compared it with the printed map for which it was prepared. It was also possible to examine the construction methods employed by Smith by examining high resolution images produced by the Library of the front and verso of the manuscript.

University of Manchester Library

In addition to the collections at the Rylands Library, the University of Manchester (estab. 1824) had also acquired rare books and works, including several cartographic treasures. Amongst these were the Booker and Mills Collection of historical maps and the library of the Manchester Geographical Society.

Booker and Mills Collection

The Booker and Mills Collection came to the University of Manchester Library in the 1920s. It contained over a thousand items comprising English county maps and examples of ornamental French and Dutch maps of Asia. It also contained facsimiles used to teach the history of cartography from 2200 BC to the early twentieth century.

The Booker and Mills maps were originally loaned to the University in 1923 at the request of W.H. Barker, a Reader in Geography and devoted to the study of the history of cartography, for an exhibition aimed at stimulating interest in the study of Geography at the University. Subsequently Mr Booker's widow loaned the maps to the University for teaching purposes. Col Dudley Mills donated his maps and combined the two collections, listing them in a single printed catalogue, which he presented to the University in 1937 in commemoration of his friend W.H. Barker.[6]

Little is known of Booker as a collector but Col

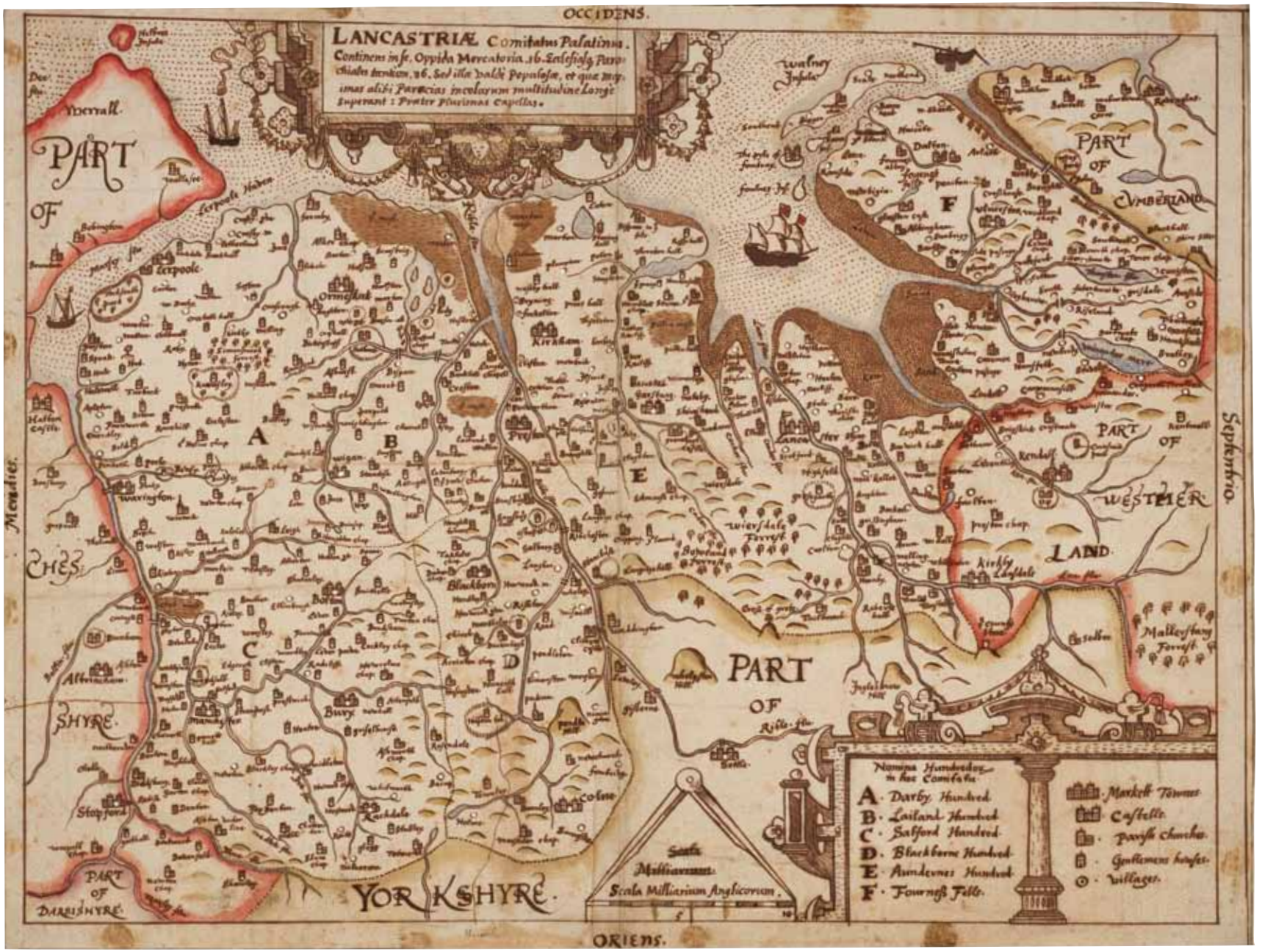


Fig. 2 'Lancastrae Comitatus Palatinus', William Smith. c. 1602–1604. 38 x 50 cm. Copyright of the University of Manchester.

Mills appears to have been quite a character. He was known as 'Confucius' to his friends due to his knowledge of all things Chinese and for his love of maps. His military duties inspired in him a passion for exploration with a particular fondness for China, where he travelled extensively choosing to wear Chinese dress and eating local cuisine. There is some evidence to suggest that Mills commissioned a map for the purpose of famine relief in China and that he sent numerous copies of these to the Manchester Geographical Society.

Other notable items which have been found in this collection include a large hand-coloured print of J. Mitchell's 'Map of the British and French Dominions in North America' published in London by A. Millar in 1755 and a satirical cartoon depicting the Kingdom of France represented as a ship published in 1796.

Manchester Geographical Society

At its peak, the Manchester Geographical Society (MGS) rivalled the Royal Geographical Society in London. It was established in 1884 and was driven by the commercial opportunities being created by the opening up of Africa and the expansion of colonial trade. The Society's library was a precious asset, comprising over 200 atlases, several thousand books and over a thousand maps it illustrated the spirit of Victorian enterprise. The most significant contributors to the collection were Eli Sowerbutts (the Society's secretary), Charles Roeder (a local antiquarian) and Col Henry Crook. The MGS library was transferred to the University Library on permanent loan in the 1970s when the collection began to outgrow its accommodation and improved storage facilities were required. The University also recently acquired the archives of the Society. The Society continues to operate although on a drastically reduced scale. It publishes a journal (*The North West Geographer*) twice yearly and hosts lectures throughout the year.

The atlases from the MGS collection range from the eighteenth to the twentieth century, and include fine examples of French cartography by D'Anville and Delisle and nineteenth-century English atlases published by firms such as A.K. Johnston, George Philip & Son and John Bartholomew & Sons. The book section of the MGS library includes a number of seventeenth-century items, such as William Camden's *Britannia*, 1610. The collection of loose sheet maps is currently being examined. Conservation work has recently been carried out on this collection to enable further research and documentation to take place. So far it has revealed early editions of Ordnance Survey series mapping, eighteenth- and nineteenth-century maritime charts, large-scale maps of Africa and India and some fascinating pieces of ephemera. One intriguing item to emerge is a set of hand-drawn maps of islands in the Greek Archipelago signed by a Major Baseggio and appears to date from the 1770s.

Maps and cartographic materials have been assembled by the University Library for teaching purposes since the establishment of a School of Geography in the 1920s. There is still an annual budget to purchase maps both old and new to support students and researchers from a broad range of disciplines from Geography to Art History. The Library now boasts the largest university map collection in the North of England, comprising approximately 140,000 maps.

Recent acquisitions include Stephen Walter's 'Nova Utopia', a large limited edition print based upon Thomas More's utopian vision and the fictional island created by Ortelius in 1595. Another recent purchase is 'Modus Vivendi' a vibrant, hand-tinted lithograph by Adam Dant and Jean-Baptiste Masot which employs characteristics of nineteenth- and early twentieth-century comic and satirical maps to celebrate modern British and French stereotypes.

Local Collections

No map library would be complete without its collections of local mapping, and the University of Manchester's Special Collections are an enviable resource for anybody studying the history and development of the city. Some examples of the maps we hold of Manchester include fictional sketches of Manchester in the year 800 AD by an anonymous artist; maps and plans of the Manchester Ship Canal; large-scale eighteenth- and nineteenth-century town plans by William Green and Joseph Adshead; and twentieth- and twenty-first-century town plans by Andrew Taylor, a local cartographer who has mapped the city every two years since 1996. In addition to these, we have street maps and transport maps from the eighteenth century onwards; maps which offer an insight into Victorian ways of life such as the 'Drink map of Manchester', 1889; an attractive bird's-eye view of the city drawn by H.W. Brewer; and maps which documented the condition of Victorian housing used in the 1880 sanitary campaign by Richard A. Bastow.

A couple of our most popular maps are worth elaborating on here. The first large-scale plan of Manchester by William Green was the most detailed and authoritative map of the city available during the eighteenth century. It was engraved by the Manchester-

based John Thornton and measures 284 x 358 cm. Its title 'A Plan of Manchester and Salford, drawn from an *actual* survey by William Green, begun in the year 1787 and completed in 1794' alludes to a competing cartographer, Charles Laurent, who published his map of Manchester just several months before Green. Laurent's map was produced on a much smaller scale and it was rumoured that Laurent had plagiarised Green's survey. Laurent's earlier publication gazumped Green's magnificent map and severely reduced his financial income from the project.

In contrast to Green's large-scale survey of the city is 'The Drink map of Manchester', which appeared in the Manchester *Guardian* in 1889. It was published by the United Kingdom Alliance, a Temperance movement which argued that the distribution and consumption of alcohol was directly related to poverty and crime. 'The foul blotches of drink that disfigure the map' shows the extent of liquor outlets like a rash all over the face of the city'.[7] It was prepared for the City Magistrates, although ironically there was a request several years ago to reproduce the map as the wallpaper design for a local bar!

An exhibition at the John Rylands showcased some of these maps in an exhibition in 2009 entitled *Mapping Manchester: Cartographic Stories of the City*. Not surprisingly it has been one of the best-attended John Rylands' exhibitions to date.

Looking to the future

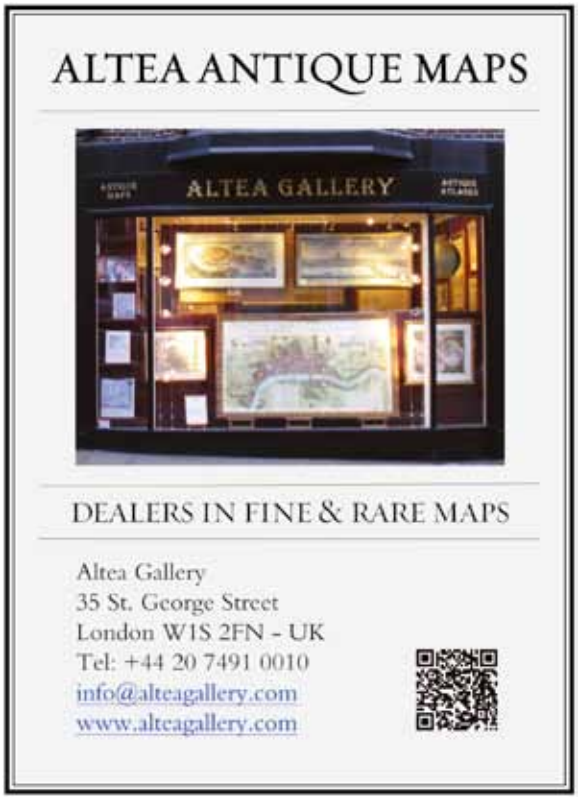
The future of the maps in the University of Manchester's Special Collections looks promising. There can be no doubt that maps are 'in vogue'. The last decade years has seen evidence of an increasing number of visitors from a wide variety of backgrounds, ages and subject disciplines using the maps in our collections. The recently formed John Rylands Research Institute is encouraging researchers to reveal and explore our collections and we continue to support teaching and learning activities which introduce the world of maps to students, young and old. This extract from the introduction in Dudley Mills' *Catalogue of Historical Maps* seems as relevant today as it did 80 years ago:

> *'Old maps and their facsimile reproductions show the geographical ideas of the past, the rise of geography in the ancient world, its eclipse during the Dark Ages, its renaissance during the later Middle Ages and its sudden expansion in the 16th century. In studying the evolution of geographical ideas we are in effect studying the history of the world by a method not only picturesque and fascinating, but probably as accurate and comprehensive as if art or war or religion or politics or economics or any other special base line were chosen, from which to start a survey of historic time. The interest is more human than technical.*[8]

Notes

1 J. Hodgson, *Riches of the Rylands: the special collections of the University of Manchester Library*, Manchester: Manchester University Press, 2014.
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4 C. Van Duzer, *The World for a King: Pierre Desceliers' World Map of 1550,* London: British Library, 2015.
5 I. J. Saunders, 'The Mapping of Lancashire by William Smith', *Imago Mundi*, 2015, 67:2, pp. 200–14.
6 D. Mills, *Catalogue of Historical Maps*, Manchester: University of Manchester, School of Geography, 1937.
7 D. Sherman, *Riches of the Rylands: the special collections of the University of Manchester Library.* Manchester: Manchester University Press, 2014.
8 Mills, 1937.

Donna Sherman *is a Special Collections Librarian at The University of Manchester Library and has worked with the University's cartographic collections since 2008.*



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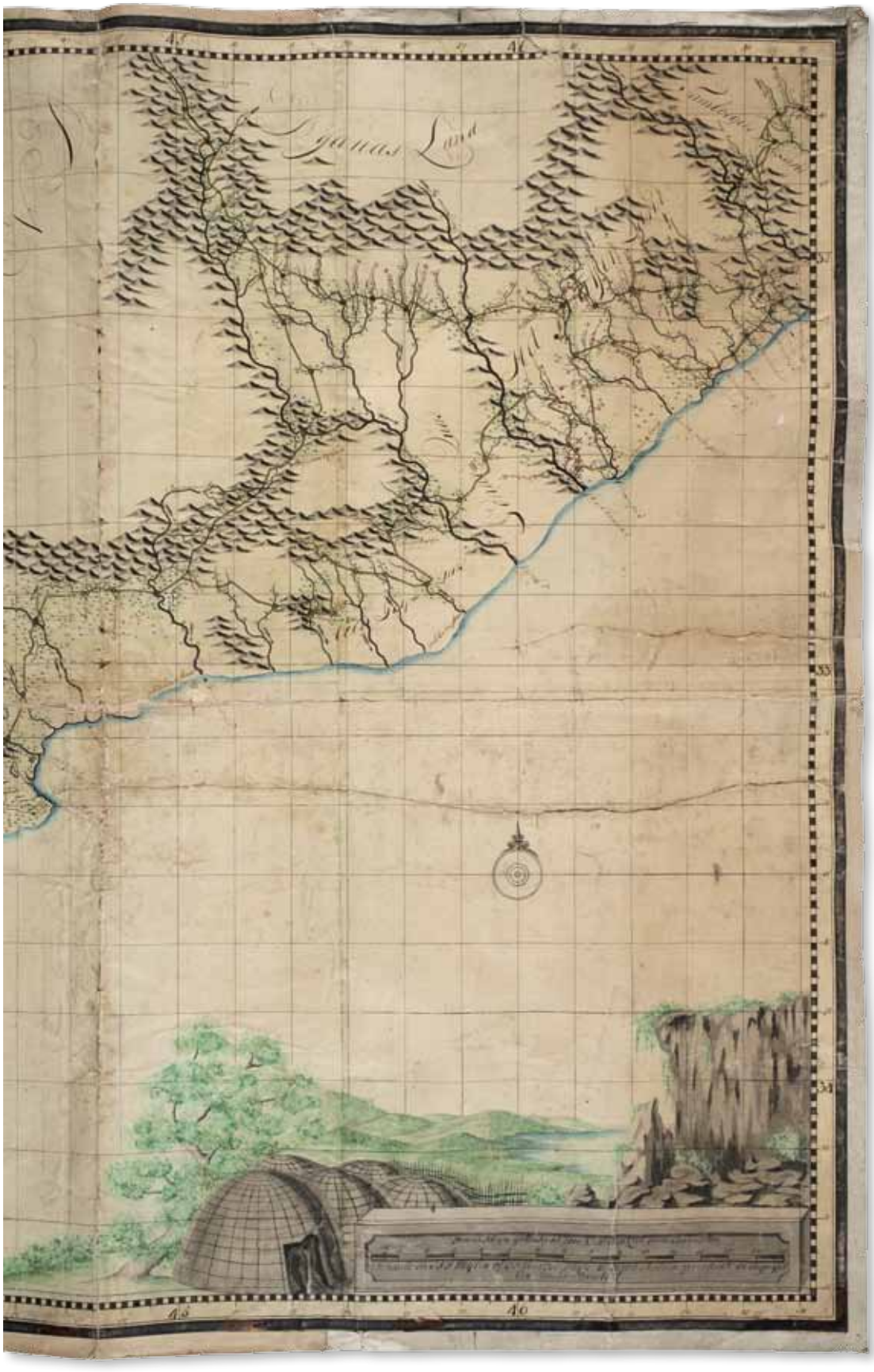
Auction April 26

NEW YORK

FADEN, WILLIAM.
A Plan of New York Island, with part of Long Island, Staten Island & East New Jersey, with particular Description of the Engagement on the Woody Heights of Long Island, between Flatbush and Brooklyn, on the 27th of August 1776. London: 1776. Partially hand-colored and retaining the text in four columns below the image.

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ENSIGN BEUTLER'S 1752 EXPEDITION TO THE EASTERN CAPE

Tracing his route

C. J. Vernon

This article is based on a presentation given by the author in Cape Town in 2015 at the 33rd International IMCoS Symposium.

In 1752 the Vereenigde Oost Indische Compagnie (VOC) commissioned Ensign August Friedrich Beutler, to lead an expedition from Cape Town beyond the Kei River to Butterworth in what is now the Eastern Cape. The expedition lasted eight months during which the party travelled some 1,000 miles through what was, at that time, unknown country. VOC knowledge of the far interior was neither systematic nor extensive. Those who travelled into the interior had 'done so in secret, for it was a forbidden journey, outlawed by the VOC'.[1] Under VOC jurisdiction land claim had expanded eastwards as far as Mossel Bay. Boers had settled on loan farms as far east as the Sundays River[2] and hunters went eastwards and northwards in search of game.[3] 'Between 1735 and 1744 there were 102 recorded hunting trips to the East.'[4]

The expedition consisted of 71 persons, including Carel David Wentzel surveyor and cartographer and responsible for the map of the journey; his assistant Pieter Clement; Carel Albrecht Haupt official diarist; Jan Hendrik van Ellwee surgeon; and Hendrik Beneke quartermaster. In addition to this well-outfitted expedition, there was a botanist, blacksmith, wagonwright and 30 soldiers. They travelled with eleven wagons and a boat.

Beutler's official instructions were vague: 'to proceed to Mossel Bay and from there go inland, returning by way of the Copper Mountain … to obtain a thorough knowledge of the hitherto unknown condition of these interior lands and peoples'.[5] The expedition was also charged with making 'good geographical and astronomical' observations by which 'the new found-lands can afterwards be found again'.

Haupt kept a detailed record of the expedition, and Wentzel produced a map of the journey (Fig.1 only showing the eastern third of the journey). Accounts of Beutler's expedition were published in 1896, 1933 and, by J. S. Forbes in 1953. In 2013 the Van Riebeeck Society published a new account of the Eastern Cape expedition *Into the Hitherto Unknown: Ensign Beutler's Expedition to the Eastern Cape, 1752* reevaluating Beutler's findings and those made in the abovementioned publications. Additionally, it included the first English translation of the diary.[6] It is generally agreed that Beutler kept poor and inaccurate records of the expedition's coordinates. The author, who was one of contributors to *Into the Hitherto Unknown* and very familiar with topography of the Eastern Cape, was tasked with establishing the likely routes taken by Beutler for one section of the expedition: the area between East London and Butterworth. Using Beutler's diary and Wentzel's map, and later evaluations of the journey, especially those of J. S. Forbes, the author set out to trace Beutler's route and to assess and assign coordinates of the likely routes undertaken.

This article endeavours to show the author's calculations in investigating the 1752 expedition. The approach to the route taken by Beutler was to make certain assumptions:

- that, despite vague official instructions to Beutler, his intended destination was the region beyond the then frontier – now known as the Transkei;
- that the route taken by Beutler, while officially 'into the hitherto unknown', was used by Boer hunters and took the line of least geographical resistance;
- that the daily account of the journey was relatively accurate in terms of direction and distance travelled – the latter taken to be a straight line distance between camps, with no deviations. Any discrepancy between the distances reported

Fig. 1 The eastern third of Carel David Wentzel's map of 1752 which deals with the Eastern Cape province of South Africa. This detail encompasses the section of Wentzel's map shown in Figure 6. The longitudes shown on the map are based on a meridian of Tenerife which is 16°38.5' west of the Greenwich meridian. Thus to obtain a modern longitude based on Greenwich, 16°38.5' should be subtracted from those given on the map. National Archives, The Netherlands.

