
Bornham
Brikelsey
Walton
Colchester
Bornham
Winakers bache
Brikelsey
Santofyns
De Spits
Groen fliet
Spits
Walton De Neus
Herwits
Catwijck
Ypswych
Orwelhaven
Laß/en
Conincx diep
Hervits
IMCoS
MAP FAIR & EXHIBITION
1985
Spaensche mylen tot 17½ in 1 graedt
Duytsche mylen tot 15. in 1 graedt
Met Privilegie voor thyn

Dear Members,

Welcome, members and your guests, to our 1985 London Symposium week-end! IMCoS's Organising Committee, assisted by Valerie Scott as Chairman of the Symposium, is to be congratulated on the outcome of all the hard work they have put in.

This year, through the courtesy of the National Maritime Museum, we have the opportunity to reflect on the skill and on the art of marine cartographers. The Museum's collection exemplifies the international nature of map and chart making and, as in previous years, attendance at the Symposium will also have a wide international representation.

Even more than with land maps, the study of sea charts is linked with man's quest to explore and record newfound landfalls, harbours and coastlines. Not only can sea charts be enjoyed in their own right for historical, geographical and artistic reasons but also for the insight they give into more scientific facets of nautical discovery; among them the art of navigation, the problems of longitudinal measurement and the settlement of the zero meridian.

There has been a 'full house' application from dealers to occupy stands at IMCoS's Map Fair being held at the Forum Hotel on Sunday June 23rd. Maps of all kinds will be on display – rarities, investment opportunities, bargains, beginners' items; indeed something for every collector. I wish every one of you 'good hunting'.

I hope that many members and their guests will be able to attend the Dinner on the evening of Saturday 22 June which is again being held at the Royal Overseas League off St. James's Street. As in previous years we look forward to seeing many of our overseas participants there. If there is any help the Society can give you please do not hesitate to contact me or any other member of the Committee.

Rodney W Shirley,
President.

FREE TO MEMBERS
NON MEMBERS
£1.00

Contents

	Page No
Contents	2
Notes from the Chairman	3
IMCoS List of Officers	4
A New Image of the World: The Portolan Chart	5-15
Exchange Visits for Young People	15
IMCoS 1985 Annual Symposium – Programme of Events	28-30
Exhibitors	31
Alphabetical list of Exhibitors	32-33
Catalogues Received	34
Two Lost Wall Maps of Robert Morden	35-41
Writings about Maps, "Cosimo"	42-46
IMCoS Symposium, The National Maritime Museum and Greenwich	47-48
Ordnance Survey Southampton Meeting	49-51
Letters to the Editor	52
Greenwich Memories, R. V. Tooley	53-55
The Mapping of the Commonwealth	55
News and Views, Yasha Beresiner	56-58
International Representatives	58

Symposium Map Fair & Exhibition Organisers

Dudley Barnes
Faith Ashwood
Jonathan Potter
Alan Bartlett
Valerie G. Scott
Raymond Eddy
Walter Valk
Stephen Luck
Malcolm Young

Catalogue compiled by Stephen Luck. Typesetting and Printing by PJD Grafik.

NOTES FROM THE CHAIRMAN

You will be receiving this edition of the Journal just before the London Symposium and Map Fair on June 22/23. We therefore look forward to seeing many of our friends from overseas at this event.

A successful English meeting and The Annual General Meeting was held at Manchester on 23rd March; unfortunately your Chairman was abroad (the first meeting of the Society I have missed since the Society was formed in September 1980)

Executive Committee Meetings take place monthly at the Farmers Club, Whitehall at 5.30pm. Representatives from overseas are welcome to attend these meetings.

I am pleased our discussions with Kazamasa Yamashita have resulted in the formation of an IMCoS branch in Japan. We wish them well and hope to see many of their members in London.

As the Society enlarges its sphere of activities we do need more volunteers to help with the administration and assistance at meetings etc. The Editor Stephen Luck is now looking for a news gatherer and someone who can help to obtain articles for the Journal.

One of the responsibilities of our overseas representatives is to feed the editor with news and events from his own country. All of us enjoy reading about cartographic activities world wide. Representatives and members please help. Articles can be written in any language.