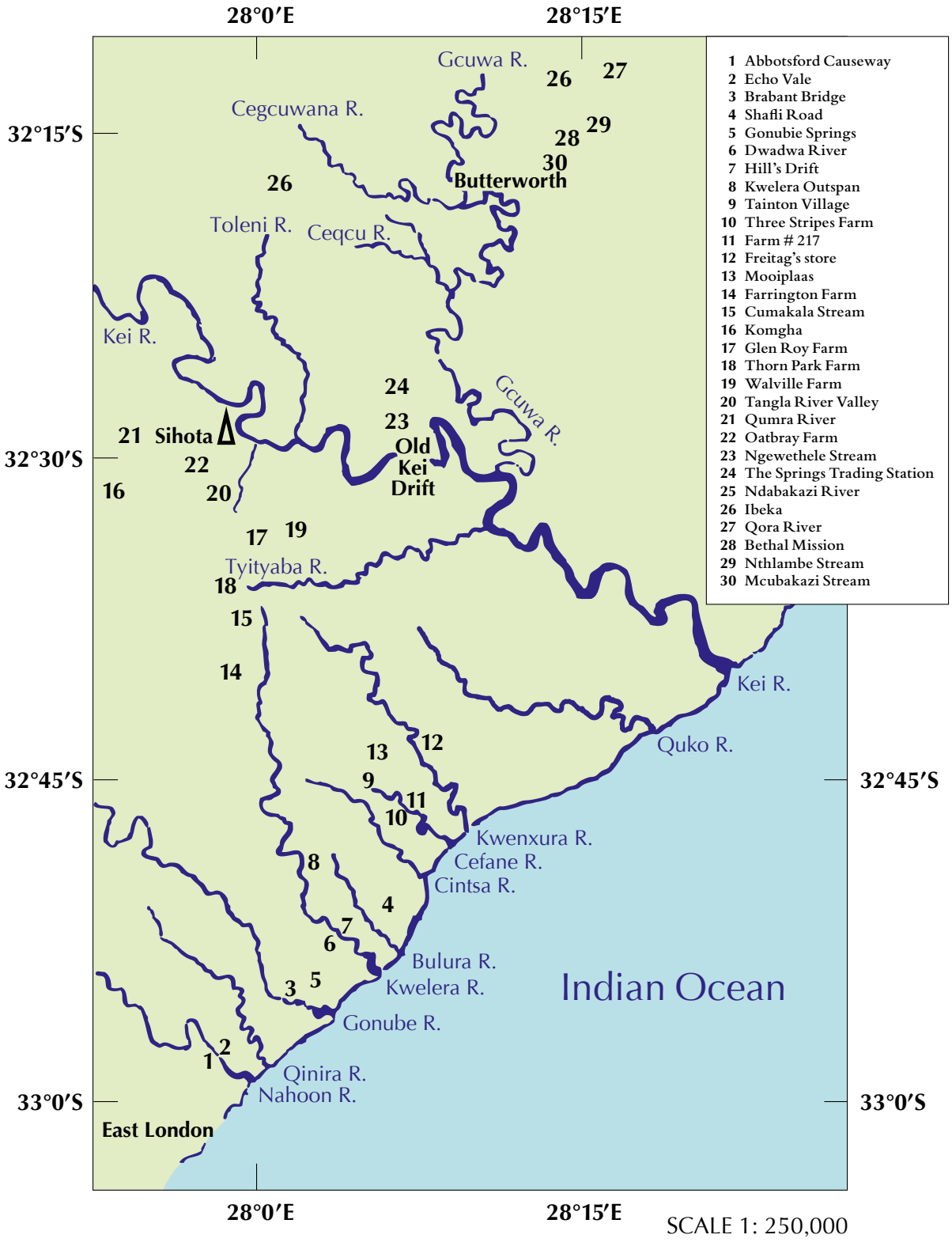


Fig. 2 This is a simplified map of the area between East London and Butterworth showing the rivers, many of which were encountered by the Beutler expedition. The tributaries of the Kei River, such as the Gcuwa, Toleni and Tyityaba have entrenched valleys which are difficult to cross. This map is of the same region as described in Wentzel's map (Fig. 1). The Kei River, called 'de Rivier y' by Beutler, is the main feature in common between Wentzel's map (Fig. 1) and this modern sketch map (Fig. 2). The confluence of the Gcuwa River (erroneously called the Toleni on Wentzel's map) with the Kei River, gives a focal point to align Figure 1 with Figure 2.

by Beutler for each day's travel and the actual distance between those places where it is known, were given priority for investigation;
- that names of places encountered, especially those of rivers, could be equated with known synonyms of names currently in use;
- that the longitudes of places reported by Beutler used the Tenerife meridian, 16º38.5 West which were adjusted to the Greenwich meridian;
- that the expedition followed a known road as far as Mossel Bay, tracks to the Fish River and thereafter, were paths known only to local guides.

Places, both rivers and towns, are referred to by their modern names as they appear on the topographical maps published before the year 2000. Those names do not necessarily accord with the more recent digital 1:50,000 maps of the Department of Land Affairs, Directorate of Surveys and Mapping.

Beutler's text presents a summary of their daily travels. It is given here by date, distance travelled in miles in a compass direction to arrive at a place whose coordinates are given. The route was appraised in stages between known points, either a village or a river. The choice of where they might have crossed a river was, in the early stages, not difficult, because Beutler was following a known route. From the Bushman's River onwards the choice of a river drift was problematic. This point – where the party crossed the Kei River – is vital in ascertaining the route Beutler took. The route described on Wentzel's map was consulted to clarify issues that were not apparent from the diary or obvious from topographical maps. Beutler's observations of longitude and latitude were converted to GPS figures of decimal degrees. These could then be compared with estimates of Beutler's daily position.

Modern maps show that there is one highway and several minor roads between East London and Butterworth. The reason for this lies in the nature of the terrain. This portion of the Eastern Cape is a coastal plain dissected by a series of east-flowing rivers: Nahoon, Qinira, Gonube, Kwelera, Bulura, Cintsa, Kefane, Kwenxura, Quko, Tyityaba, Kei, Toleni, Gcuwa. These all have to be crossed enroute. The rivers are entrenched 400 m below the surrounding upland whose highest point is Sihota Mountain at 670 m, with the Kei River below at 160 m above sea level (Fig. 3).



Fig. 3 Sihota Mountain as seen from downstream of the Kei River, at the place to the south-east where the present-day main road crosses the river. Sihota Mountain rising 510 m above the Kei, is a dominant feature of the landscape. However, it was not featured on the Wentzel map and nor was it seen by the expedition members until 5 July. These facts suggest that the expedition must have crossed the Kei either further upstream or lower downstream of Sihota Mountain.

The coastal plain is open grassland and the way is along watershed ridges between river valleys. The valleys are steep-sided, with cliffs and rock outcrops. They have forest on the south-facing slopes. While no more formidable than other rugged places, in 1752 the Kei Valley was unknown territory to Europeans. The present-day roads traverse places which would have been impassable to wagons. Thus to evaluate the countryside from a wagon-driver's point of view, it was best to get out of a modern vehicle and walk. The Sihota was climbed to provide a panorama of the Kei Valley. The crossing places along the Kei River were visited and evaluated in terms of accessibility to wagons.

In the past the easiest way for travellers on wagons to do so was to go along watershed ridges and down spurs to cross the rivers at drifts. It is assumed that the way from East London to Butterworth followed paths known to the local people who inhabited the area long before 1752. The key to establishing the possible routes used by Beutler was to ascertain where his expedition crossed the Kei River. To do so, the likely crossing places were visited and compared with Wentzel's map and the expedition's diary between the 22 June and 8 July. The diary entries are presented below (in bold italics); each one is followed with the author's comment. The figures in brackets beside place names are marked on the map of the area (Fig. 2). The miles travelled in the diary entries are conversions from Rhenish roods: 1900 roods equal 7.158 km and 4.1 English miles.[7] Maps of the author's day-by-day reconstructions can be viewed at
www.vanriebeecksociety/docs/BeutlerAppsABCD.pdf

Beutler's diary entries 22 June – 8 July 1752

22 June: ***… we went on … over the river Na Goerij*** [Nahoon River] ***where we camped. This river is saline, although about two musket shots from our camp we found a spring with good water. Lat. 32°17'; Long. 46°34' Course and distance E 5/6 mile.***[8]

The expedition reached the Nahoon River where the Abbotsford Causeway (1) is today. The spring was upstream towards Echo Vale (2) at 32°57.3'S 27°54.3E. (Fig. 2).

23 June: ***Rest day.***

24 June: ***We came to the Caninga or Elands river*** [Qinira River] ***… we continued and came to camp… by the river called Goenoebe*** [Gonube River]. ***We found good water here, but a musket shot lower it was completely saline. Lat. 32°15'; Long. 46°38' Course and distance NE to E 14/15 mile*** [6.7 km].[9]

Their camp was above the ebb and flow of the Gonube River at 32°55.3'S 27°59.0'E which is just downstream of the Brabant Bridge (3) on the Shafli Road (4).

25 June: … ***we crossed the Goadar river, which means Marsh river, as well as another stream and came … to the Goerecha or Aloes river*** [Kwelera River]***. Lat. 32°12'; Long. 46°40.5' Course and distance ENE 2°; 14/15 mile*** [6.7 km].[10]

There are two routes between the Gonube and the Kwelera Rivers that Beutler could have taken:

1. A route along the Shafli Road which crosses the Goadar River [Inkwali also known as Gonubie Springs (5)], the Dwadwa River (6) and reaches the Kwelera River at Hill's Drift (7) at 32°48.0'S 28°04.0'E as concluded by Forbes[11] and Crampton.[12]

2. A route along the watershed between the Gonube and Kwelera Rivers. This crossed the headwaters of both the Inkwali and Dwadwa Rivers and reaches the Kwelera River at the Kwelera Outspan (8) at 32°50.8'S 28°01.6'E.

26 June: ***… setting the course NE and on the way crossed the rivers Boerrechaaij*** [Bulura River] ***and Tinsa*** [Cintsa River] ***…*** **we travelled over** ***a mountain and in the afternoon arrived at a little river in a valley. Lat. 32°8.5'; Long. 46°45' Course and distance NE 1 2/7 mile*** [9.2 km].[13]

There are several possible routes between the Kwelera camp and the Cefane River, so the whereabouts of Beutler's camp of the 26 June is uncertain. There are three possible sites along the Cefane:
Tainton Village (9) at 32°46.2'S 28°03.6'E
Three Stripes Farm (10) at 32°46.3'S 28°04.7'E
Farm # 217 (11) at 32°47.9'S 28°06.5'E

Wentzel's map and clues from Beutler's travels of the 27 June indicate that the third site, Farm #217 is the more likely. Tainton Village and Three Stripes Farm are discounted as they are already on high ground where there is no 'high and stony mountain to climb' (27 June), and routes from those two places run along the watershed.

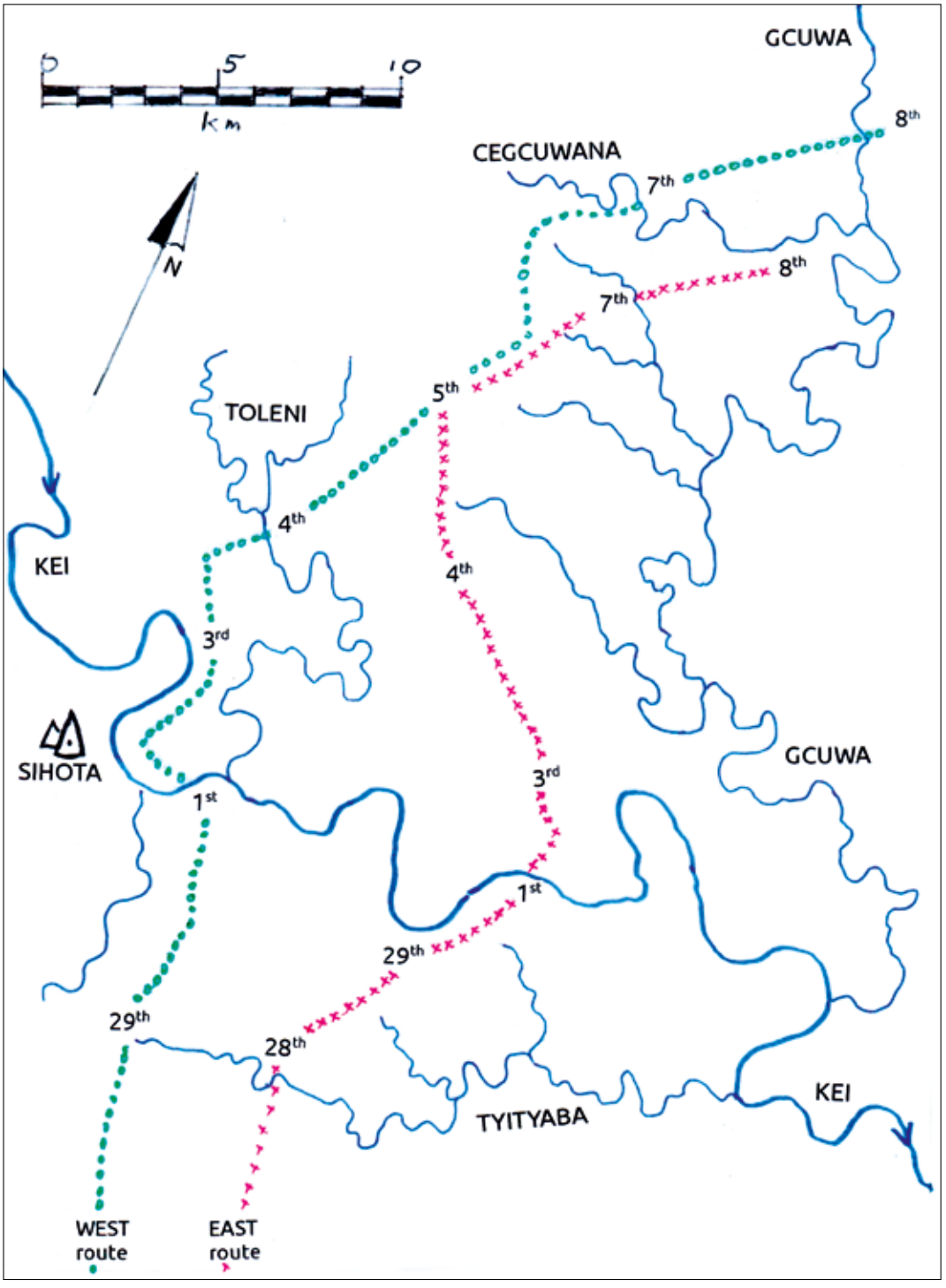


Fig. 4 The two possible routes taken by the Beutler expedition. Either route could have been used but probable errors and omissions prevent the making of a finite decision between the West Route and the East Route. The journal and map of the expedition indicate that they crossed the upper Toleni River. That fact provided a known reference point for the orientation of the West Route. However, if the expedition had crossed the Kei River by the west route, then Sihota Mountain would have been obvious and mentioned in their journal for 1 July. In contrast the East Route crossed the Kei downstream most probably at Old Kei Drift. Sihota Mountain would not have been visible along the East Route until it was observed from afar on 5 July, three days after crossing the Kei. However, on the East Route the expedition would not have crossed the Toleni River, but would have gone to the east of it.

27 June: ***… we continued … setting our course NE over a high and stony mountain … on extremely difficult routes until we came to the river called Quenoncha or 'People's Ears'*** [Kwenxura River]. ***Finding no passage for the wagons, we had to remain here until the party that had been sent out to look for a way through had returned. On their return they reported that there was no way through even if … one took the wagons apart. From this we gathered that we were misled by our Gonaqua guides. The Ensign had them bound … threatening that he would have them killed … they admitted that there was a better path. Lat. 32°7'; Long. 46°47' Course and distance NE 1/2 mile*** [3.6 km].[14]

The map of the area in Forbes shows 'Freitag's store' (12) to the west of the Kwenxura River.[15] In 2009 this was considered an error as a store owned by one of the Freitag brothers was east of the river. The discrepancy was solved when it was learned that in the 1950s Freitag's store was on Water Valley Farm at c. 32°46.0'S 28°06.9'E. That store was closed thereafter and in the 1980s his brother opened a new store on the east side of the Kwenxura River.[16]

28 June: ***The guides brought us today on a suitable route along the ridge of the mountain … in a NNW direction to a big Caffer kraal*** [Mooiplaas (13)] ***… After this we travelled over the source of the Quenoncha river and arrived … at a little stream where we camped. Lat. 32°3'; Long. 46°44' Course and distance NNW 7°: westerly 1 1/6 mile*** [9 km].[17]

The expedition went up a ridge to Mooiplaas, the place of Gcaleka (c. 1730–1778), who was the great son of Phalo the Xhosa King (1700–1775). It continued northwards crossed the source of the Kwenxura River. There are two possible routes that they may have taken, a western and an eastern route, which I will consider for each diary entry.

1. West route: Had they have taken this route they would have continued along the watershed between the Kwenxura and Kwelera Rivers, crossed a tributary stream of the Kwenxura at Holme Park Farm at 32°39.5' S 27°59.2'E and camped at a headwater stream of the Tyityaba River on Farrington Farm (14) at 32°36.95' S 27°56.9'E.

2. East route: According to Wentzel's map, they travelled up the Kwenxura Valley and crossed the river at 32°39.5' S 27°59.2'E and camped along the Tyityaba River (Fig. 4).

29 June: ***… we set out course to the north over an excellent path although it ran along the mountain and after we had crossed various streams came to a height from which Tamboegies' country could be seen. It had a most unpleasant appearance: one saw nothing but a series of high mountains … through which it was utterly impossible to travel. Moreover no pasture or grass could be found for the livestock … We had to return to one of the previously mentioned streams, where we halted. Lat. 31°57.5'; Long. 46°39.5' Course and distance NNW 8°: westerly 1 2/3 mile*** [12 km].[18]

In two days the expedition had travelled northwards from Mooiplaas to the Kei Valley. They crossed the headwaters of streams such as the Cumakala (15), which drains west into the Kwelera River, and the Tyityaba River, which drains into the Kei River. They reached the southern escarpment of the Kei Valley at a 'height from which Tamboegies' country could be seen'.[19]

West route: 'Their route on 29 June must have been close to the National Road [current N2 national road]. They … camped by the first large tributary of the Kei that they encountered and hence probably one of the feeders of the Chochaba [Tyityaba], 5 miles in a S S.E. direction from Komgha' (16).[20] The viewpoint of the Kei Valley may have been at 32°34.1'S 27°57.4'E on Glen Roy Farm (17) and their camp at Thorn Park Farm (18) at 32°34.6' S 27°57.5'E.[21]

East route: In this case the prominence overlooking the Kei valley was at 32°32.7'S 28°02.45'E. The site is on a northern hill and from there, Sihota is not visible and the view is of steep slopes with no obvious way down to the river. From there they backtracked to camp on Walville Farm (19) at 32°32.99' S 28°02.74'E.

30 June: ***At daybreak we sent out one of our Hottentots to look for a suitable way to the river Y*** [Kei River]***. He came back at dusk and brought three Hottentots who live along the river and promised to take us across the river.***[22]

A party searched a route down to the Kei River.

1 July: ***… setting our course northerly first through an extensive thorn forest, then through the***

mountains over a very difficult and troublesome route … we arrived at the river Y meaning Sand [Kei River] ***where we camped. Lat. 31°53'; Long. 46°40'*** [given as 46°10'in[23] and corrected to 46°40' from Wentzel's map (Fig. 1)]. ***Course and distance N 6° easterly 11/12 mile*** [6.6 km].[24]

The expedition moved along a 'very difficult and troublesome route' down to the river.[25]

West route: 'This very difficult descent of about 1500 ft into the great gorge of the Kei was negotiated on the 1st July, probably by a route not far that taken by the present road.'[26] The route from Glen Roy to the river is a difficult way and not one known to be subsequently used by wagons.

On reaching the river, Sihota is on the south bank, upstream, readily apparent and obviously not, as reported by Beutler, 'in the Tamboegies' country' i.e. on the north side of the Kei River. Although the expedition spent a day, the 2 July 1752, at the Kei River, they do not mention Sihota. This is remarkable as where they crossed the river, Sihota dominates the western horizon. It is upstream and is readily seen when crossing the river within 6 km downstream of the mountain.

Alternately, they may have taken a more circuitous route. First travelling west to avoid the difficult terrain in the Tangla River Valley (20) and then turning northwards along the watershed between the Tangla and Qumra River (21), past the present homestead on Oatbray Farm (22) at 32°32.84' S 27°55.2'E to reach Sihota. This is 8 km northwest of the expedition's supposed camp at Thorn Park Farm. This route, which appears on the 1848 map by W. F. Drummond Jervois 'Military Sketch of Part of British Kaffraria', descends down a bridle path, reaching the Kei River at the southeast base of Sihota at 32°30.25' S 27°57.25'E.