Alan Bartlett has been of great help to me since he took over the role of International Secretary. He is now organising the Symposium in Helsinki 26th-28th September in conjunction with Aarno Piltz of Chartarum Amici. If you have not been to Helsinki and seen the Nordenskiöld collection why not come for a long weekend.

To help reduce the administration costs and time involved it would be a great help if members paid subscriptions for a 3 year period in advance, an increasing number of members are already paying by this method.

The London Symposium and Map Fair will require assistants for its stand at the Map Fair and other duties. Please approach any member of the Committee if you can help.

The Duke of Abercorn has very kindly accepted our invitation as 'guest of honour' at the Annual Dinner at the Royal Overseas League on Saturday 22nd June. We hope to see many members with their guests.

The Journal is now being sent out by air mail, any complaints of non-delivery should be sent to the Secretary. We do have some spare copies of The World Map Exhibition catalogue 1984 for sale 50p plus postage.

Don't forget – do write to us or call and see us when in London. You will be pleased to know that The Royal Geographical Society London have kindly agreed to a joint IMCoS/RGS Symposium in June 1986.

Malcolm R. Young.

IMCoS List of Officers

Council Members

Rodney Shirley: President
Tony Campbell, London; Dr. J.B. Harley, Exeter; Mireille Pastoureau, Paris; Dr. Gunter Schilder, Ultrecht.

Honorary: Ronald Vere Tooley FRGS

Executive Officers

Chairman: Malcolm R. Young, 9 Lower Grosvenor Place, London SW1

Directors: Clifford Stephenson, Themis Strongilos.

Treasurer: Geoffrey Ramsden, Holdfast End, Holdfast Lane, Haslemere.

Secretary: John R. Beech, 47 Brookswood Lane, Welwyn Garden City, Herts AL8 7BE.

Membership Secretary: Raymond E. Hutchinson, 83 Marylebone High Street, London W1M 4AL.

International Secretary: Alan Bartlett, St. Raphael, 2B Fontmell Park, Ashford, Middlesex.

Editor: Stephen Luck, 83 Marylebone High Street, London W1M 4AL.

Publicity Officer: Yasha Beresiner, 1A Campden Walk, Islington Green, London N1 8DY. Tel: (h) 01-349 2207 (w) 01-354 2599 Telex 896462 Inform G.

Appointed Officers

Librarian: Ted Freeman, 4 St Matthew's Road, Bristol BS6 5TS.

Photographer & Slide Registrar: David Webb, Manor Farm, Atworth, Melksham, Wiltshire SN12 8HZ.

Advertising Manager: Faith Ashwood, Nuthurst, Blundel Lane, Cobham, Surrey.

Representatives

Central America: Paul F. Glynn, Casa El Carmen, 3a Avenida Norte No. 8, Antigua, Guatemala.

South America: Dr. Lorenzo Güller Frers, Paseo Colon 315, 1063 Buenos Aires, Argentina.

Australia: David G. L. Worland, 33 Wolseley Road, Point Piper, N.S.W. 2027.

Canada: Edward H. Dahl. National Map Colection, Public Archives of Canada, 395 Wellington Street, Ottawa, Canada K1A 0N3.

Cyprus: Andreas J. Hadjipaschalis, P.O. Box 4506, Nicosia.

France: (Resident in London) Jacques Reutemann, 108 Iverna Court, London W8 6TX.

Germany: Prof. Dr. D. Novak, Adenaurallee 23, D-5300 Bonn I, Federal Republic of Germany.

Greece: Themis Strongilos, 19 Rigillis Street, 106 74, Athens, Greece.

Iceland: Kjartan Gunnarsson, Lyfjabudin Idunn, Laugavegi 40(a), Reykjavik.

Israel: Eva Wajntraub, 4 Brenner Street, Jerusalem, Israel.

Italy: J. D. Maranelli, Apex S.N.C., 20123 Milano, Via G.B. Vico 42, Italy.

Japan: Kazumasa Yamashita, 10-7 2-Chome, Sendagaya, Shibuya-ku, Tokyo, Japan.