The drift which is just upstream is permanent and stable as the river there has an underlying dolerite sill. By definition, a bridle path is one used by people on horseback but not vehicles. There is no record of that route ever having been used by wagons and is considered to be impassable for them (Leon Wood personal communication, February 2015). In the 1990s the path was upgraded so that it is suitable for four-by-four off-road vehicles. On the north bank, the Transkei side of the Kei River, the route is similar to that of the Tangla route.

'The Beutler report gainsays this route with their statement of "going up and down various heights"'.[27]

East route: The way from Walville Farm to the river at Old Kei Drift is down along an east-sloping spur which is unlikely to have been difficult. Following that route at no stage would they have been able to see Sihota. The drift is at 32°31.4'S 28°66.0'E. It is at the lower end of a long pool where a dolerite sill across the bed of the river forms a natural causeway. The drift is relatively free of boulders and can be readily crossed except when the river is in flood. This crossing point is favoured by Crampton, and was until 1900 the main wagon route to Butterworth.[28] It is marked on current 1:50,000 maps of the Eastern Cape (Sheet 3228CA) and appears that until recently it was maintained by the divisional council.



Fig. 5 Old Kei Drift showing William Martinson crossing the Kei River. The drift is formed by an underlying dolerite dyke and, when the river is not in flood, enables people to wade across. Prior to 1890 this used to be the main route between East London and Butterworth.

2 July: ***Rest day.***

3 July: ***… we crossed the aforementioned Y river, although with great difficulty on account of the large rocks lying in it … thereafter up and down various steep inclines and came to camp by a small spring Lat. 31°50'; Long. 46°39'… Course and distance N 8° easterly 13/14 mile*** [6.7 km].[29]

West route: Where they crossed the Kei River was opposite the confluence of the Toleni River, but that junction was not recorded.[30]

'They crossed the Kei … within a few hundred yards of the present road and railway bridges. Then they proceeded to a point 9 km upstream measured along the river … An old wagon trail still follows part of the way that they probably took.'[31] Their camp was on a ridge overlooking the Kei River at 32°28.4'S 27°57.4'E.

East route: Leaving the Kei they climbed up the escarpment to camp at the source of the Ngewethele Stream (23) at 32°29.0' S 28°04.6'E.

4 July: ***We took our course to the east over a small plain that led us gradually to a steeply descending hill and as we could not go down this we changed our route, first going north-west and then east again. We came down with great difficulty a steep and rocky hill at the foot of which the Toleni river runs and which we crossed and on the opposite bank we settled … It rained somewhat all day. Lat. 31°48'; Long. 46°41' Course and distance NE to N 6° easterly 3/5 mile*** [4.3 km].[32]

West route: *An old wagon trail still follows part of the way that they probably took which brought them to the Toleni River near the railway bridge, where they crossed it and camped on the east bank*.[33] This was between the store at Toleni Head and the railway siding at Ndabakazi at 32°23.3'S 27°59.2'E.

East route: The route taken is on the eastern watershed of the Toleni River avoiding the impassable entrenched Toleni Valley. Beutler may have camped at 32°27.4' S 28°04.0'E which later became The Springs Trading Station (24). It was one of the earliest permanent trading stations to be established in the Transkei, probably by 1835.

5 July: ***Left the said river … setting our course to the east. We estimated the Spekberg – so called by us on account of the great abundance of 'zeekoeijspek'*** [hippopotamus] ***found there-to be WNW of us … After crossing some streams we came… to a little river originating from three particular springs…. From there we went NNE over a great plain and at midday arrived at a small river with good water where we set up our tents. Lat. 31°44'; Long. 46° 45 1/2 Course and distance NE to N 7° easterly 1 2/5 mile*** [10 km].[34]

West route: 'they may have travelled N.E. up the watershed parallel to and a mile east of the Ndabakazi River (25) for a distance of some 5 miles, then descending for 2 or 3 miles to camp by one of the several headwaters of the Ceru River' [identified by Beutler; this river is no longer known][35] at 32°21.1' S 28°06.1'E which is a tributary of the Gcuwa River.

Alternately, as indicated on Wentzel's map, they may have camped at the Cegcuwana River at 32°19.9' S 28°03.8'E which also a tributary of the Gcuwa River. On this day they first sighted Sihota, which is a belated entry as Sihota was in full view from their camp on the Kei River (see below).

East route: After leaving that camp and travelling along the watershed between the Gcuwa River Valley to the east and the Toleni River Valley to the west, they recorded a view of Sihota. Before that Sihota would have been obscured from them by intervening high ground. When viewed from the upland north of The Springs, Sihota lies to the SW and not the WNW as reported by Beutler.[36] It is coincidental that Sihota is to the WNW when viewed from the Kei River where they were on the 2 July.[37]

On this day's journey the two possible routes converge.

6 July: ***Rest day.***

7 July: ***We set our course NW in the rain and came to a small stream when, with various north-easterly*** [changes in] ***direction whilst crossing some rivulets with very good water, we halted at a river called Goea,*** [identified by Beutler; this river is no longer known] ***besides which stood a forest of big yellowwood trees. Lat. 31°40'; Long. 46°46'. Course and distance N 6° easterly 1 mile*** [7.2 km].[38]

Their camp at the Goea River is difficult to ascertain and there are three possibilities:

1. They 'swung west around the Ceru' ... 'probably crossed the Cegcuwana River and ... came to their Gcuwa River between 2 and 3 miles'…'north of Butterworth'.[39]

2. The Goea River may have been the Cegcuwana River, a tributary of the Gcuwa River, and the camp may have been at 32°18.0'S 28°04.9'E.[40]

3. The camp may have been on the Ceru River which is also a tributary of the Gcuwa River. Wentzel's map shows that the Goea River may have been either the Ceru or the Cegcuwana Rivers but not the Gcuwa.

8 July: ***We continued our journey, setting our course east over high ridges … we halted at a***

little river called the Sakolka. Lat. 31°39'; Long. 46°50' [given as 46° 56'in[41] and corrected to that in Wentzel's map] ***Course and distance E to N 2° northerly 6/7 mile*** [6.5 km]. This was the terminus of Beutler's journey.[42]

This day's journey at the Sakolka River [the river's whereabouts is no longer known] was the terminus of the expedition. The precise locality is unknown, but it was somewhere in the vicinity of present day Butterworth. There are three possibilities:

1. 'They crossed the Gcuwa … travelled eastwards to reach a stream ... This is unlikely to be any stream other than the Qora'.[43] That would have been north of Ibeka (26) on the headwaters of the Qora River (27) at 32°16.0'S 28°12.5'E. However the Qora flows eastwards to the sea unlike the southeast flowing river shown on Wentzel's map.

2. Going eastwards from the Gcuwa River 'the terminus of the journey was most likely Ibeka, but it is possible that the expedition was to the south of this, at what is now Bethal Mission (28) 32°20'S 28° 12'E'.[44] The Sakolka then might refer to either the Nthlambe (29) or the Mcubakazi (30) Streams which flow into the Gcuwa River.

3. Going eastwards from the Ceru River they would come to the south bank of the Ceqcuwana River just upstream of its confluence with the Gcuwa River. In 1809 the Xhosa King Hintsa had his great place on the south side of the Cegcuwana River, where later the Wesleyan Mission was established at 32°20.5' S 28°08.1'E.[45]

Wentzel's map

Wentzel's map of Beutler's 1752 route was the other source of evidence used by the author to assess and assign coordinates of the likely routes undertaken. The portion of that map showing the expedition's route between the 24 June and the 8 July (Fig. 1) gives support to some of the information recorded in their daily diary but confuses other issues.

For instance the location of their camps near the ebb and flow (where a river becomes an estuary at the upper limit of the tide) of the Nahoon River on the 22 June and the Gonube River on the 24 June, can be ascertained from their descriptions in the diary and confirmed on Wentzel's map. The remaining camps are either at drifts along rivers whose names can deduced, such as the Kei, Kwenxura and Toleni, or at places that do not provide pertinent information about the exact location.

The confusing factors of Wentzel's map are the absence of the Spekberg Mountain (Sihota) and the inaccurate of placement of rivers: The Toleni flows into the Kei just downstream of where the expedition crossed the Kei. (Fig. 6) The Tyityaba River joins the Kei a long way downstream of the confluence of the Toleni. The correct positions of the rivers are shown in Figure 2.

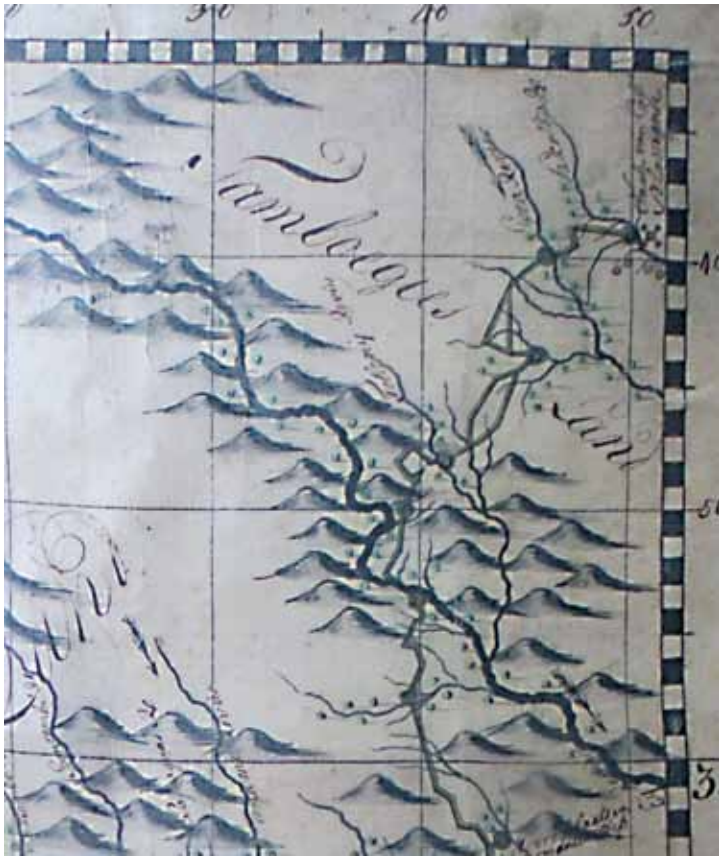


Fig. 6 Detail of Figure 1 centred on the Kei River which shows the route of Beutler's expedition between 29 June and 8 July. The Toleni River is the only one on the map which still today has the same name. However, its lower reaches were not traversed by the expedition and are more probably those of the Gcuwa River.

Where the expedition crossed the Kei River cannot readily be established as Wentzel's map shows that the expedition camped on the 29 June mid-way along 'a little stream' which was the Tyityaba River (Fig. 2). The following day they went in a northerly direction to the Kei River.

The expedition's daily coordinates were plotted on a sketch map. Also added to that map are Old Kei Drift, Sihota and the confluence of the Cegcuwana and Gcuwa Rivers. Their positions were determined by

triangulation according to their direction and distance from Gonube ebb and flow. That map indicates that the 1752 expedition crossed the Kei River closer to Sihota than to the Old Kei Drift, and their position on the 8 July was close to the Gcuwa River, which is now the town of Butterworth.

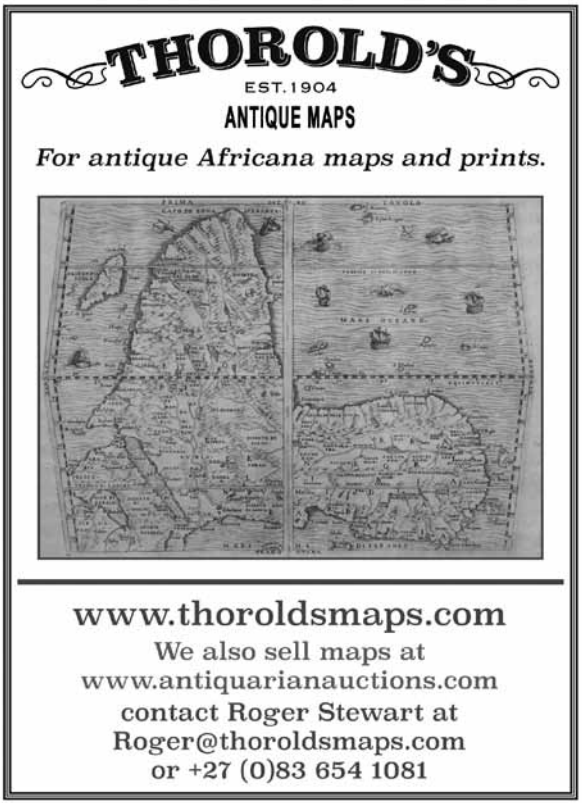
Both map and diary of the route between East London and Butterworth remain enigmatic, and despite rigorous investigation no definitive conclusions can be drawn as to the route taken by Ensign Beutler's 1752 expedition.

Acknowledgements
Vernon Forbes was my research guide. In the correct placing of Freitag's Store he belied his critics' assumption that his knowledge was limited about the area between East London and the Butterworth. Trevor Freitag, William Martinson, Diana Wall of Museum Africa, Denver Webb, Leon Wood and my wife Gillian are thanked for their advice, information and encouragement. Roger Stewart and IMCoS are thanked for giving me the opportunity to present my re-evaluation of Beutler's route.

Notes

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Carl Vernon *was born in England and grew up in Rhodesia. In 1976 he joined the East London Museum as an ornithologist, and pursued his natural history interests. Retiring from the museum in 2003, his knowledge about the historical landscape of the Eastern Cape lead to his participation in the Beutler project that culminated in the 2013 publication* Into the Hitherto Unknown: Ensign Beutler's Expedition to the Eastern Cape, 1752.



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REACTION AND OPPORTUNITY

Sydney's development as witnessed by the cartographic record

Alice Tonkinson and Robert Clancy

The development of Sydney is unique. To become an independent international centre with a population of 500,000 a century after England extended its Empire by establishing a gaol 'at the end of the earth', isolated from Europe, is without parallel and a testament to the immigrants who ventured forth to Terra Australis. Here its development is traced through the cartographic record, as no medium better captures the challenges of change, than does the map. The first section of this paper follows the city as it evolved from a penal settlement into a nodal city, handling export of wool and gold to Europe, to becoming a regional city combining administrative, economic, manufacturing and social requirements, with expediency-dominated planning. It can be no surprise that the Sydney of 1900 was a city of chaos and disconnect. The second section of this paper reflects upon the 'periods of opportunity' that arose in the twentieth century, which were the windows for re-thinking the city and planning for the future. Two key catalysts in the creation of these opportunities were the outbreak of the bubonic plague in 1900 and mass immigration in the years following World War II. Maps also record the extent to which opportunities were taken and lost. The final section of the paper homes in on two key areas that contribute to Sydney's uniqueness: recreation and the provision of services, tracing their development from the nineteenth to mid-twentieth century.

The historic lessons that emerge from this cartographic history become more poignant as Sydney faces questions regarding the accommodation of five million people by 2020 and progressive increases thereafter; major infrastructural changes with congested corridors; antiquated transport systems; a confusion of new 'cities' with ambiguity as to what should be where; and imponderable issues of service provision.

Colonial Sydney

The urban development of Sydney can be traced from 'Sketch of Sydney Cove, Port Jackson, in the County of Cumberland, New South Wales, July 1788'. Engraved in 1789 for the London publication of *Voyage to Botany Bay*, it sets out Governor Arthur Phillip's template for an ordered city to accommodate the 1,030 people that had arrived in the First Fleet six months earlier. Some of the elements included are land allocations for the Governor's House, Criminal court, a church, hospital and the observatory as well as a main street. Phillip recognised that laying the right foundations would be essential for the town to comfortably accommodate any rapid population growth in the future, however, this plan was not realised. By the end of Phillip's tenure in 1792 the layout of Sydney, largely determined by the course of the Tank Stream, the tributary which was the original source of fresh water for the settlement, was haphazard. Now home to some 4,000, of which more than 3,000 were convicts, Sydney bore little resemblance to the well ordered 'Sketch of Sydney Cove'.

Almost a quarter of a century later, the French expedition under Captain Nicolas Baudin captured the development of the town in Charles Lesueur's 'Plan de la Ville de Sydney' in November 1802, published with the printed journal of the expedition *Voyage de découvertes aux Terres australes* (Voyage of discoveries to southern lands, 1812) (Fig. 1). Many trappings of a busy urban development are present, including stores, a printing press, a hospital, a wharf and a school. The road to Parramatta is marked and 'Brickfield Village' is named, suggesting early expansion to the south and the first hint of suburbs. The identification of pottery, windmills and salt works provide evidence of an early manufacturing industry. The presence of gallows and a gaol are reminders that this was still a convict settlement.

In the years that followed, two key events would impact on the urban development of Sydney. The first of these was the crossing of the Blue Mountains in 1813, a range of mountains which had physically confined European settlement to the Cumberland Plain, the basin area between Sydney and the mountainous Great Divide to the west. It unlocked a vast fertile hinterland that would generate wealth from wool and mineral exports. Secondly, the then Governor of NSW, Lachlan Macquarie (1810–21), was particularly interested in urban planning as well as the related social and economic issues that

influenced a city's development. Macquarie would later write that when he commenced his term as Governor he found the colony,

> *suffering from various privations and disabilities; the country was impenetrable beyond 40 miles from Sydney; agriculture was in a languishing state; commerce in its early dawn; revenue unknown; threatened with famine….the public buildings in a state of dilapidation and mouldering to decay; the population in general depressed by poverty* [1]

In 1810 Macquarie announced the establishment of five 'Macquarie Towns – Windsor, Richmond, Pitt Town, Wilberforce and Castlereagh – which were established on higher ground in the Hawkesbury district, to the west of Sydney, to protect agricultural production from the flooding which plagued the Cumberland Plain. Macquarie also prioritised improvements to road infrastructure, with the creation of turnpike roads that facilitated the transport of produce. His legacy continues to run deep in contemporary Sydney, with much of the city's street layout retained from the Macquarie era. This heritage also includes public spaces such as Hyde Park, the Botanic Gardens and the Domain as well as buildings such as the Hyde Park Barracks, the Conservatorium of Music (formerly the Governor's Stables) and St James Church.

'Map of the Town of Sydney' (1832) by Thomas Mitchell, the colony's Surveyor-General, published by Stephens and Stokes in *The NSW Calendar and Directory*, was the first locally printed, commercial map (see Figure 2 for the 1833 edition). It shows the dramatic change in urban development that followed the opening of the western plains initiated during

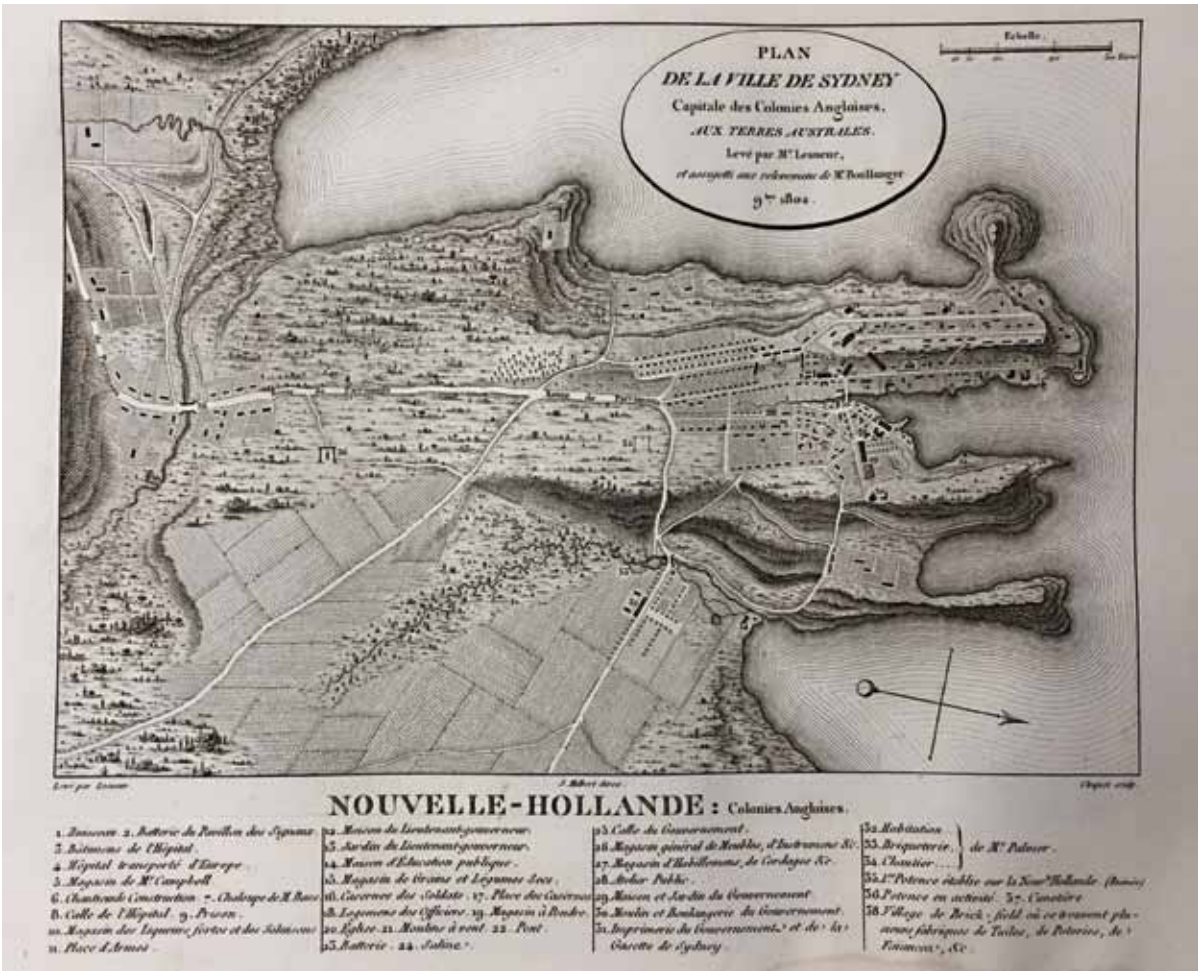
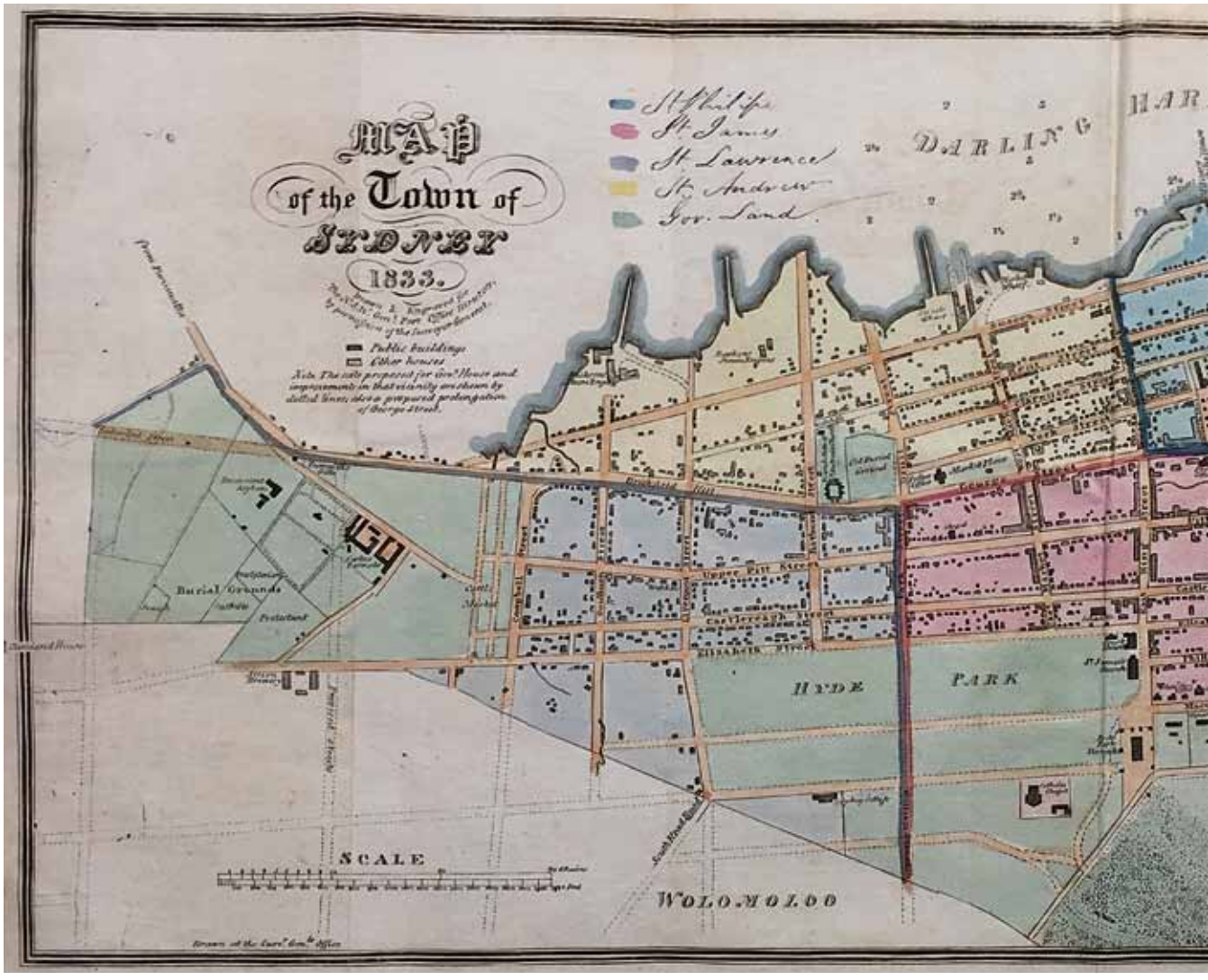


Fig. 1 'Plan de la ville de Sydney', Charles Alexandre Lesueur, published in *Voyage de découvertes*, 2nd edition, Paris, Arthus Bertrand, 1824. 24.5 x 31.5 cm. Private collection.



Macquarie's tenure. At the time of publication Sydney's population was 22,000. It was a busy port, handling maritime trade, domestic shipping of rural produce, servicing whalers and sealers, and shipbuilding. Commercial and domestic expansion had encroached on areas previously designated solely for the military and convicts, creating a jumble of establishments. Macquarie's influence can be seen in the 'green-zone' which extends from the harbour to Hyde Park. Development to the south of the city with suburbs such as Surrey Hills, Chippendale and Redfern started to take shape as land grants were subdivided (Fig. 2).

The subdivision of land adjoining central Sydney (while it was still confined to being a 'walking city'), to accommodate both commercial and domestic needs, is anticipated in a map by J. Basire 'Plan of Sydney with Pyrmont New South Wales; The Latter the Property of Edwd. Macarthur Esqre. Divided into Allotments for Building. 1837' published in the British Parliamentary Papers. The land had been owned by the Macarthur family, famously known for its pioneering role in the lucrative wool trade. Pyrmont's development extended the urban area of Sydney, and by the mid-century had become a thriving industrial centre.

In 1842 Sydney was incorporated as a city with a Council established to control urban development. With the discovery of gold to the west of Sydney in 1851, the population doubled, placing enormous physical and social pressures on the city's infrastructure. With the introduction of steam travel in 1855, Sydney was able to evolve beyond being a 'walking

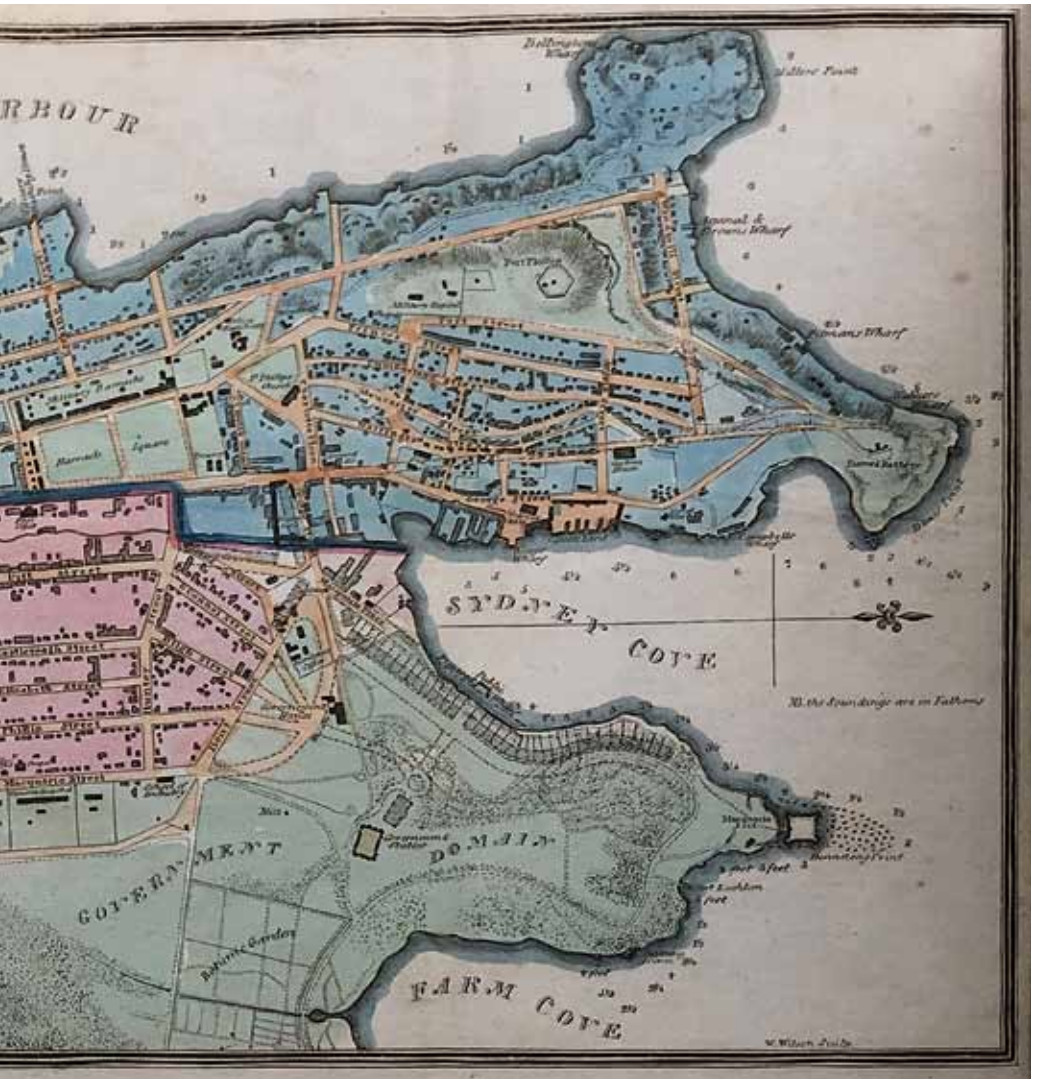


Fig. 2 'Map of the Town of Sydney 1833', Thomas Livingstone Mitchell, published in *The New South Wales Calendar and General Post Office Directory*, Sydney, Stephens & Stokes, 1833. 17.5 x 39.5 cm. Private collection.

city' and achieve a level of decentralisation through the creation of 'railway suburbs.'

The impact of this period of rapid development can be seen in maps such as 'Woolcott and Clarke's Map of the City of Sydney with the environs of Balmain and Glebe, Chippendale, Redfern, Paddington &c,' 1854. Richly detailed, it shows a congested city with busy ports but limited transport. Maps from publications such as the *Sands Directories* (1858–1933) included comprehensive documentation of the changes taking place in Sydney as it cannibalised land which previously was part of the large land grants, given generously in the early days of settlement to those who could grow food for the struggling, and sometimes starving, colony. For example, the map 'Sydney & Suburban Municipalities' from the 1894 *Sands' Sydney and Suburban Directory* includes tabulated demographic data of the new municipalities and details of trades, amply presented as advertisements documenting the late colonial evolution of urban Sydney, while the 'new railway suburbs' represent a beginning of separation of urban and commercial Sydney (Fig. 3).

By 1900 Sydney had become a major commercial and political centre. However, it was also a congested, dysfunctional city, with the population without access to essential services. In these conditions, the city's first outbreak of bubonic plague in 1900 was a timely wakeup call for planners. A map accompanying the *Report of the Outbreak of Plague at Sydney* (1900), published by the Government Printer shows the distribution of houses clustered around Darling Harbour, where cases of the disease were identified,

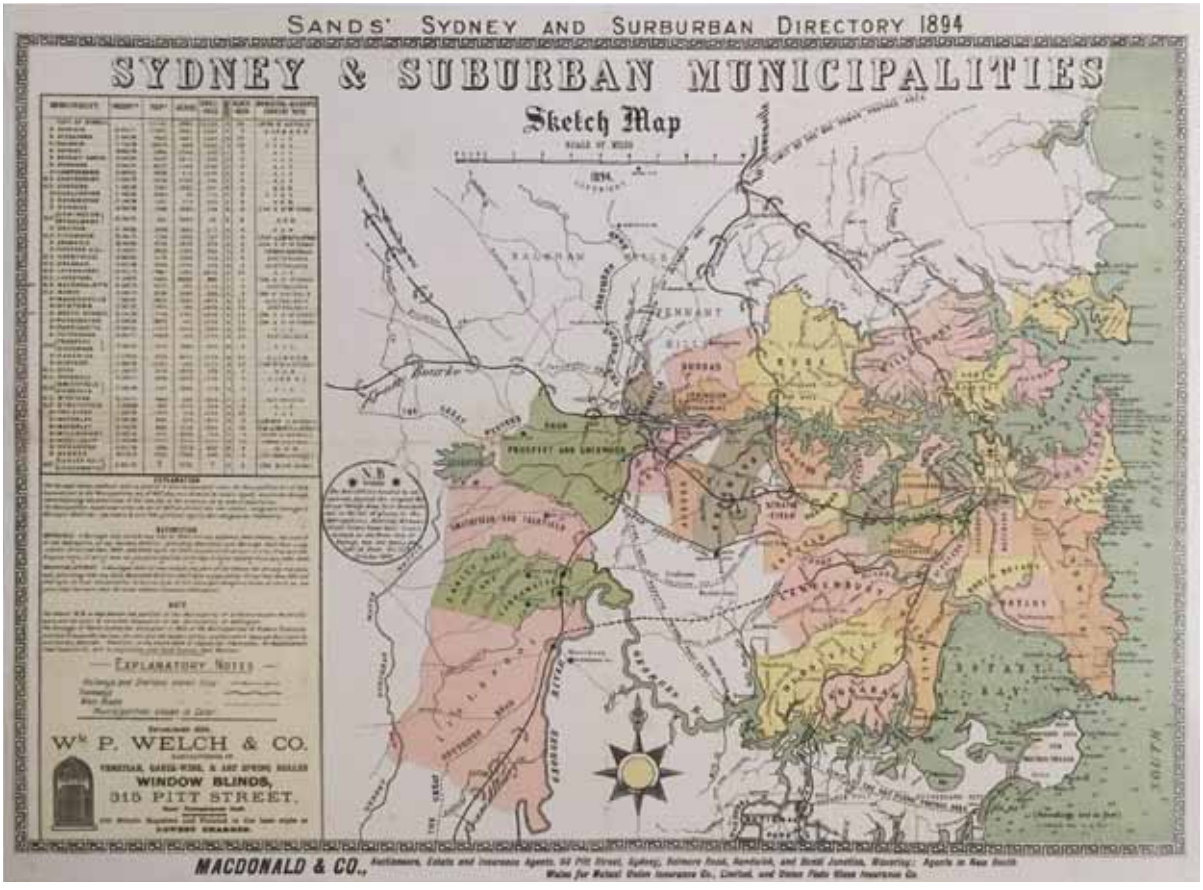


Fig. 3 'Sydney & Suburban Municipalities Sketch Map', John Sands, published in *Sands' Sydney and Suburban Directory 1894*. 36 x 38 cm. Private collection.

reflecting the transmission, via fleas, carried by rats from ships moored in the area. The outbreak was a much-needed mandate for reform. The question of course: what was the extent to which the government would take the opportunity, presented by the crisis, to re-shape the city fit for the twentieth century, in the face of short-term commercial pressures?

Periods of opportunity

To address the problems of a congested city highlighted by the plague epidemic, reformist Lord Mayor, Thomas Hughes, called for a Royal Commission. When the Commission's final report was released in 1909, featuring 56 plans and listing 40 expert witnesses, recommendations were made to address traffic problems, housing and slum areas, future growth and the 'beautification' of the city. Though many recommendations would be implemented in the decades that followed, a tension between development and quality of life would continue throughout the twentieth century.

A second opportunity would come from the inspiration of one man – British-born architect John Sulman (1849–1934) who emigrated to Sydney in 1885. Inspired by his visit to Paris in 1873, he saw possibilities for Australian cities that had been denied London's urban development, asserting that town planning should be the responsibility of architects with secondary contributions from surveyors and engineers. In 1909 Sulman submitted a proposal to the Royal Commission, illustrated in the map 'Plan No. 2,' which was published in the final report (Fig. 4). It featured railways and new streets, as well as existing streets earmarked for regrading and widening. A decade later he published *Town Planning: a sketch in outline*, based on a series of town planning lectures he delivered at the University of Sydney. This superb summary of 'what could have been' did not only address Sydney but beyond, as far as Wagga Wagga, in the south-west of NSW, 460 km from the state capital, and included

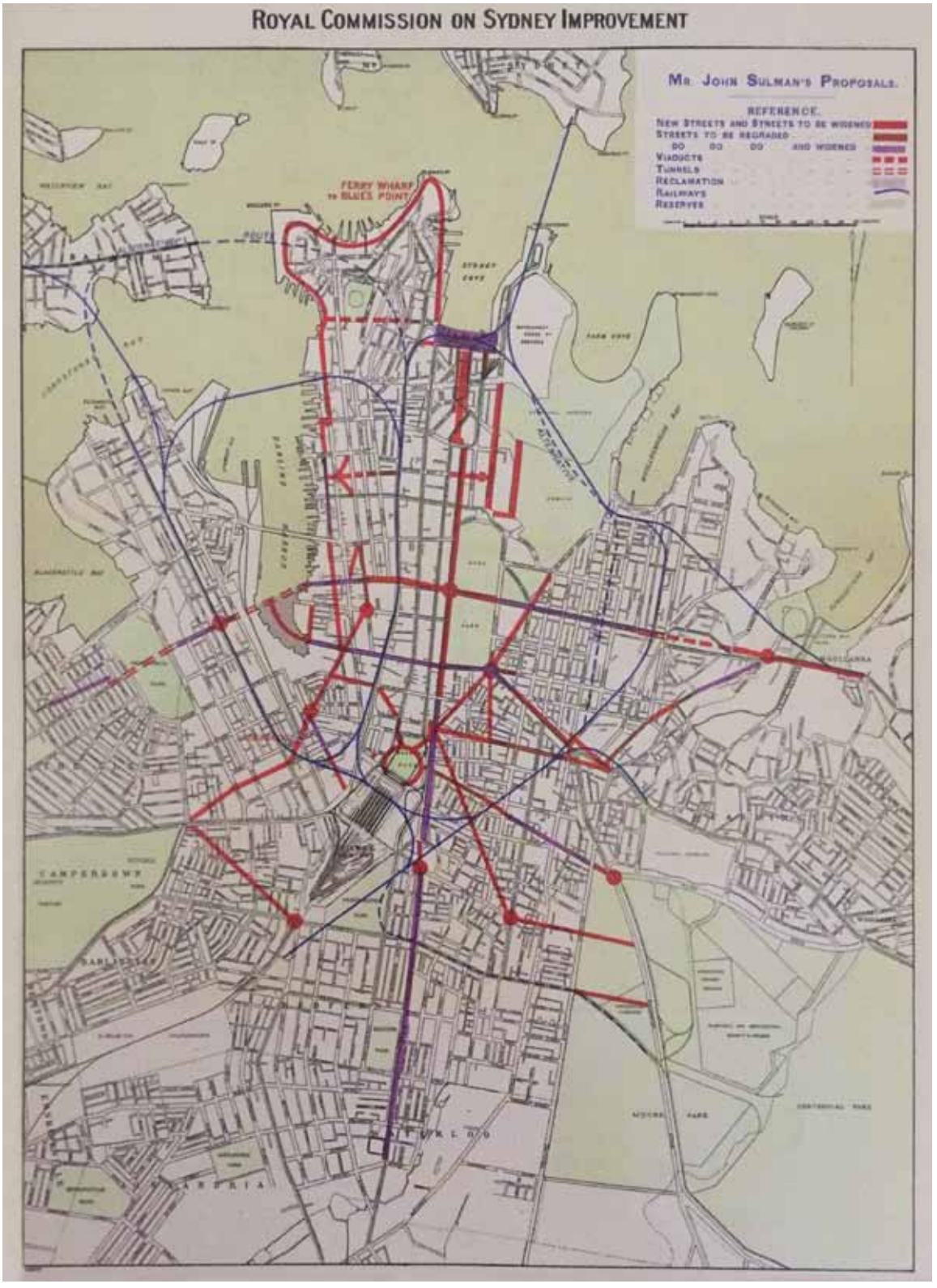


Fig. 4 'Plan No. 2, Mr John Sulman's Proposal', published in *Royal Commission on Sydney Improvement*, 1909. 104 x 68 cm. Private collection.

contemporary thinking on 'circumferential' [ring] roads, a civic centre and placement of resources. What is particularly disappointing for those who now live and work in Sydney, was the rejection of Sulman's innovative plan, submitted to the City Improvement Commission, for a remodelling of Circular Quay harbour front with a large central avenue to the city, an underground railway station and renovation of ferry wharves. Few of Sulman's ideas for a Sydney with 'fresh air, sunlight and reduction of congestion' would come about.[2] Chessboard planning would continue.