Netherlands: Wener Lowenhardt, P.O. Box 2216, Konnihdplein 1, Amsterdam.

New Zealand: Neil McKinnon Esq., P.O. Box 847, Timaru, New Zealand. Tel: 81-931.

Spain: Jaime Armero, General Pardinas, 69, Madrid 6.

Sweden: Gunnar Skoog, Lundavagen 142 Box 6, S-201 21 Malmo, Sweden.

Turkey: F. Muhtar Katircioglu, 14 Karandil Araligi, Levent – Istanbul.

U.K.: (N.W.) Alan Hulme
(N.E.) Clifford Stephenson
(Midlands) Paul Sabin

U.S.A.: (Central) Kenneth Nebenzahl, 333 North Michigan Ave., Chicago, Illinois 60601.
(East) Ralph E. Ehrenberg, Geography and Map Division, the Library of Congress, Washington, D.C. 20540 U.S.A.

A NEW IMAGE OF THE WORLD: THE PORTOLAN CHART

The invention of the sea charts known as portolan charts in the late thirteenth century came about in a period of dramatic change in western man's perception of his world. The word portolan derives from the Italian *portolano* which referred to written descriptions of coasts and their landmarks. Portolan charts were realistic depictions of coastlines and their ports, drawn by navigators from their own experience and for their own guidance. The empirical and practical nature of the portolan charts was in marked contrast with the religious purpose of mediæval mappæ mundi, which had been based on theological beliefs more than on scientific observation.

The regional map, whose maritime use began towards the end of the thirteenth century, contrasts in almost every respect with the traditional T.O. mappa mundi. Empiricism and experience prevail where formerly the conceptual dominated. To understand this it is only necessary to examine the oldest portolan charts in existence: the famous 'Carte pisane' and the charts of Petrus Vesconte and Angelino Dulcert. Despite its poor state of preservation, the 'Carte pisane', and especially the works that follow it, reveal the extent to which the cartographer's observation has changed its focus, aim and method. The material used is a sheepskin or calfskin, and the animal's neck recognizable by its shape, is often placed on the left. At first sight, the framework of the drawing, with its crisscross pattern, on the 'Carte pisane' of red and green lines for example, somewhat resembles a spider's web; but a 'closer' look reveals the organization of this network. Some of these lines (the sixteen 'rhumb-lines') radiate regularly within tangential circumferences, forming compass roses where their points of intersection with the circumference create 16 'nodal points', and marking off 16 compass-point divisions, each of 22° 30′. Other lines, joining these nodal points together, make up a series of parallelograms, squares and rectangles. The vertical lines seem to act as meridians, the horizontal lines as parallels; however, they are only reference lines, for despite their regular arrangement, they do not form a system of graduated coordinates. The latter only appear in the sixteenth century, under the influence of the rediscovered *Geography* of Ptolemy. This skeleton-map showing the compass points served as a framework for the plotting of coastlines: its original name – naturally in Italian since the technique originated on the peninsula – was *marteloio* (one suggested etymology is *mar-teloio*, or 'sea backcloth, another *martelogio* [*martelogium* in mediæval Latin]).

The delineation of coastlines on the chart and the location of ports were made by triangulation, according to the direction of the winds, whose names (quarter by quarter) are mentioned on the 'roses' in dialect (at first in Italian). This detail demonstrates the experimental and practical ancestry of the portolan chart. The execution of this form of cartography obviously required the ability to take bearings and estimate distances, and thus to determine the distance to be covered and the course to be followed. This could only be done with the aid of calculating instruments and careful observations. Navigators and cartographers could avail themselves of *portolani* ('portolan-books') which gave written descriptions of coasts, listing ports in succession and their distances from each other. Whether or not these *portolani* – ancestors

and our modern Sailing Directions – descended from the explorations of antiquity is disputed. In any case, the oldest *portolano* in existence is almost contemporary with the 'Carte pisane'.