A third opportunity arose at the end of the Second World War, when Sydney was faced with increasing migration from war-torn Europe and associated housing demand, and a serious deterioration in infrastructure, exacerbated by resource shortages as a result of the War effort. By the early 1950s the City's population exceeded 1.8 million. In anticipation of these pressures, the Cumberland County Council was set up in 1945 to coordinate town planning across Sydney, with a view to developing a scheme to harmonise development on the Cumberland Plain. In 1946 the Council released a booklet to introduce this scheme, titled *You and the County Plan*, featuring two maps to illustrate 'Unplanned Development' versus a hypothetical 'Planned Development', scenario of Sydney and surrounds. Issues highlighted are overcrowding in the city, with the intermingling of residential and industrial spaces compromising quality of life (Fig. 5). The other key issue was the occurrence of ribbon development, whereby urban development was chasing existing transport infrastructure to the detriment of the countryside and leading to problems such as congestion and disconnection with essential services. In 1948 the Council released the Cumberland County Plan. Its key feature was that metropolitan Sydney would be surrounded by a green belt, restricting further urban expansion. Satellite towns beyond the green belt were designated for future urban growth. These towns would include all support services and amenities in self-contained units.

The Plan, sadly, would be continually undermined in the years that followed, with commercial interests frequently winning out and encroaching upon the designated green belt. The removal in 1957 of the existing Height of Buildings Act 1912 restriction to 150 feet and the above-ground expressway and railway across Circular Quay as Australia's first freeway, separating the city from the harbour, further comprised it. Ultimately the Cumberland Plan was a utopian vision for Sydney that was never achieved.

Recreation and service provision across both periods

While being a simple town plan with essential services worked to a degree for Sydney through the first half of the nineteenth century, Sydney's evolution into a sophisticated world centre demanded attention be paid to its recreational and tourism facilities, as well as its provision of services. Prior to 1850 all services and recreational developments for a 'walking city' were within city limits as can be seen in the maps by Mitchell (1833) and Woolcott & Clarke (1854), with a horse race track in Hyde Park, a museum, the Botanic Gardens and two large green spaces adjoining the gardens (the Inner and Outer Domain). With the rapid development of a new rail system extending in all directions from Sydney – including across the Blue Mountains – decentralisation of recreation facilities became possible. Perhaps the most imaginative was made in 1879 by the NSW Government when it reserved from sale an 18,000-acre area south of Sydney, which would in effect become the second National Park in the world, called simply National Park (renamed Royal National Park in 1955). This initiative represented a reaction to the rapid pace of development, with adjacent places of recreation necessary 'to ensure the sound health and vigour of the community.'[3] Tourist maps of the Park, such as 'Plan of the National Park Shewing Railway Stations, Roads &c,' released with the 1894 *Official Guide* demonstrates the evolution of Sydney from a colonial outpost to a vibrant city.

Day trips that could be made by rail were particularly promoted. A series of illustrated publications from the Government Printer 'for the use of tourists, excursionists, and others' began in 1879 with *The Railway Guide of New South Wales*, with three further editions until 1886, followed by *New South Wales Railway System Holiday Resorts & etc.*, 1897 and private publications such as *Guide to the City of Sydney & Pleasure Resorts of New South Wales*, printed by John Sands. These publications included early tourist maps for 'excursionists' with 'Plan of the Fish River of Binda Caves' (now known as Jenolan Caves) and 'Tourists Map Showing the Great Western Railway of New South Wales crossing the Blue Mountains,' of particular interest for the weekend excursionist 'returning sometime Monday morning' (Fig. 6).

The city enjoyed these recreational developments, with some, such as Taronga Park Zoo becoming an international drawcard. In 1912 the NSW Government

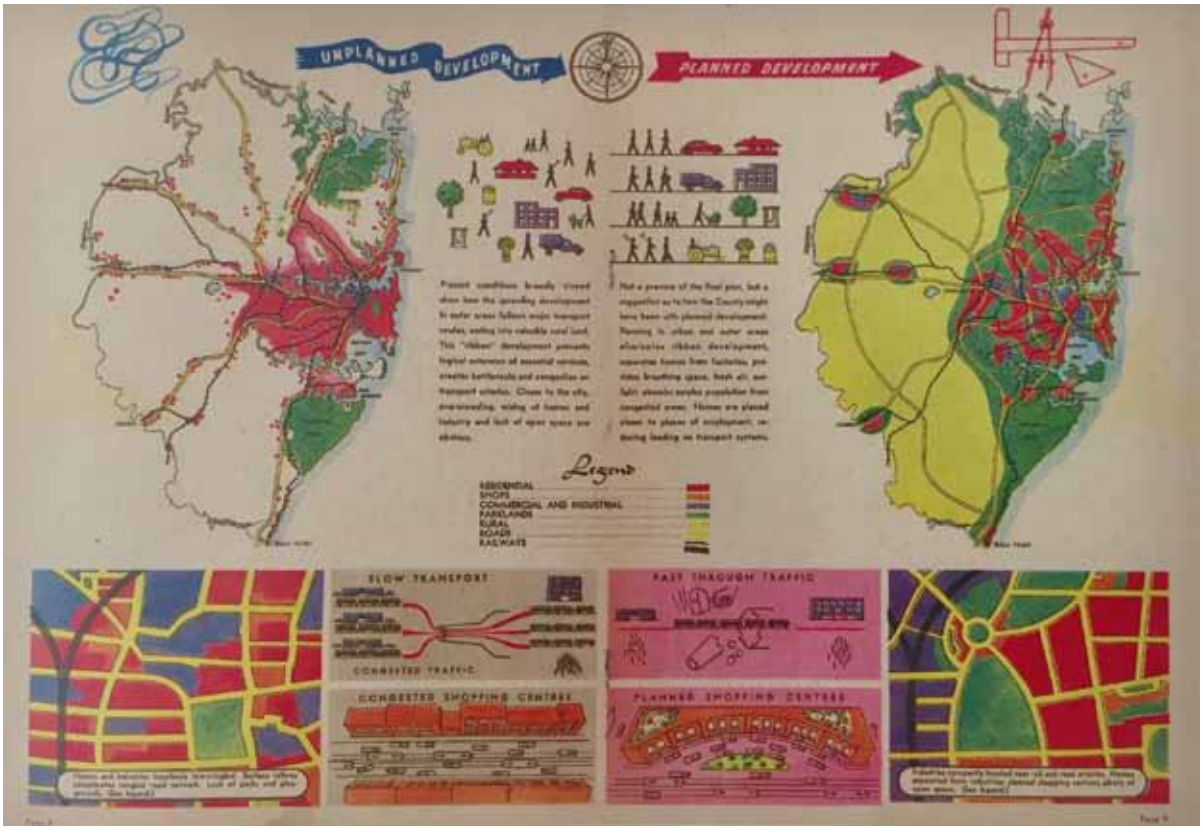


Fig. 5 'Planned Development, Unplanned Development', published in *You and the County Plan,* Cumberland County Council, 1946. 28.5 x 38.5 cm. Private collection.

granted the Royal Zoological Society 43 acres of land on the northern side of Sydney Harbour so that the existing zoo could be moved to a more spacious location further away from the heart of the city. Much like the establishment of the National Park, this was another milestone in the development of Sydney's unique character.

The 'chessboard' development of Sydney quickly drew attention to the disconnect between residential and working spaces and support services such as surface water drainage, clean water supply and sewerage. Later electricity, gas and transport corridors would add their own complexity. As an example, consider the source of water supply: the recurrent dry periods and rapid population expansion created a constant pressure on the demand for water as can be seen by the four phases of activity. Between 1788 and 1826 fresh water was supplied by the Tank Stream, followed by Busby's Bore in the Lachlan Swamps (now Centennial Park) in 1830–58, then the Botany Swamps between 1858 and 1886, before a more permanent and reliable system was explored through the Nepean River, to the west of Sydney. Gradually dams were erected culminating in the Warragamba Dam in 1960. Sewerage was equally challenging as, up to 1873, little planning existed, with both groundwater and sewage discharged in Sydney Harbour. The Sewage and Health Board (1873) recommended outlet systems in Bondi and Botany Bay, which were completed in 1889 and illustrated in the map 'Outfall works added to general Sydney system, 1880–1890'.[4]

The cartographic record has been used to trace the evolution of modern Sydney – from a village to a metropolis that struggles with scars from the past and lessons unlearnt. Maps of the settlement in its first 25 years were published in Europe within the journals of the First Fleet and folios of discovery and show early hope that sadly, would be dashed by expediency. Although commercial printing began in the colony in the early 1800s, it was not until 1832 when the first map was locally published. From then on, nearly all maps of the city were printed in Sydney capturing its changes and development, mostly falling short of hoped for plans. What could have been!

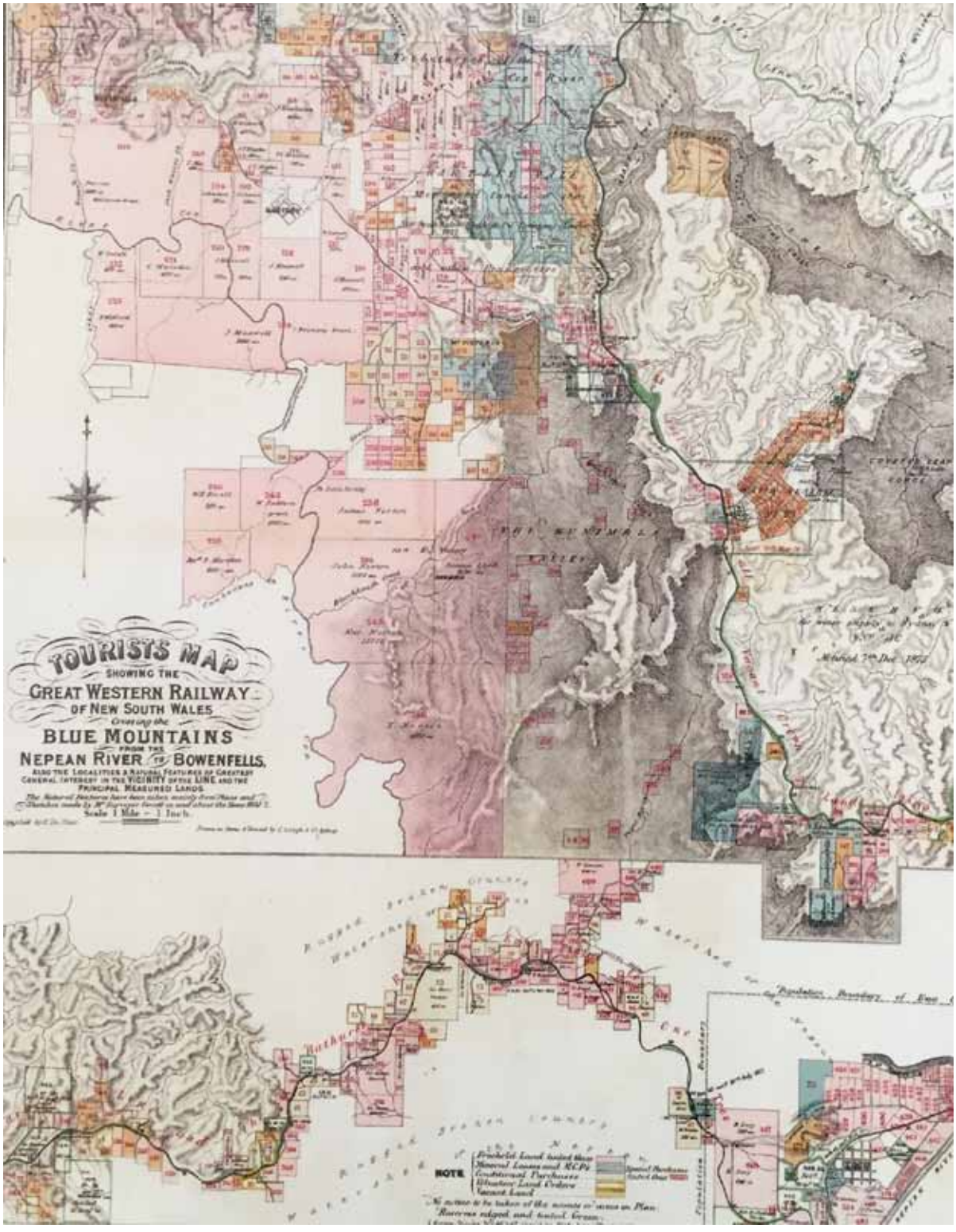


Fig. 6 'Tourists Map showing the Great Western Railway of New South Wales crossing the Blue Mountains from the Nepean River to Bowenfells, also the localities & natural features of greatest general interest in the vicinity of the line and the principal measured lands', compiled by E. Du Faur, Sydney: S. T. Leigh & Co. 58.5 x 51.2 cm. Private collection.

Notes

1 Gov. Macquarie to Earl Bathurst, quoted in Gordon Beckett, *A collection of essays on the colonial economy of NSW*, Singapore: Trafford, 2012, p. 141.
2 John Sulman, *Town Planning: a sketch in outline*, Sydney: William Applegate Gullick, Govt. Printer, 1919, p. 34.
3 Thomas D. Elwell, *An official guide to the National Park of New South Wales: with map denoting roads, Port Hacking River, and Port Hacking, creeks, brooks and interesting localities, specially prepared views of picturesque scenery, and a general index*, Sydney: Charles Potter, Government Printer, 1894, p.7.
4 F.J.J. Henry, *The water supply and sewerage of Sydney*, Sydney: Halstead Press, 1939, pp. 160–61.

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Robert Clancy *is a retired Professor, pathologist and immunologist as well as a collector and curator of maps of Australia and Antarctica. In 2005 he was appointed a Member of the Order of Australia for service to cartography and to the field of immunology. He is also a lecturer and promoter of early maps and historic cartography.*

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AN UNEXPECTED FIND

A pocket atlas of the Tondern marshland

Peder Westphal



Fig. 1 Exterior of the pocket atlas. It is bound in vellum, the curve-shaped flap on the right folds over to protect the fore-edges of the leaves. 18 x 7.5 cm.

Some ten years ago I won an auction bid for Johannes Mejer and Caspar Danckwerth's atlas: *Newe Landesbeschreibung der zweÿ Herzogthümer Schleswich und Holstein*. Inside the atlas was a small envelope containing a booklet with segments cut from an atlas sheet and pasted on its pages. The booklet was bound in the same type of vellum as was used for the atlas. The map 'Landtcarte der, zu dem Ambte Tondern gehörigen Marschländer' [Map of the marshlands of the County of Tondern] was missing from my new purchase. From both these coincidences I conclude, with some certainty, that it had been removed and repurposed as a specially made pocket atlas (Fig. 1).

'Landtcarte der, zu dem Ambte Tondern gehörigen Marschländer' (Fig. 2) is the work of Danish cartographer and mathematician Johannes Mejer (1606–1674). He studied the works of Tycho Brahe and Longomontanus, and developed a method of land measurement suitable to the marshy areas of Schleswig-Holstein. Mejer's first map was of the wetlands around his birthplace Husum, in northern Germany. In 1647 he was appointed Royal Mathematician to the court in Copenhagen and tasked by the Danish King, Christian IV to map Denmark. 'Landtcarte der, zu dem Ambte Tondern gehörigen Marschländer' is one of 37 maps published by Mejer in 1652, in collaboration with Danckwerth, in *Newe Landesbeschreibung der zweÿ Herzogthümer.* It was the first atlas to be printed in Denmark and the first to include a complete mapping of Schleswig-Holstein. The atlas contains 40 double page maps and views of the west coast of Schleswig-Holstein. The work was highly esteemed, as the mapping and surveying showed a precision rare for its time. The maps continued to be used for the next 150 years by other cartographers and publishers. Blaeu re-engraved 32 of them for his 1659 *Atlas Maior.* Mejer's map was engraved by jewellers, the Petersen brothers of Husum: 'Matthias & Nicolag Peters' and is dedicated to the Prefect of Tondern: 'Generoso / Strenuo ac Splendido / Dn. Hans Blohm'.

For the purposes of the booklet, the map has been cut into twelve equal-sized sections, each section carefully pasted on a separate page. On the first page



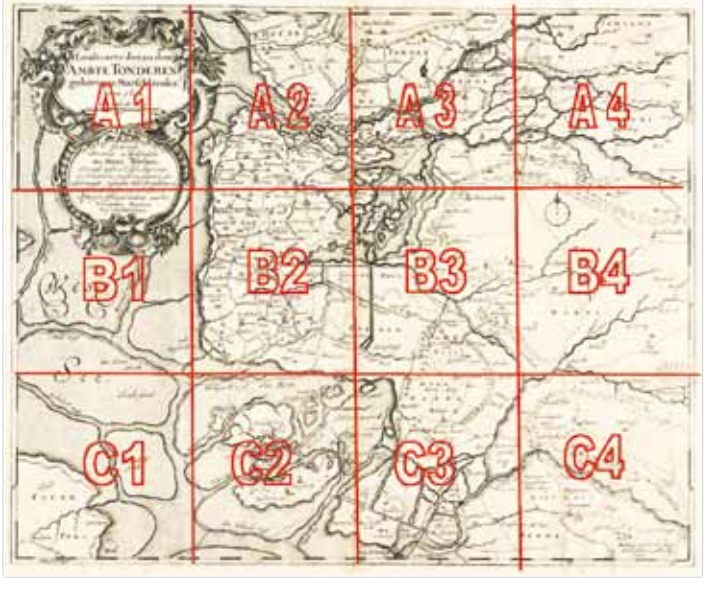


Fig. 2 'Landtcarte der, zu dem Ambte Tonderen gehörigen Marschländer' by Johannes Mejer, 1652 from the atlas *Newe Landesbeschreibung der zweÿ Herzogthümer Schleswich und Holstein* which Mejer published in collaboration with Caspar Danckwerth.

Fig. 3 Diagram illustrating how the map was dissected.



A3



A4



B3



B4



C3



C4

Fig. 4
Six sections of Mejer's map pasted on the booklet's pages. Each section has been identified alpha-numerically by the booklet's assembler in the top right-hand corner of each page. They correspond with the diagram of the map dissected in Figure 3.



Above
Fig. 5 Upper section of the cartouche on Mejer's map has been removed and used in the booklet. The handwritten text beneath explains how the map sections have been organised.



Right
Fig. 6 The cover title: *Die Zum Amt Tondern gehörige MARSCHLÆNDE Im HERTZOGTHUM SLESWYCK M. XII Tabellen* [The Marshland belonging to the Tondern county in the Duchy of Schleswig with 12 maps].

of the booklet, the upper part of the cartouche appears, under which has been written *in Dreimahl Vier oder XII Tabellen als. A1 .e 4 bis C.1.e 4 vorgestelt.* [presented in three rows of four or 12 maps shown as A1 – 4 to C1– 4] (Fig. 5). Put together they form the whole of Mejer's map (Fig. 3).

The booklet measures 18 x 7.5 cm. It contains eleven map sections, plus the cartouche, which have been cut from Mejer's map of the County of Tondern and then glued to the paper pages (Fig. 4). It is bound in vellum with a flap, which could have been used as a bookmark, or serve as a protection for the fore-edges of the pages. On the front cover is written: *Die Zum Amt Tondern gehörige MARSCHLÆNDE Im HERTZOGTHUM SLESWYCK M. XII Tabellen* [The Marshland belonging to the Tondern county in the Duchy of Schleswig with 12 maps] (Fig. 6).

At first sight the booklet seemed a simple and primitive exercise: map segments, each glued to a page. My first thought was that it represented the handiwork of a young person, but after a closer examination it revealed that the booklet was manufactured professionally, assembled by a bookbinder, or at least by someone who had such skills. Additionally, all the pages are gilded on the three edges.

The date and purpose of the booklet are not clear. I have found watermarks on pages where the map fragments have been glued, but at the time of writing I have not been able to identify them to help establish a date. The provenance or ownership can only be a guessed at. From the professional binding one may assume that it had not been made as an item of entertainment but rather for someone for whom the map of the county, presented in segments, was useful. Its size, suggests that it was made for the convenience of travel. The vellum flap, which earlier I proposed may have been designed to be used as bookmark, was also a way of protecting the edges of the pages from being damaged when inserted and removed from a pocket. Finally, the maps are extremely detailed, indicating roads, towns, creeks, houses, churches, windmills and dykes. From these clues I would put forward that it was made by, or for, an official district or dyke inspector, who with this atlas in hand could easily orient himself to check the state of the dykes, sluices and water pump windmills. In view of the series of devastating floods that hit Schleswig-Holstein in the early seventeenth century, culminating in the

Burchardi flood of 1634 which shattered the coastline, destroying dykes and causing a catastrophic loss of life, the role of the inspector was highly valued, and his 'atlas' an invaluable resource.

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Peder Westphal *has been a map collector for more than 40 years and specialises in pre-1800 maps of Denmark. 'From time to time I have found maps of special interest: one of these is the little pocket atlas containing only one map from the Mejer/Danckwerth atlas* Newe Landesbeschreibung der zweÿ Herzogthümer Schleswich und Holstein.*' For the past twelve years he has held the position of co-chairman of the Danish Historical Map Society.*

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MAPPING MATTERS

News from the world of maps

The Philippine Map Collectors Society

Sharing the history of Philippine cartography

The Philippine Map Collectors Society (PHIMCOS) was initiated in 2007 in Manila as the first and only club for map collectors in the Philippines. Membership of the society is open to anyone interested in collecting maps, historical prints, paintings and old photographs of the Philippines. PHIMCOS organises quarterly meetings and publishes its in-house journal *The Murillo Bulletin* several times a year.