The compass points were used to determine the angle of the course followed in sailing from one point to another. The possession of this data presupposed the existence of the corpus of knowledge and calculations of vital importance to mariners and cartographers. First the locations of places had to be determined. In order to do this, reference works, then newly available, contained an updating of ancient calculations: even the Tables of Toledo and Marseilles of the twelfth century had been replaced in the thirteenth by those of King Alfonso the Wise (1221-84). The introduction of the compass was even more of an innovation; it was used to plot and maintain the ship's course, that is, to preserve the invariability of the angle between its direction and the orientation of the magnetic needle.

The preceding observations combine to explain other features of the nautical chart from its very beginnings. In the top right-hand portion of the 'Carte pisane' are two distance scales. To calculate these, both in time and distance, the use of the hour-glass had long been known. Away from the coast and in areas where the direction and speed of the winds were well known, Mediterranean navigators had always calculated by days of sailing. Off-shore, however, the location of points indicated by the portolan-books permitted more precise calculations. Navigation had fathered the portolans (both books and charts); now portolans, in their turn, showed the way to navigators.

When mariners and cartographers wished to extend the use of the portolan chart to the ocean in estimating distances, they encountered the problem of defining a basic unit of calculation. Since the mile was used in the Mediterranean and the league in the Atlantic, the difference between the two units led to an imbalance in proportions, for only like should be compared with the two units led to an imbalance in proportions, for only like should be compared with like. Using the Roman mile, the constructor of the 'Carte pisane' rectified, at the first attempt and with a surprising accuracy, the longitudinal extent of the Mediterranean to within 1° of its true measurement. Ptolemy had lengthened it to 62°, or more than half again the real figure, and Arab estimations had varied from 42° to 52°.

A problem often given scant examination is the absence of projection in the construction of portolan charts. To start with, the expression 'projection-less chart' contains an internal contradiction. Any drawing that aims at delineating a portion of the earth's surface must involve a certain connection between that portion and the points of the chart, that is to say, a certain type of projection, even if the connection is not made explicit (F. Russo). This is so true that, even in the case of portolan charts from the beginning of the fourteenth century, it has been possible to speak of a kind of implicit Mercator's projection: the north-south direction lines are obviously not geographic meridians, but rather magnetic ones, as has been established for a chart of 1325 by Angelino Dulcert (Florence, Bibl. Corsini). The lines drawn from port to port along a constant angle between the ship's course and the orientation of the magnetic needle foreshadow loxodromic constant-course navigation.

To sum up, the portolan chart was born of experience and intended for practical use. This explains its semiological features: the colours given to the

lines forming the web of the skeleton-map (green and red in the case of the 'Carte pisane'), the heavier lines used for the coastlines, particularly those of islands and where estuaries are shown. The wish to make the chart easier to read also governed the arrangement of coastal nomenclature. Thus, on the 'Carte pisane', names of ports are written in black, with the most important shown in red. The names are all placed inland along the coast, perpendicular to the sea and in such a way that it is sufficient to turn the chart to read them off in sequence. Thus, right from the beginning, mnemonic techniques were adopted, in a sort of cartographer's language.

The portolan chart does not possess, therefore, the conceptual finality of a theological mappa mundi, which transcended its ignorance of geographic details. The portolan chart is a tool of the sea trade; without being a true navigational chart, it provides a 'catalogue of directions to follow between notable points' (L. Denoix). Thus the portolan chart is a reflection of an observed reality and a witness to a period in western civilization, summoned to widen its horizons to the furthest reaches of the earth. In place of the T.O. ideogram, enclosed in its conventional frame, there is substituted the possibility of infinite representations of reality, based on the calculations of the positions of places and the distances separating them, and the construction of a system of compass roses proliferating from one to another.

PRECEDENCE OF THE MEDITERRANEAN CARTOGRAPHIC SCHOOLS

Both the history of western maritime navigation and the existing documentation lead one to attribute to the Mediterranean peoples, and more particularly the Italians of the Tuscan and Ligurian coasts, the authorship of the first surviving portolan charts. The Pisan school would seem to have instructed first the Genoese and Catalan-Majorcan schools and then the Venetian school. All the other cartographic schools would have derived from these three. There is nothing unusual about these relationships, when one bears in mind the preponderance exerted in the western Mediterranean in the fourteenth and fifteenth centuries by the crown of Aragon which, at the time of the Catalan school, for example, was contending with the Genoese and the Venetians for the domination of the eastern Mediterranean.

The Majorcan school originated at almost the same time at the Pisan school and, in any case, earlier than one would expect from one of its most prestigious products, the chart by Angelino Dulcert of 1339. The unique character of this school seems to be implied in R. Llull's allusions to it; and the presence in Palma of a scholarly Jewish and Arab society, which had remained in touch with the Maghreb, determined its personality. Of course the Catalan and Majorcan cartographers had contacts with their Italian colleagues and were influenced by them; nevertheless, Majorca became a centre for the manufacture of sea charts and for instruction in this skill that was even capable of attracting cartographers from Italy.

The market for charts was expanding proportionally to the development

of navigation and the progress in the use of portolans. In 1354, the king of Aragon forbade the master of any ship to set sail without possessing at least two charts. This explains the existence of cartographic workshops not only in Majorca, but also in Barcelona, and, in the fifteenth century, in Valencia. The Catalan cartographers had their habits, which remained constant. The arrangement of their charts, on a roughly dressed skin, conforms to the model observed in the 'Carte pisane'. A vertical distance scale is often placed on the part of the chart corresponding to the neck of the animal. The wind directions are indicated by four medallions, whose colours, red and yellow, sometimes betray their Aragonese origin. The nautical charts consist mainly of indications of natural features: rivers and their mouths, capes, bays, towns and ports surrounded by their walls and surmounted by armorial banners, and including the delineation of relief by festoons of moutain ridges. Inland seas are represented by lines of waves; the Red Sea consists of an elongated blob of the same colour with a strip left blank to mark the passage of the Israelites. Islands are gilded on Dulcert's chart, and the nomenclature is in the vernacular. In addition to this common element in Catalan charts, certain decorative features enable the specialist to recognize the various workshops: for example, the Virgin and Child, Christ on the Cross, or Saint Christopher. The Majorcan production demonstrated both a great technical mastery of contemporary marine cartography and a delicate artistic sense; it is scarcely necessary to recall that the Catalan Atlas is rightly regarded as the masterpiece of Majorcan cartography. Occasionally works of art, these charts were also intended for scholars, and above all for merchants and navigators, in whose interests the cartographers kept themselves up to date with the most recent information gathered, as we have seen in the case of Dulcert, from navigators and fishermen who had sailed the African coasts of the Atlantic.

From the fourteenth century onwards, the Catalans, with their very small percentage of errors (about 1%) and their wealth of information, gained a lead over the Italians that the latter were unable to regain until the following century. Italian charts were often limited to the representation of the Mediterranean and its adjacent areas and were content to indicate the coasts; Carignano, the Medici Atlas of 1351 and Pizigano are examples of this. When they attempted a wider approach, they caught up with the Catalan model again, to the point of vying with it in quality. But the Tyrrhenian ports lost their initial superiority, handing over the lead to the products of Venice from the end of the fourteenth century. However two types of document continued to flourish in Italy: the traditional *portolano* and the *isolario*.

Passing by stages from Venice to Genoa and Messina, cartographic science spread naturally through the Greek islands and the Ottoman Empire and carried with it Portuguese influences. The name of Piri Re'is deserves a special place; the diversity of his linguistic skills and information blends Arab sources with Catalan, Venetian and Portuguese influences. Some two hundred plans and charts of the *Kitab-i-bahriye* (1525), now published, and the charts preserved at the Topkapi Sarayi museum show affinities to the work of Fra Mauro, the Catalan Atlas and a chart by Columbus (1498), now lost, of which the chart of Piri Re'is (1513) remains the only reminder.

Although some of their most remarkable charts date from the sixteenth century, the Mediterranean schools also produced interesting works in the seventeenth century, among which those of the Marseilles cartographers Olivia, Ambrosin, Roussin and Ollive deserve mention.

THE WESTERN SCHOOLS

The history of marine cartography is closely linked to the general world situation. Thus the torch was passed successively to those countries with access to the recently discovered ocean horizons: Spain, Portugal, France, England and Holland.