A major focus for the society is the sponsorship of exhibitions, lectures and other educational events designed to educate the public about the importance of cartography as a way of learning about both the geography and the history of the Philippines. To this end, over its first ten years PHIMCOS has arranged five successful public exhibitions: *European Impressions of the Philippines in the 16th and 17th Centuries*; *First Impressions: Early Views of the Philippines*; *Three Hundred Years of Philippine Maps 1598–1898* (covering the period of Spanish colonial rule); *British Occupation of Manila and Cavite in 1762–64*; and *The First Philippine Republic & the United States 1898–1907*. Our most ambitious exhibition to date, *Mapping the Philippine Seas*, which opened in March this year, displays some 167 maps and sea charts to illustrate the use of maritime cartography in explaining the history and geography of the Philippine archipelago.

The maps and other items shown during these exhibitions are almost entirely from the private collections of PHIMCOS members, and we solicit sponsorship to enable the society to publish fully illustrated catalogues for each exhibition. These catalogues are designed to give visitors a unique memento of the events, and are available for purchase (at a small premium for our printing cost) by anyone interested in the cartography of the Philippines.

In conjunction with the exhibitions, we also arrange a series of lectures on related topics given by well-known experts and scholars. These lectures provide the participants with valuable information relating to the history and culture of the period covered, and also the opportunity to discuss matters relevant to the items exhibited.

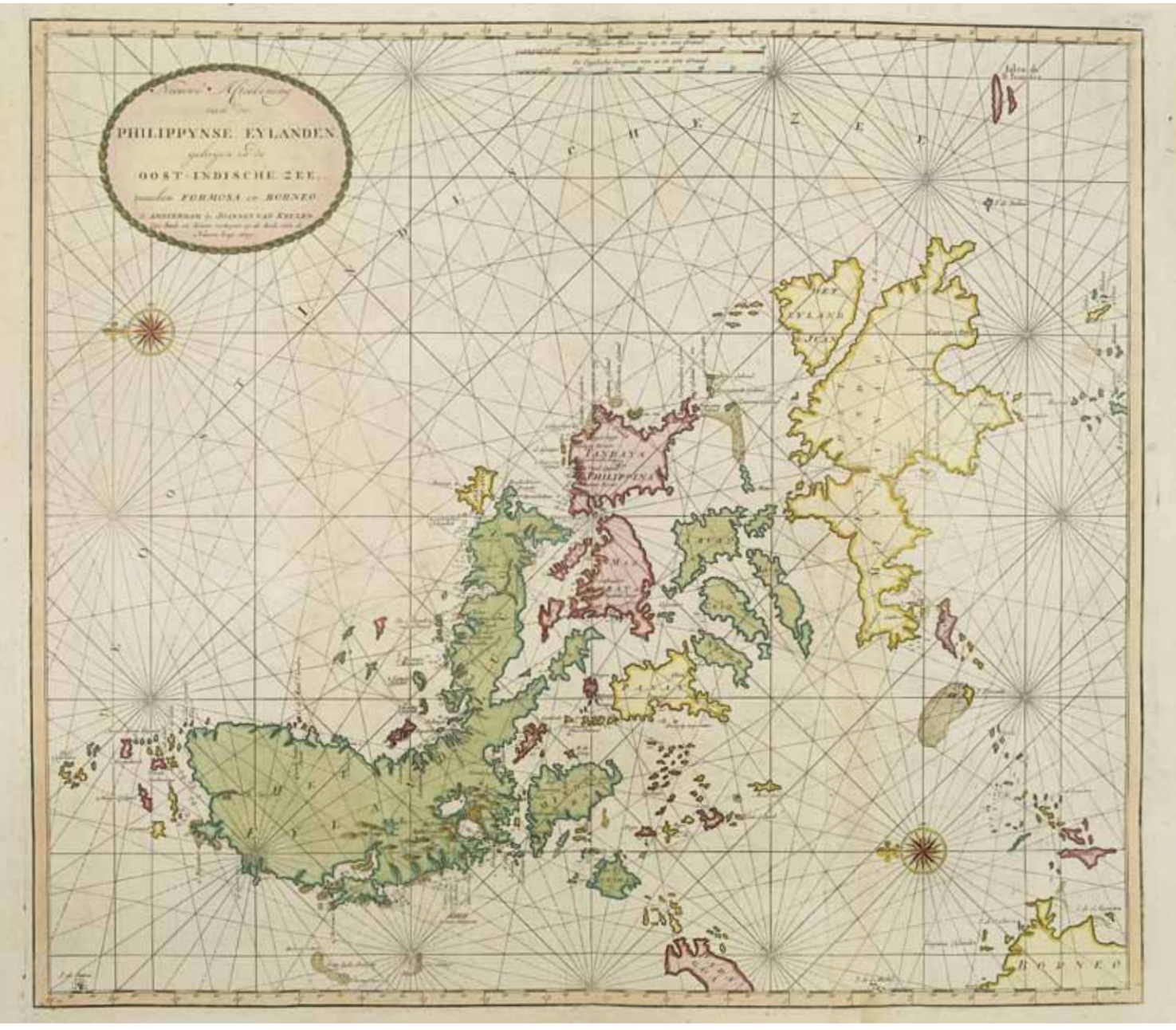
As well as our public exhibitions featuring original maps, another activity about which we are particularly proud is our Roving Exhibition programme where, to increase public awareness of cartography, we organise events in schools and universities around the country to show students and faculty reproductions of selected maps accompanied by important related historical information. The events often feature a lecture to provide the students and teachers with a historical overview of the subject matter.

For the Roving Exhibition, *Ang Paglalatag ng Pilipinas sa Mapa* (Putting the Philippines on the Map), PHIMCOS has reproduced important maps of Southeast Asia and the Philippines dating from 1525 to 1760. These maps, generously lent by private collectors for reproductions, are displayed on ten easily transportable panels. Each panel is captioned in English and Pilipino, providing a general explanation of cartography as a whole and more specifically how the Philippines emerged in the maps. Besides offering a glimpse of the history of Philippine cartography, for many viewers the Roving Exhibition has two additional significant benefits: improvement of their knowledge of the geography of the Philippine archipelago, and a better insight into our country's history.

The first PHIMCOS Roving Exhibition took place in Manila in 2013, with a second in 2014 and, in 2015–16, to a further nine at venues in the island of Luzon. Because of the keen interest of the students in and around Manila, in July 2016 the Exhibition was taken to Cebu in the Visayas.

For the succeeding months in 2017, in cooperation with the Central Visayas Association of Museums, the Roving Exhibition will be viewed in Cebu City at the Archdiocesan Museum, University of Southern Philippines Foundation Museum, Jesuit House Museum and USC Museum; and then will be in other parts of Central Visayas including the National Museum at Tagbilaran and Silliman University in Dumaguete City. Thereafter, the Exhibition will be brought to the major island of Mindanao in the southern Philippines.

Responsibility for the Roving Exhibition has been delegated to PHIMCOS's Education Committee,

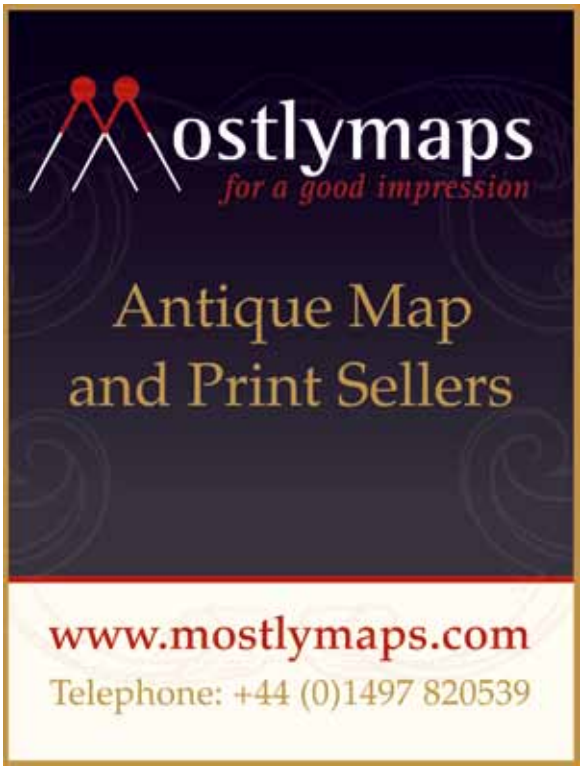


'Nieuwe Afteekening van de Philippynse Eylenden' by Johannes II van Keulen, Amsterdam, 1753 will be on display at *Mapping the Philippine Seas* at the Metropolitan Museum of Manila. Private collection.

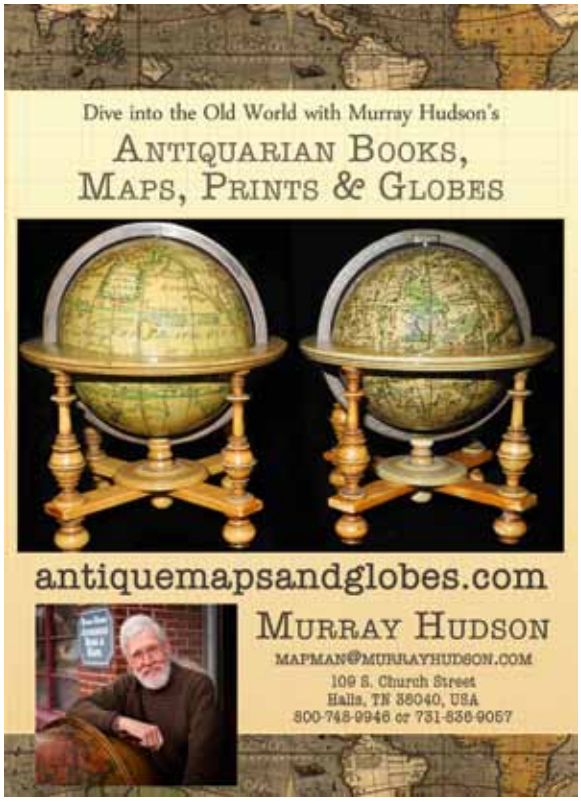
which faces a major challenge in achieving its mission in increasing the exposure of Philippine cartography to the maximum number of Filipinos by end 2017. With a population of over 101 million people, the committee has selected the country's academe to be its target market: almost one million university students in Metro Manila and more than three million nationwide, and growing.

Roving Exhibition I has provided a wealth of experience which will help in the preparation and success of Roving Exhibition II. The content will be based on the PHIMCOS Exhibition *Mapping the Philippine Seas*, on show at the Metropolitan Museum of Manila from 15 March until 30 April 2017.

Rudolf Lietz and Peter Geldart, Manila


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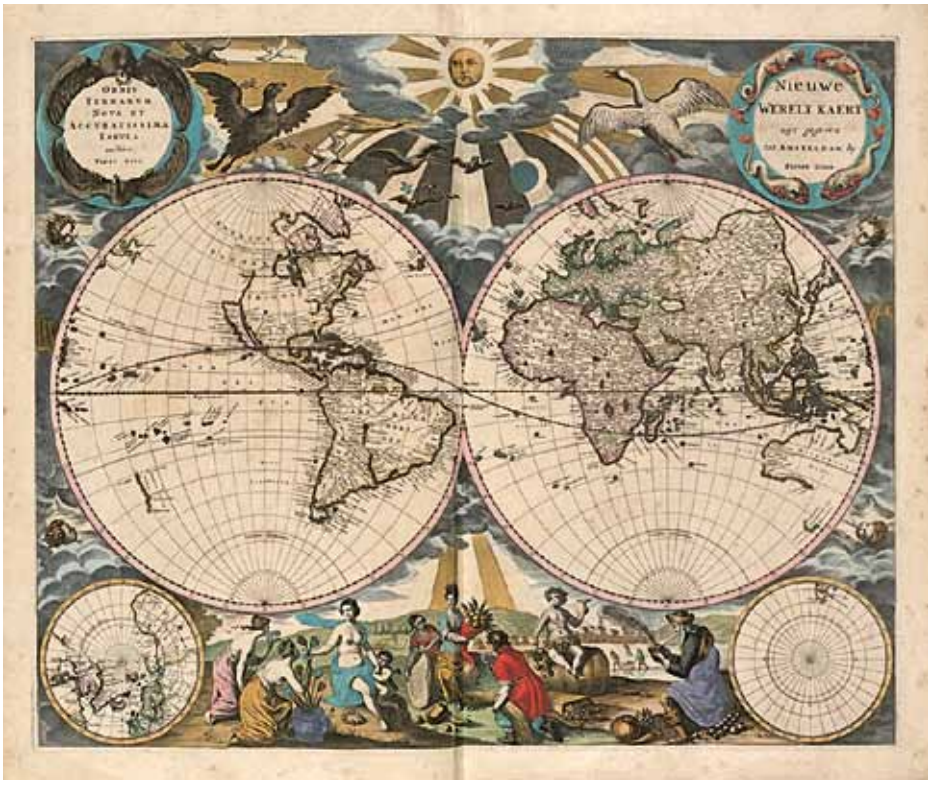
CARTOGRAPHY CALENDAR

Exhibitions

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You are Here! A Journey through Maps
This exhibition, drawn from the Library's collection of more than two million maps and atlases, challenges our acceptance of maps, by posing questions about how they are made and how we understand them. Each map on display shows the answer to some, or all of those questions. It aims to encourage examination and critical assessment of maps with a view to enhancing understanding of both the usefulness and limitations of maps as information resources.
Information: www.nls.uk/exhibitions

Until 19 April 2017, Cambridge, Massachusetts
Map Gallery, Pusey Hall, Harvard University
Where Disaster Strikes: Modern Space and the Visualisation of Destruction
Fires, volcanoes, floods, bombs, droughts (and monsters): 350 years of maps that visualise the sudden devastation of disaster, from the London Fire of 1666 through to the bombing of Hiroshima to the cities we see destroyed in our movies. Through these maps, we can see how our modern spaces define what counts as disaster and how disasters continue to shape the spaces around us.
Information: www.library.harvard.edu/where-disaster-strikes-modern-space-and-visualization-destruction

Until August 2017, Salt Lake City,
Utah State Capitol
Utah Drawn: An Exhibition of Rare Maps
Forty rare historical maps depicting the region that became Utah from its earliest imaginings by European cartographers to the modern state's boundaries. The exhibition includes works by Jan Jansson, Bernardo de Miera y Pacheco, Philippe Vandermaelen and Carl Christian Franz Radefeld. Maps shown are from the private collection of Salt Lake City businessman Stephen Boulay with additional contributions from the Utah State Historical Society, LDS Church History Department, L. Tom Perry Special Collections at Brigham Young University, Special Collections at the J. Willard Marriott Library and the American West Center at the University of Utah. Information: heritage.utah.gov



'Nieuwe werelt kaert' [New world map] in Pieter Goos' *De zee-atlas ofte water wereld* [The sea atlas of the water world], Amsterdam, 1672 on show at the *Regions and Seasons: Mapping Climate through History* exhibition, Norman Leventhal Map Centre, Boston Public Library.

Until 7 January 2018, the Hague, the Netherlands
The National Archive
No Business without Battle
An exhibition of documents, letters and maps from the VOC Archive.
Information: www.gahetna.nl/onderwijs/tentoonstelling

4 March–27 August 2017, Boston
Norman B. Leventhal Map Center, Boston Public Library
Regions and Seasons: Mapping Climate through History
The mapping of broad climate zones, wind direction, ocean currents and related weather events has a long and storied history. In this exhibition, visitors will discover how 'Venti' were wind personas who directed ancient ships and 'Horae' were goddesses of the seasons who dictated natural order during the fifteenth and seventeenth centuries: how Enlightenment scientists started to collect and map weather data, and how nineteenth-century geographers reflecting the golden age of thematic cartography created innovative techniques to represent vast amounts of statistical data and developed complex maps furthering our understanding of climatic regions.
Information: www.leventhalmap.org

Lectures and conferences

9 March 2017, Oxford
Weston Library Lecture Theatre
Elizabeth Haines: ***Exploring colonial administrative maps, their use and their disuse: 'He asks for impossibilities… because his previous work has been in civilised neighbourhoods'***
Information:
nick.millea@bodleian.ox.ac.uk

14 March 2017, Paris
Le Monde vu d'Asie : Histoire et pratiques cartographiques dans les mondes asiatiques [The world saw Asia: History and cartographic practices in Asian worlds] is a joint research seminar from E.H.GO, du Centre d'Histoire de l'Asie contemporaine de l'Université Paris 1 Panthéon-Sorbonne, du Département d'Histoire de l'Ecole Normale Supérieure et du MNAAG – Musée Guimet. It will meet once a month at the Institute of Geography at the ENS, the Sorbonne or at the Guimet Museum. Lectures are open to the public.
Information: Hélène Blais (IHMC ENS)
helene.blais@wanadoo.fr

16 March 2017, London
Maps and Society Lectures,
Warburg Institute, 5pm
Florin-Stefan Morar (PhD Candidate in History of Science, Harvard University, USA): ***Translation and Treason: The Luso Castilian Demarcation Controversy and Abraham Ortelius' Map of China from 1584***
Information: c.delano-smith@qmul.ac.uk or tony@tonycampbell.info

18 March 2017, Washington
The Washington Map Society will meet at the National Museum of the American Indian at 10am to learn how maps are integrated within an exhibit environment. The tour will be led by Daniel Cole, who has served as the Research Cartographer for the Smithsonian since 1986 and as the Institution's GIS Coordinator since 1990. The tour will last approximately 1.5 hours.
Information: eliane@oldworldauctions.com

30 March–1 April 2017, Chicago
Renaissance Society of America
Weird and Wonderful: Exploring the Outliers of Renaissance Cartography
This panel seeks to interrogate the production and depiction of space and to diversify our understanding of the different forms this took between 1300 and 1650.
Information: chet.van.duzer@gmail.com or J.McClure@Warwick.ac.uk

31 March 2017, Edinburgh
National Library of Scotland
Old Maps and New Directions: Recent Research in Historical Maps of Scotland
The Scottish Maps Forum is planning to resume its series of annual workshops, with a one-day day seminar bringing together recent research on historical maps of Scotland. The morning will focus particularly on nineteenth century mapping, with the afternoon focused more on nineteenth century themes.
Cost: £25 for the day, including morning coffee, a buffet lunch and afternoon tea.
Information: www.nls.uk/media/1271015/smf-seminar-2017.pdf

31 March 2017, Manchester, UK
International Map Collectors' Society
Visit to the the John Rylands and Chethams Libraries in Manchester
The day will start at 9.45am, so if you wish to join us you may need to book a hotel for the night of 30 March. Cost of the day's visit (including the light lunch, but not including travel and the hotel) will be £35 per person payable in advance, by cheque made out to IMCoS or by credit card. Places are limited to 25 people. Send your payment and your booking to financialsecretariat@imcos.org or 10 Beck Road, Saffron Walden, Essex CB11 4EH.

26–28 April 2017, Venice
University IUAV of Venice
Digital Approaches to Cartographic Heritage
The International Cartographic Association is organising its 12th Conference.
Information: livier@auth.gr

27 April 2017, London
Maps and Society Lectures,
Warburg Institute, 5pm
Dr Stephen Johnston (Museum of History of Science, University of Oxford): ***Privateering and Navigational Practice: Edward Wright and the First Mercator Chart, 1599***
Information:
c.delano-smith@qmul.ac.uk or tony@tonycampbell.info

29 April 2017, Richmond, Virginia
The 2017 Alan M. & Natalie P. Voorhees lecture will be sponsored by Fry-Jefferson Map Society of Library of Virginia
Marianne McKee: ***From Survey to Settlement: Maps of the City of Richmond, Virginia***
Lyle Browning: ***Lva Maps & Archaeology: Going From The Known To Find The Unknown Or The Lost, The Forgotten, The Misbegotten***
Leslie Courtois: ***Conservation of Richard Young's Manuscript Maps of Richmond***
Information:
cassandra.farrell@lva.virginia.gov

2 May 2017, Cambridge, UK
Cambridge Seminars in the History of Cartography, Emmanuel College 5.30pm
Dr Bob Silvester (formerly Clwyd-Powys Archaeological Trust): ***Changing Trends in Mapping Estates in the Welsh Border Counties During the Eighteenth Century***
Information:
sarah.bendall@emma.cam.ac.uk

2, 9, 16 & 23 May 2017, Denver
Rocky Mountain Map Society will again celebrate Map Month with a series of lectures about ***Maps as Art***.
2 May Kate Stuart ***Maps in Paintings***
9 May Marcia Yonemoto and Tianlong Jiao ***Maps as Art in Japan and China***
16 May Susan Schulten: ***Art and Cartography***
23 May John Roman: ***The Crossroads of Cartography and Cartooning***
Information: lorraine.sherry@comcast.net

12 May 2017, Aberystwyth, Wales
National Library of Wales and The Royal Commission on the Ancient and Historic Monuments of Wales present ***Carto-Cymru–The Wales Map Symposium 2017***.

The symposium theme is ***Measuring the Meadows – the development of estate mapping and its value in portraying the historical landscape***. Cost: £20 (includes buffet lunch). Tickets available from: www.ticketsource.co.uk/event/EILMJF

18 May 2017, Chicago
Chicago Map Society, Newberry Library
Murray Hudson: ***Chicago Globes***.
Information: www.chicagomapsociety.org

18 May 2017, London
Maps and Society Lectures, Warburg Institute
John Moore (Collections Manager, University of Glasgow Library, Glasgow): ***Glasgow and its Maps: How Cartography has reflected the Highs and Lows of the Second City of the Empire***
Information: c.delano-smith@qmul.ac.uk or tony@tonycampbell.info

25 May 2017, Oxford
Oxford Seminars In Cartography, Weston Library Lecture Theatre
Edward P. F. Rose (Royal Holloway, University of London): ***The Geological Section, Inter-Service Topographical Department: contributions by Oxford geologists, the Bodleian Library and thematic mapping to Allied military intelligence during the Second World War***
Information: nick.millea@bodleian.ox.ac.uk

31 May–2 June 2017, Ottawa, Ontario
150 Years of Cartography: Past, Present and Future is the subject of the CCA2017: 42nd Annual Conference of the Canadian Cartographic Association to be held at Carleton University.
Information: sprashker@gmail.com

Map & Book Fairs

10–12 March 2017, Maastricht, The Netherlands
Maastricht Antiquarian Book and Print Fair will be held at St Jans Church on the Vrijthof.
Information: www.mabp.eu

31 March–2 April 2017, Pozzuoli, Naples
The Naples Map Fair will be held at Villa Avelina, Via Carlo Rosini, 21.
Information: www.napolimapfair.com

1–3 June 2017, London
London International Antiquarian Book Fair will be held at London Olympia, Hammersmith.
Information: www.olympiabookfair.com

17–18 June 2017, London
The annual London Map Fair will be held at the Royal Geographical Society (with IBG) at 1 Kensington Gore, London SW7 2AR.
Information: www.londonmapfairs.com






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EXHIBITION REVIEW

Maps and the 20th Century: Drawing the Line

Last November 28 members of IMCoS had the pleasure of a private viewing of the map exhibition *Maps and the 20th Century: Drawing the Line* at the British Library, London. The members were mainly from the UK but also included two from the United States and one from Spain.

Our guides were Lead Curator of Maps Tom Harper and his assistant, Magdalena Peszko, who explained that the exhibition was arranged thematically and that it looked at what has been portrayed through maps and why in the twentieth century. This was the first period of near-universal map use in the West and maps were increasingly present in peoples' lives. Also, geography and history were being taught in schools so we understood the motivation of map creators. The exhibition aimed to evaluate the turbulent century through the eyes of hundreds of maps produced during that period. It was divided into five sections: 'Mapping a New World'; 'Mapping War'; 'Mapping Peace?'; 'Mapping the Market'; and 'Mapping Movement'.

The new world of the twentieth century was shown by a series of contrasts. It began with traditional printing techniques and ended with digital mapping, and nylon and plastic became mediums in addition to paper and wood. Maps didn't even have to show real places. The 1926 map of 'Hundred Acre Wood' from *Winnie the Pooh* by A. A. Milne being a well known example. At a global level, colonisation epitomised by 'The Navy League Map' of 1901 illustrating British naval history and dedicated to the children of the British Empire is contrasted with decolonisation after the First World War and later in the century. Closer to home the change in road maps is illustrated by a traditionally printed road map of 1767 in juxtaposition with the personalised maps produced by the Automobile Association (AA) for the individual traveller in the 1960s – an affordable aid for an increasingly mobile population.

The mapping of war was sadly, yet understandably, the part of the exhibition in which visitors lingered the longest; maps were central to the waging of war in the twentieth century. Countries invested massively in surveillance and mapping which was widely used to explain the different aspects of war to the general public. Placed side by side were the Top Secret Bigot official map of the D-Day landings in 1944 and the pictorial map of the same area produced six days later for the *Illustrated London News*. We saw a beautiful wooden relief model which had been made by the Ordnance Survey for the military to show part of the Western Front in 1917 and nearby, a trench map of the Somme of 1916. For the general public we saw examples of propaganda maps produced to create fear or inspiration as appropriate. A tool of the Cold War was a large Russian map of Brighton, evidence of the in-depth mapping of British cities by the Soviet Union at that time. Russian maps showed sensitive information which was not revealed on British maps.

The section headed 'Peace' had a question mark against it which was an aim desired but not always achieved. One saw that maps critical in negotiations to end wars could also be the catalyst for future conflict. The 1916 Sykes-Picot Agreement map showed the secret division of the Ottoman Empire, giving Syria and Lebanon to France; and Iraq, Transjordan and Palestine to Britain, arguably part of the problems today in the Middle East. A post-war desire for reconstruction was shown in the 'Greater London Plan' of 1944 developed by Patrick Abercrombie, and for a better world in a 'Map of Utopia' of 1998. One of the larger maps in this section 'A Map of China' by John A. Diakoff, was an educational resource for schoolchildren explaining the reasons for temperature variations in different parts of China. Curiosity regarding what has gone before was represented by battlefield tourist guides from 1919 and, rather ghoulishly, by a tourist map of Hiroshima produced by the Japan Tourist Board in 1947 for western tourists who wanted to witness the devastation caused by the atomic bomb. The map showed the destroyed area in a grey colour.

The 'Mapping the Market' section showcased the powerful roles played by maps in the economic story of the twentieth century. Traditional maps such as the trial proof covers for Ordnance Survey maps of the 1920s were interspersed with some fun maps like

Fig. 1 'Atlantic Ocean Floor', Heinrich Berann, *National Geographic* magazine, June 1968. British Library, Maps CC.5.b.42.



Anschriften der deutschen Flüchtlings- und Vermißten-Suchstellen sowie die Bestimmungen über den Postverkehr mit Kriegsgefangenen

A. Russische Zone

1) Gesamte Zone	a) **Anschriften Suchdienst der Deutschen Post [10 b] Leipzig C 1** b) **Suchdienst für vermißte Deutsche in der sowjetischen Okkupationszone Deutschlands [1] Berlin W 8 Kanonierstr. 35**
2) Berlin	a) Hilfswerk der Evangelischen Kirche in Berlin Hauptbüro [1] Berlin W 15 Lietzenburger Straße 36 b) Suchdienst des Deutschen Caritasverbandes [1] Berlin-Charlottenburg Bayernallee 28
3) Brandenburg	a) Suchdienst der Provinzialverwaltung der Mark Brandenburg [2] Potsdam Moltkestraße 6 b) Hilfswerk der Evangelischen Kirche in Brandenburg Hauptbüro [1] Berlin-Nikolassee Teutonenstraße 23
4) Mecklenburg	a) Zentralsuchstelle für Mecklenburg Vorpommern [3] Schwerin Bismarckstraße 10-12 b) Hilfswerk der Evangelisch-Lutherischen Landeskirche Mecklenburg Hauptbüro [3] Schwerin Königstraße 19 c) Kirchenleitung der Kirchenprovinz Pommern Hauptbüro [3] Greifswald Bahnhofstraße 25/26
5) Land Sachsen	a) Landessuchstelle für Vermißte beim Polizeipräsidium [10 a] Dresden N Reichspietschufer 2 b) Evangelisch-Lutherisches Landeskirchenamt Sachsen Hauptbüro [10 a] Dresden N 6 Roll-Helm-Straße 1
6) Prov. Sachsen	a) Präsident der Provinz Sachsen Zentralkartei [19 a] Halle/Saale Trothaer Straße 62 b) Vorläufige Kirchenleitung und Evang. Konsistorium der Kirchenprov. Sachsen Hauptbüro [19 b] Magdeburg Am Dom 2 c) Evangelischer Landeskirchenrat für Anhalt Hauptbüro [19 b] Dessau-Törten Mösterstraße 53
7) Thüringen	a) Amtlicher Such- und Meldedienst beim Landesamt für Arbeit und Sozialfürsorge [15] Weimar Karl-Marx-Platz 3 b) Hilfswerk der Evangelischen Kirche in Thüringen Hauptbüro [15] Eisenach Pfarrberg 8

Auf Anordnung der sowjetischen Militärverwaltung wurde der Suchdienst für vermißte Deutsche in der sowjetischen Besatzungszone Deutschlands (1) Berlin W 8 Kanonierstr. 35 als Suchzentrale für die gesamte sowjetische Besatzungszone bestimmt. Alle anderen in der sowjetischen Besatzungszone Deutschlands und im sowjetischen Sektor Berlins bestehenden Organisationen werden aufgelöst. Das gesamte Suchmaterial dieser Organisationen wird dem neu geschaffenen Suchdienst übergeben. Für jeden Suchantrag wird eine einmalige Gebühr v. RM 2,— erhoben, welche von dem Suchenden durch Kauf einer Sonderpostkarte bei allen Annahmestellen des Suchdienstes und bei den Postämtern in den Ländern und Provinzen der sowjetischen Besatzungszone zu entrichten ist. Heimkehrer, die jetzt aus der Gefangenschaft zurückkehren, können die Anfrage nach einer Person kostenfrei einreichen.

Der Anschriftensuchdienst der Deutschen Post (10 b) Leipzig C 1 setzt seine Tätigkeit in enger Zusammenarbeit mit dem Suchdienst fort. Anschriften-Meldekarten und Anschriften-Suchkarten sind für 1 Pfg. bei jeder Postdienststelle zu erhalten. Die Gebühr für jede Meldekarte und jede Suchkarte beträgt 50 Pfg. Sie ist auf den Karten in Briefmarken zu verrechnen.

Fortsetzung umseitig

Auslieferung: F. Wittelmeyer (15) Altenburg, Thür., Friedrich-Engels-Str. 19 Preis 0,50 RM. Genehmigung v. 2. 10. 46.

the 'freebies' given away if one ate enough Weetabix, or Justine Smith's 'Old Europe' map of 2007 where each country was a picture of its old currency prior to the introduction of the Euro, and some now politically incorrect maps. Then, of course, we saw the advent of the digital map in the latter part of the twentieth century.

This century was defined by mobility, speed and change. The final section 'Mapping Movement' looked at the ways maps represented movements of people and their environment, with advances in science and technology providing a greater understanding of the world and one's place in it. Alfred Wegener published *The Origins of Continents and Oceans* in 1915; his theory of continental drift together with technology permitted the exhibition to include a simulation of the San Francisco earthquake of 1906 using a map of the city. Oceanography revealed more of our underwater world than ever before as exemplified by a 1968 edition of the *National Geographic* magazine which published a map by Heinrich Berann of the Atlantic Ocean floor. We learned that people moved more quickly, further, and in greater numbers than ever before. Movement of peoples was shown in the Soviet nomadic people map of 1933 where Russian national minorities in the north and Far East were represented by a series of coloured dots. Enforced movement of people was illustrated by a refugee map of Germany in 1946 and a map planning humanitarian relief to Rwanda in 1994.

At the beginning of the century mapmaking was an art, a skill practised by cartographers mainly using ink and paper. By the end of the century it had become a science in which those who create maps have many more options for how they present their message thanks to the digital revolution which has taken place. The different sections of this exhibition demonstrated this transition through a wide variety of material, and there was something of interest for everyone.

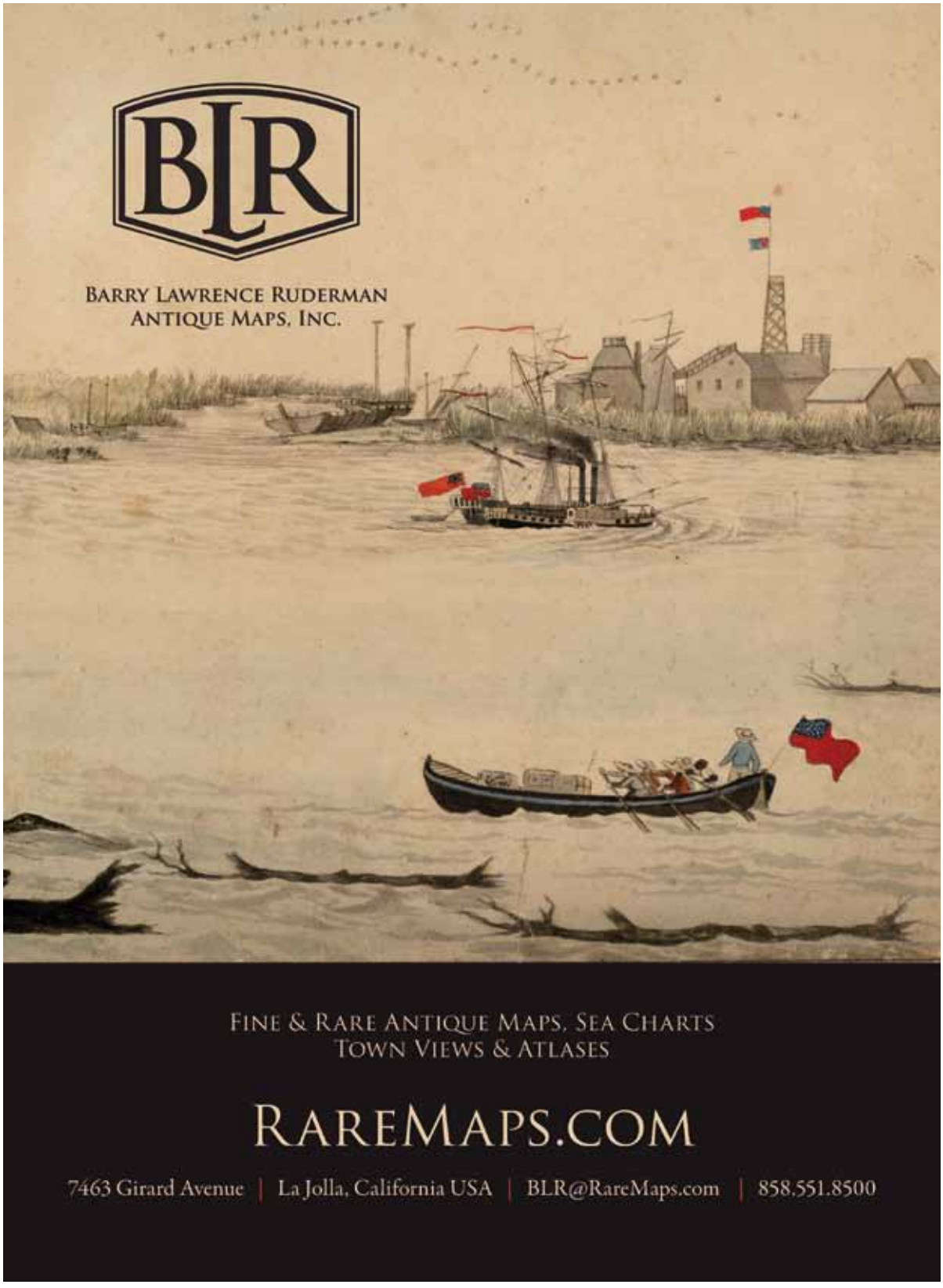
This exhibition closed on 1 March 2017.

Jenny Harvey, London, UK

Opposite
Fig. 2 'Karte der deutschen Flüchtlingssuchstellen, Besatzungszonen und Postleitgebiete' (Map of German refugee centres, zones and postal areas), F. Wittlemeyer, 1945. British Library, Maps CC.5.b.52.

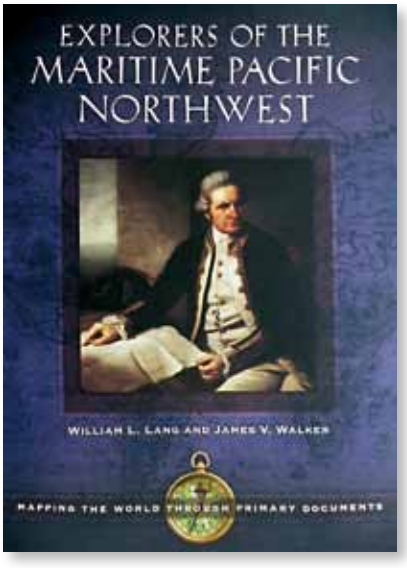
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BOOK REVIEWS

Explorers of the Maritime Pacific Northwest: Mapping the world through primary documents
by William L. Lang and James V. Walker. Santa Barbara, Ca. and Denver, Col.: ABC-Clio, 2016. ISBN 978-1-61069-925-9. E-book ISBN 978-1-61069-926-6. HB, 303. illus. US $108.



This volume is one in a series of contributions to the study of history through documents, and is also one of an important subseries specifically dedicated to the history of discoveries. First to appear in this category was Jay H. Buckely and Jeffery D. Nokes', *Explorers of the American West*. These works will be particularly attractive to high schools, colleges and universities, especially in the United States, for they provide students and their teachers with first-hand accounts and interpretations. The focus is geographic – in this case the Northwest Coast of America – and the themes covered include geography, both real and imagined, peoples and cultures met by the explorers, flora and fauna discovered, and experiences of unique character. Works in the series fall within the standards set for Common Core Standards relating to primary source analysis; they also meet National Geography Standards.

William L. Lang is professor emeritus Portland State University and former director of the Center for Columbia River History. James V. Walker, a retired physician, is an expert on maps of the Pacific Northwest and the trans-Mississippi west. They form an excellent team with broad interests and knowledge. Their love of the subject is infectious.

The Northwest Coast of North America was the last temperate portion of the globe to be disclosed to the European literate world by trade and exploration. Eighteen thousand miles distant from Europe by sea lanes leading round Cape Horn, it was nonetheless populated by indigenes, or First Nations, about 20,000 years ago. But only in the late eighteenth century did European and American sailing ships come on trade or reconnaissance, and those mariners who kept records of their voyages or who otherwise recorded their contacts with indigenes and efforts at establishing trade and commercial links left a substantive an engaging literature. The indigenes knew these lands and waters already; the newcomers were there on sufferance, but they had firepower, also mobility on account of their vessels' sailing capacities. Speculation as to various northwest and northeast passages, and many spurious maps, placed these mariners at a disadvantage.

Much attention has been given to official voyages of discovery – those particularly of James Cook, George Vancouver, Bruno de Heceta, La Perouse and Alejandro Malaspina – and these reflect the rivalry for geographical knowledge that was a feature of that expansive age of imperial rivalry when knowledge was power. This work covers all these as well as others, notably that of Sebastián Vizcaíno to California and of Vitus Bering and Aleksei Chirikov to Alaska. As great as was the contribution made by official voyages of discovery to the expanding knowledge of that age, a still more remarkable contribution was that made collectively by merchant traders, notably George Dixon, John Kendrick, John Meares and James Hanna. In addition, Robert Gray, who made the first American circumnavigation of the globe, made important discoveries, notably that of the Columbia River entrance, and will always be regarded as a premier explorer. This reviewer is particularly attracted to the commercial voyagers and their findings, and for this reason will devote the balance of this review to examination of one segment of this remarkable volume. All the same, the balance of coverage – official and private, scientific and commercial is commendable. The native contribution to accumulating geographical knowledge was profound and important, though often incidental and undocumented. The oral tradition may

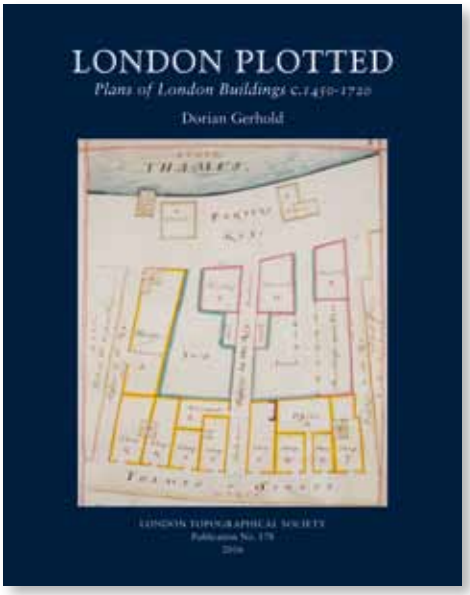
continue but suffers change through the years, for human memory, even collective memory, is not inviolate or imperishable. That does not mean it is not still important, but the doctrine of discovery never had any relevance in this latter-day period of Spanish exploration. Indeed, the forceful agent of change was commerce, for it was commerce that brought the Northwest Coast into the China trade, in sea otter pelts, and brought forth a golden round of trade that carried teas, nankeens and silks to Europe, and the export of material goods, arms and ammunition, manufactures, foodstuffs and ardent spirits to the Northwest Coast peoples. Scientific additions were a welcome sidelight, and in the case of the Vancouver expedition we find Archibald Menzies, the surgeon and naturalist, making notable additions to botany and zoology.