The contributions of Portuguese and Spanish cartography naturally led to an enrichment of the techniques that had originated in the Mediterranean from the teachings of nautical experience and from geographical data obtained on distant voyages. The formula dear to Duarte Pacheco Pereira, 'experience, mother of all things', is directly applicable here. Cartography became an official service, to which the kings in Portugal and Castile sought to attract foreign scholars. Jafuda Cresques, son of Abraham Cresques, the presumed author of the Catalan Atlas, possibly worked at Sagres with the Infante. Martin Behaim was invited by John II to Lisbon, where the *Casa da India* (as did the *Casa de Contractación* in Seville soon afterwards) gathered information that would be of use in the revision of the official prototypes of sea charts (*padrão real* and *padrón real*) and in the instruction in their use of pilots commissioned by the king. The direction of these offices was entrusted to cartographers of renown: in Lisbon, to Lopo Homem, 'cosmographer to the king (Manuel)', and to Pedro Reinel, 'master of navigational charts' to King John III. Cartographers passed easily from the service of one prince to another, as did for example the two Reinels, Pedro and his son Jorge, and Diogo Ribeiro. In Seville, the *piloto mayor* supervised the hydrographic bureau charged with attending to the making of charts and their authentication; this duty was performed by Amerigo Vespucci, Juan Díaz de Solís, Sebastian Cabot and Diogo Ribeiro, among others, and their names were a guarantee of quality.

Not least of the merits of the Iberian geographers was that of having recognized, thanks to their experience, the errors in plane charts, which did not take into account the curvature of the earth and the convergence of the meridians. Diogo Ribeiro was thus the first to correct the east-west axis of the Mediterranean.

It is in the years 1520 to 1525 that Portuguese cartography seems to achieve full mastery of its technique, for example in the admirable Miller Atlas and in a very beautiful chart by Pedro Reinel, preserved at the Topkapi Sarayi and considered by Marcel Destombes to be a 'vital document' in the history of the great discoveries and their cartographic representation. Indeed it is, for it depicts the knowledge of the world as it was at the time of Magellan.

The chief service performed by the Iberian cartographers – and especially the Portuguese – was thus to give an image of the recently discovered regions as geographically accurate and as scientifically exact as possible. State secrecy, even if it was official policy, was in any case poorly kept. In the years 1520 to 1550, Portuguese charts were a prize much coveted by corsairs. Governments in search of overseas opportunities, enlightened minds thirsting for knowledge, both sought to obtain charts and, even more, the services of cartographers and pilots. The Ottoman sultans were able to acquire charts, and some of the best. The Reinels were not the only ones to desert the banks of the Tagus. Venice attracted the exiled Lopo Homem and

Battista Agnese, who popularized Spanish prototypes there over a long period (1536-1564). Before the latter, in the first years of the century, the nautical planisphere (1504-1506) of the Genoese Nicolaus de Caverio had already been inspired by the Portuguese discoveries. Verrazano, on his second and third voyages (1526-1528), used Portuguese charts, and the English were not slow in employing them either. It is significant that Sebastian Cabot should have gone to Seville to practise his art: the Portuguese map was in favour and setting a standard.

Portuguese influence on the French cartographers of the sixteenth century is undeniable, without masking the originality apparent in the middle of the century in the Breton and Norman schools. Dieppe, where a learned Humanist circle flourished, made the Portuguese pilots very welcome, and a hydrographic school grew up there, where a priest from Arques, Pierre Deceliers, a mathematician and cartographer, gave pilots a scientific training. Norman cartography is very close to Portuguese in this respect. It preserves, however, the traditional features of the Ptolemaic influence and even – in the rich iconography of Le Testu – a recollection of the fables of antiquity.