Turning to a specific voyage, or cluster of interrelated voyages, we are attracted to the name of John Meares. The fifth chapter, 'Fur Traders, Commerce, and Cartography, 1785–1792', is really all about Meares and his fellow British sea traders. Meares had sailed from India after Cook's third voyage had made known the fabulous prospects of the sea otter trade to the Russians in Kamchatka and the Chinese at Canton. Meares survived terrible circumstances of ice and scurvy and lived to sail again. This time he was challenged by Portlock and Dixon, and their companions Colnett and Duncan, and most particularly and violently by the Spanish under Martinez at Nootka Sound. Dixon put Haida Gwaii (Queen Charlotte Islands) on the modern map. Meares made discoveries, but some of these were challenged by Dixon and Duncan. Kendrick and Gray were implicated and surprised by these revelations. A. Dalrymple, the cartographer and hydrographer, found new evidence against what he called Spanish pretentions at Nootka. Duncan's 1790 chart of Cape Flattery and Fuca's Pillar revived the 1592 legend of Juan de Fuca. In due course Vancouver and Broughton for the British and Alcala Galiano and Caetano Valdes for the Spanish explored this legendary waterway. In doing so they determined the insularity of Vancouver Island and opened up new vistas, geographical discoveries and fields of commerce.

This then was a remarkable epoch in our history. But it forms but one segment in this ten part examination that begins in 1602 with Vizcaíno and ends in 1792 with Galiano's exploration of the Strait of Juan de Fuca. The point is that the Northwest Coast of North America presents a full and complex field for analytical study, one perhaps as daunting as any portion of the globe. The editors have safely navigated through many shifting shoals and taken careful bearings. Students assigned to examine particular chapters will have no difficulty in delving into the themes as presented, for the work is logical in form and clear in its treatment. Introductions to individuals are made when necessary; the documents speak for themselves; the editors have not overburdened the reader with extraneous detail. Source references will aid those persons examining the texts in question. Place names are explained. A general bibliography accompanies the work, which is also indexed and illustrated. To maps of the period, not a few of which are fanciful and others empirically sound, are engaging. They are supplemented by new line drawings that show the tracks of the mariners who, in their small sailing vessels, faced unheard of perils in the search for profit and power and geographical knowledge on what was then the world's most distant oceanic frontier.

Barry Gough, Victoria, BC, Canada

London Plotted: Plans of London buildings c. 1450–1720 *by Dorian Gerhold. Caterham: The London Topographical Society, 2016. ISBN 978-0-902087-65-1. HB, 320, 364 illus. STG £35.*



This is a rather different 'map book' from most, for it concerns itself with depictions of very limited tracts of the Earth: the average area covered by the plans illustrated and discussed in this book is under a hectare.

That said, the extents of ground covered by the subjects of *London Plotted* do vary considerably in extent, from the sites of former monasteries extending over several hectares to small houses of perhaps four metres square. They demonstrate that there is no hard and fast division between the 'map' and the 'plan', the 'topographic' and the 'architectural' or the 'public' and the 'private'.

This is a book of plans of buildings, usually of the ground ('street-level') floors, often in sufficient detail to indicate doors, windows, fireplaces and stairs, as well as outbuildings. The volume covers the City of London and contiguous areas; the majority of the plans reproduced date from between 1670 and 1720. There are numerous supplementary illustrations of building elevations and associated owners and occupiers. Reproducing such plans is not new: some of Ralph Treswell's of 1607–12 were edited by John Schofield in *The London Surveys of John Treswell* and issued by the London Topographical Society in 1987. Treswell was one of the earliest authors of such plans: those made by his contemporaries and successors remain largely unknown, a shortcoming that is energetically addressed by *London Plotted*. The book is arranged by areas, building types (including markets and livery company halls), and houses (ranging from mansions to almshouses). Unlike Treswell's, few of the plans include information on upper storeys or tenants.

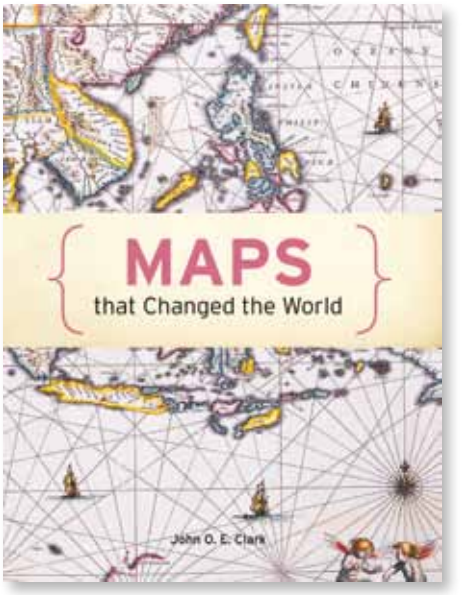
A comprehensive introduction explains that the detailed building plan was a contemporary of the much more familiar rural estate map, which appears in the 1570s, and that both can be traced to an interest in scale mapping that was a consequence of concerns about defence scheming in the 1530s and 1540s. Most of the surviving building plans were made for institutional owners, including City livery companies, who owned at least 46 percent of the land of the City of London in the 1660s. By the 1690s about 20 percent of London's population lived within the City, and another 26 percent in Westminster and the West End, but ownership patterns and consequent plan survivals favour the City far more than other parts.

Comparatively few building plans were made before the Great Fire of London in September 1666. The earliest in this volume is a plan of the Charterhouse of c. 1450, showing water supply: as this was underground, a map would be useful. Another early one is of Cecil House in the Strand of c. 1565: it is no surprise that this is connected with William Cecil, Lord Burghley, who knew all about 'map consciousness' four centuries before the term was coined. Many of the post-1670 plans are by William Leybourn and John and Isaac Olley: they worked for City livery companies, who commissioned 'plan books', drawing together their scattered holdings in the City of London. These books were produced to high standards, with decorated titles, but, once made, do not seem to have been made much use of: plans appearing of leases were often surveyed afresh. A graphic representation of a site might be expected to aid its identification on the ground: but perhaps a gap in 'map consciousness' is indicated here.

There is not space to do adequate justice to this volume: suffice it to say that the London Topographical Society maintains its high standards of scholarship and reproduction. An enterprise like this deserves the widest support.

Richard Oliver, Exeter, UK

Maps That Changed The World *by John O. E. Clark. London: Pavillion Books, 2016. ISBN 9781849942973. HB, 256, 200 col. illus. STG £14.99.*



When given a book to review the first question that I always ask is 'What is the author's background?' The publisher makes a great deal of the Introduction's author Jeremy Black, Professor of History at Exeter University. However, it obscures the fact that the nominal author is John Clark, who is actually more of a compiler. He is described elsewhere as an 'encyclopaedist'. This immediately explains why the tone is uneven and the levels of scholarship varying. There are subsections by at least six contributors, not

always clearly identified. Where I have been able, I indicate the author/s of the sections below. Each section looks at several maps, one by one, and a different authorship of each segment is possible. The themes covered are: 'The Earliest Maps'; 'Cartographic Breakthroughs', with contributions from Peter Lewis; 'The Age of Exploration', with contributions from Marcus Cowper and Gillian Hutchinson (previously of the National Maritime Museum, Greenwich); 'Military Maps', with contributions from Martin Marix Evans; 'Drawing the Line'; and 'Fantasies, Follies & Fabrications', with contributions from David Day.

Because of the multiple contributors there are indeed multiple angles of view and numerous interesting maps discussed which, at first glance, makes the choice of maps seem quite 'edgy', but much more conservative when the reader stands back. In fact a number of old favourites like Harry Beck's iconic map of the London Underground get undue repeat exposure, with little more to be said than that which already has been.

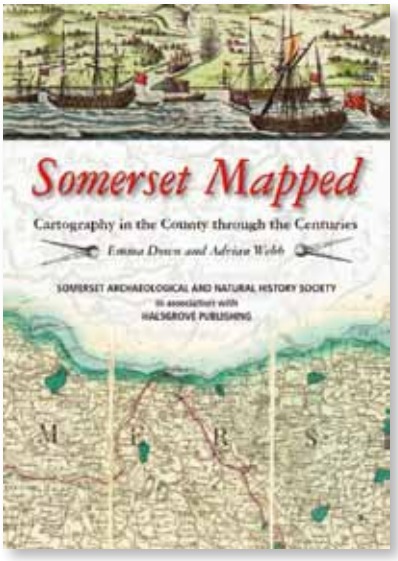
Who is the supposed audience? This compendium seems to be aimed at those who like maps but who do not know a lot about them, but a rather irritating companion for IMCoS members! The Introduction is excellent, and the book makes a far-ranging start on the mapping of the world by early peoples. However, as the contributions mount up, things get increasingly Anglocentric, and to me rather boring. Personally, I perked up at each military map but recognise that my tastes are not everyone else's.

The Bibliography is both very brief and very general, always a bad sign. The lack of footnotes and the use of sweeping statements make me regard several map discussions as dubious in their accuracy. In summary, several of the parts are far better than the whole. What I cannot fault are the price point and the production values, and Clark's own writing style – where I can detect it – is engaging and fluid. I will continue to use this book as a lead-in to curious maps outside my core interests. It was originally published in 2005 by Conway Maritime Press, under the entirely different title of *Remarkable Maps*, which is both more accurate and less portentous.

Mike Sweeting, Middleham, UK

Somerset Mapped, Cartography in the County through the centuries

by Emma Down and Adrian Webb. Somerset Archaeological and Natural History Society in association with Halgrove Publishing, 2016. ISBN 978-0-85704-267-3. HB, xxv, 230, many maps and illustrations. STG £24.99.



The subtitle of this book, *Cartography in the County through the Centuries*, indicates at the outset that this is not just another book of the maps of Somerset. It explores the different descriptions of the county across the centuries, and arranged chronologically, includes examples of maps, plans and charts and other illustrations showing different aspects of the county from the Bronze Age to the twentieth century. There is a lengthy Introduction setting out the purpose of the work, which includes a very full Select Bibliography.

Chapter One is entitled 'Pre 1500'. While there are no contemporary maps of the County during the period, later plans and illustrations with a full text describe aspects of the archaeological record. Typical of the approach, the Stone Age is represented by an extract showing Stone Circles from Donn's 'Map of the County of the 11 miles around Bristol', and William Stukeley's illustration of some of the stones being viewed in the early 1720s. The Bronze Age includes a plan of the earthworks on Hampdon Hill published in 1836, while this early period is also represented by an illustration of the very fine gold Torc on display in Taunton Castle. A similar approach is used to illustrate the Iron Age, the Roman Age, the Saxon Conquests, probable Danish settlements, and King Alfred's campaign from Athelney. A map of the county shows

the chief estates of the County as recorded in the Domesday Book. Finally, during the early period we have an extract of the Gough Map with an identification of places in Somerset shown on the map.

Later chapters begin from the sixteenth century. Here will be recognised maps of cartographers which map collectors will be familiar with: Mercator, Saxton, van der Keere, Waghenaer. They, however, comprise only a small part of the maps illustrated. Other examples of note include an anonymous map in the British Library, 'The Coste of England uppon Severne' of 1539; an anonymous and complex map of about c. 1550, which may have been drawn as a result of disputes concerning the rights of common land in the ancient Forest of Mendip; and a fine map of c. 1574 of the topography of Compton Martin and its setting within Mendip.

The sections of the seventeenth and eighteenth centuries follow a similar form. The printed maps of the county are included, with full explanatory notes. In addition, again by way of example, maps and plans include another Map of Mendip of the early seventeenth century, 'The circumference of the forrest of Exmoore' by John More of 1637, 'A mapp of Sedgmoore with the adjacent places' by Richard Newcourt of 1662, the major survey of 'The City of Bath' by Joseph Gilmore in 1694, the large-scale plan of 'County of Somerset surveyed by Day and Masters' in 1782, 'Plan of the deviations of the Somerset Coal Canal' by William Smith of 1793 and 'Plan of the proposed Grand Western Canal from Topsham in Devon to Taunton in Somerset' in 1794.

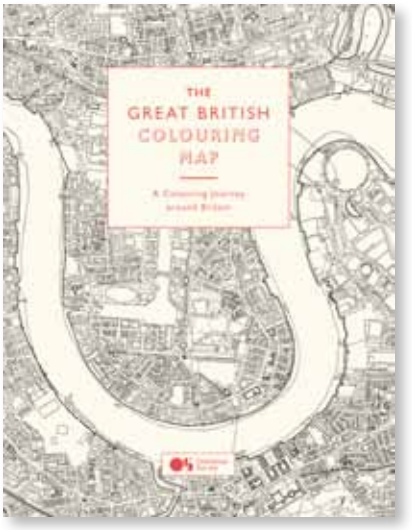
The book is finally continued with sections covering the nineteenth and twentieth centuries. Again a large number of plans and maps are illustrated, many of which will be familiar. We have of course the Ordnance Survey, but also by way of a few examples, Domesday valuation books and maps from the Inland Valuation Offices in 1910, *Bristol and Bath Regional Planning Scheme* in 1930 and finally, 'The West Country Revealed' published in *The Farmers Weekly* in 1958.

There are illustrations throughout the book. Included with the text are portraits of many of the characters referred to, including Mercator, John Speed, John Ogilby, the Duke of Monmouth, Thomas Telford, and the cassowary in Moll's map of the County.

The work covers new ground in its approach to the story of a county, and the authors are well qualified to produce what is a scholarly and important publication. Dr Adrian Webb has written and lectured internationally on Great Britain's hydrographic heritage, and currently manages the Archive at the United Kingdom Hydrographic Office; Emma Down is an historian and qualified archivist, who works as a Map Specialist in the maps and plans department at the National Archives. They are to be congratulated in extending the term cartography into a first class publication, and what is offered at a very attractive price.

Raymond Frostick, Norwich, UK

The Great British Colouring Map: A colouring journey around Britain *by Ordnance Survey and Laurence King. London: Laurence King, 2016. ISBN 978-1-78067-859-7. PB, 96. STG £19.95.*



No reader can fail to have missed the colouring-in books-for-adults phenomenon, that is, unless they have spent the past three years living under a rock. Once the preserve of children – an activity for a rainy day or a way of wiling away a long car journey – the colouring-in book has been appropriated by the adult market, and by storm, repeatedly appearing in the weekly bestseller lists. In fact, 2 August has been declared 'National Colouring Book Day'. This trend has been fuelled, to some degree, by social media whereby colourists share their work with friends, and by vigorous marketing campaigns which focus on the therapeutic and 'mindful' value of the pastime.

The Great British Colouring Map: A colouring journey around Britain is just one of thousands of titles dedicated to the distraction, and there appears to be no subject

that has not been rendered in black outline inviting the artist to breath life into them with colour. The publisher of the title under review is London based Laurence King, the house largely responsible for this publishing sensation. Back in 2011 they approached illustrator Johanna Basford to work on designs for a children's colouring-in title. She, clearly with some commercial prescience convinced them instead to publish a title for adults. Her first book *Secret Garden* sold 1.5 million copies in 2013 and was further published in 24 different countries (Figures as for 2015), and according to Barney Duly, head of rights at Laurence King is on course to sell a further 11 language editions. More titles have followed from the deft hand of Basford.

The Great British Colouring Map is collaboration with Ordnance Survey to celebrate their 225th anniversary. The book offers a selection of 55 folio size maps from England, Scotland and Wales, starting with a map of Hugh Town on the Isles of Scilly and travelling as far north as Lerwick Island in Scotland; Pembroke in Wales is its most westerly map. There is a large double gatefold of London. The details include towns, cities, rivers, coastlines and castle. All the maps are taken from the *OS Explorer Landranger* and *Open Map* series. The maps are unencumbered by toponyms; this simplicity highlights their graphic quality and certainly makes it easy to read the urban planning of towns and cities.

To test the book I chose the *OS Landranger 134* of the Norfolk Broads. As it is a sparsely populated area of the country I wasn't challenged by negotiating narrow medieval lanes with my crayon, moreover I liked the chaotic irregularity of the shape of the fields. Not being able to distinguish between a quarry, lake or lido probably encourages the colourist to be more adventurous. Nevertheless, I would have liked a legend to help identify some of the symbols. I imagined producing, when finished, something scintillating, akin to a stained-glass window. Sadly, this wasn't achieved. I blame my crayons. In truth, my temperament is not best suited to the sustained backwarding and forwarding of a pencil but clearly, there are others who find it immensely relaxing.

The Great British Colouring Map is a handsome well-designed book and is a novelty addition for collectors of map ephemera.

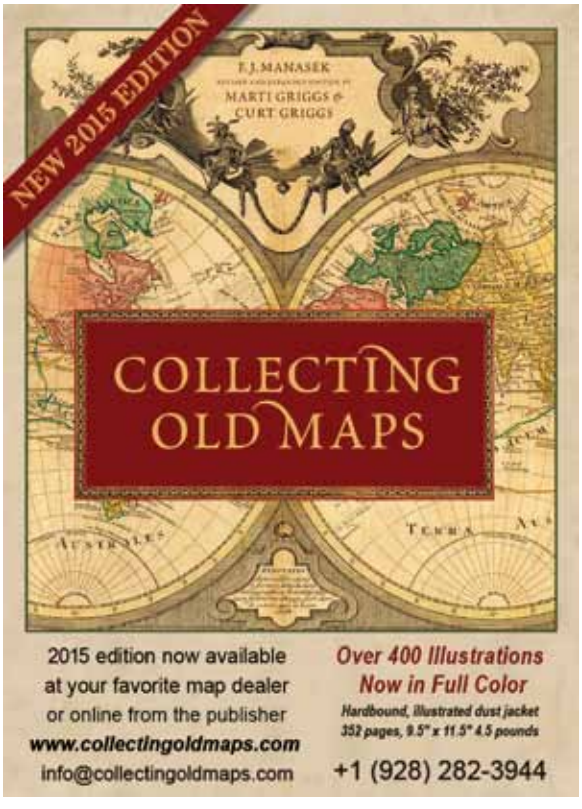
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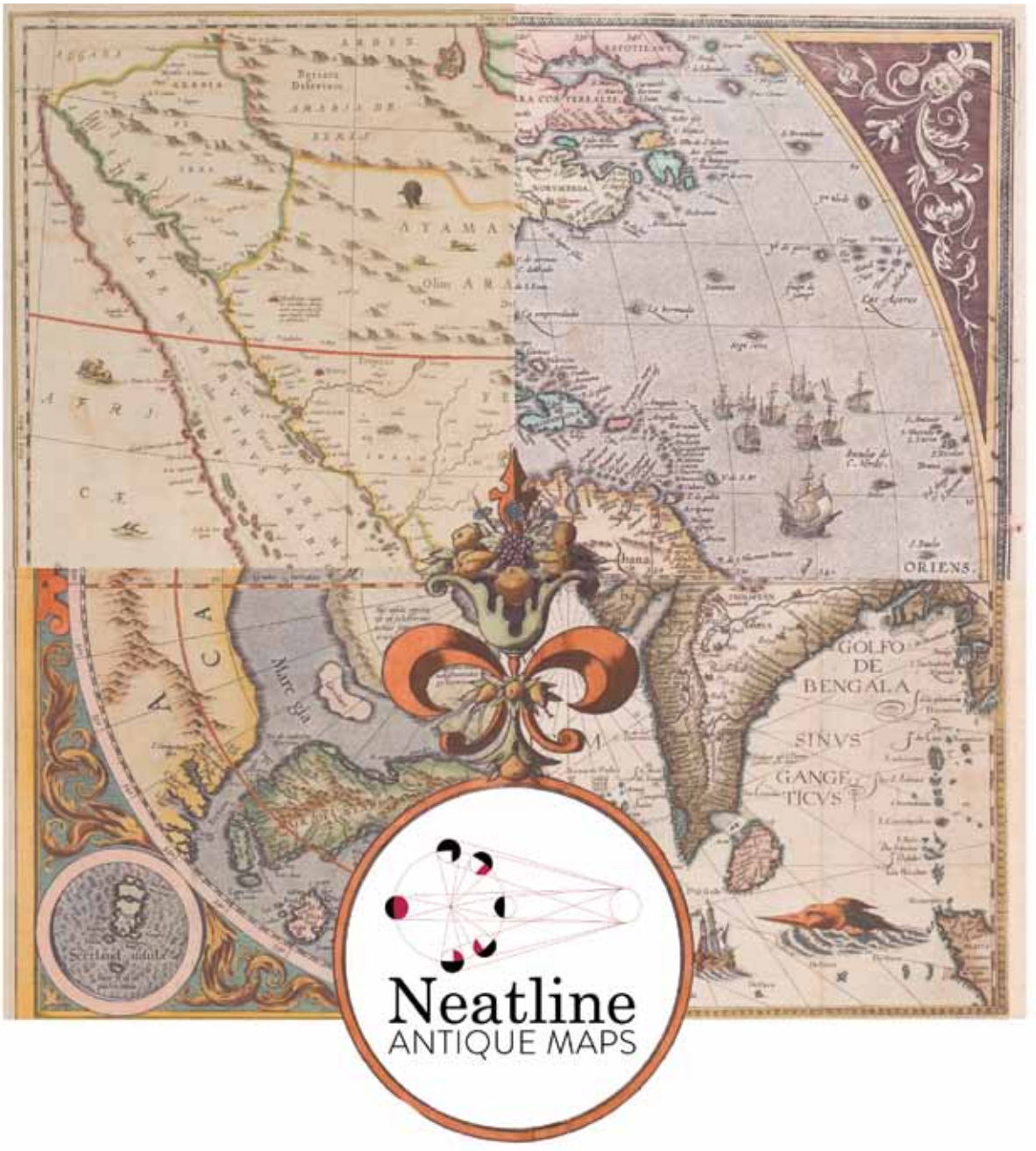
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