Dieppe cartography followed the stages of discovery as closely as Portuguese cartography did, and sometimes overtook it in the originality of its delineations. Two examples bear witness to this; the first concerns America. Informed by the explorations of Giovanni da Verrazano and Jacques Cartier, the Dieppois gave more and more faithful representations of the northern regions. From being an archipelago, Newfoundland assumes its true insular identity, and there is no question of a hypothetical Northwest Passage. Likewise, the Brazilian coast is treated with an accuracy akin to that of the Portuguese, but enriched with individual and original information. The second example concerns the famous 'Java Major', sketched by Jean Rotz, and developed by his successors with features that seem to outline the coast of northern Australia. Norman cartographic production thus displays the fortunes of the maritime ambitions of France at the time of Francis I, Coligny, Henry IV and Richelieu. Apart from the Normans, we should not forget that Champlain became a cartographer and that, at the end of the reign of Louis XIII, Père Georges Fournier synthesized in his *Hydrographie* the nautical knowledge then current in France.

Commercial crossroads, centres of learning and focal points for the dissemination of news of discoveries exerted a decisive influence on the cartographic workshops. Perhaps the awakening of English cartography should be attributed to the period when a Frenchman from Dieppe, Jean Rotz, served under Henry VIII.

British cartography did not confine itself to national geography alone; it widened its horizons to include the high seas and the flowering of maritime expansion. In cartographic history this initiative is symbolized by the exceptional work of Richard Hakluyt. With his encyclopædic knowledge he could not restrict himself to the compilation of a particularly rich assortment of travel tales, but also produced many maps.

Around 1590, in response to demand from seafarers, London cartographers installed their workshops on the banks of the Thames near the Tower and, in order to obtain a legal status, affiliated themselves to the powerful Drapers' Company. This was the origin of the Thames school of cartography, which was destined to develop individual characteristics during the seventeenth century.

Highly decorative Portuguese chart by Bastion Lopez



Section of a Catalan chart prepared for Charles V of France and attributed to Abraham de Gresques, 1375



Chart of the Mediterranean from the famous Catalan Atlas, 'the masterpiece of Majorcan cartography'

Certain features of English cartography emerge: a close relationship with maritime discovery in the period around 1600, and a fundamentally practical nature. This is also displayed in other English charts of the beginning of the seventeenth century: those by Henry Hudson (1612), John Smith (1614), Samuel Purchas (1625), John Mason (1635) and Thomas James (1631), who concentrated on North America and the Northwest Passage, while Gabriel Tatton and Wright extended their cartographic horizons towards South America and the Pacific (1600).

Thus, around 1630, English cartography held an honourable position among its emulators and occasional rivals on the Continent, in particular the Dutch, whose cartography was then in full flower.

On the Continent the leading role in cartography recently played by the Dieppe school in France had passed first to Antwerp and then on to Amsterdam, in a way comparable to the activity displayed not long before by Seville and Lisbon. Antwerp, thanks to Christopher Plantin a centre of printing, copied and redistributed portolan charts of any origin. The king of Spain supported this drive, which benefited from the bounty of international patrons: merchants, ship-owners, bankers and scholars. It was in Antwerp in 1559 that Andreas Homem signed the largest Portuguese planisphere of the age.

THE PORTOLAN CHART AND ITS PUBLIC

From its beginnings around 1300 until the Age of Enlightenment, the geographical revolution brought about by the invention of the portolan chart continued to bear fruit, producing a growth and diversification in cartographic production and a widening of its clientele, which was in itself a civilising influence, as important in the social and intellectual spheres as in the technical domain.

The era of great maritime discoveries, together with the spread of printing, led to a change of direction in the creation of portolan chart. From the fourteenth century, the portolan chart, like the manuscript book, had a dual purpose as an item of daily use and as a luxury product, both of them expensive, although not to the same degree. Of the former, naturally intended for navigators, few examples remain; but these are recognizable by the courses plotted on them, by the annotations, resembling commentaries, and by their contorted shape from having been rolled up. The obligation imposed on all Aragonese Ships' masters in the middle of the fourteenth century to have two charts on board implies that charts for current use were available, although this could hardly be called mass production: cartographers everywhere seem to have worked to order, until the end of the sixteenth century.

Orders for working copies of charts came from business circles as well as from navigators; charts appear in merchants' stock lists and in their correspondence. Thus, in 1400, Simon d'Andrea Bellandi, factor to the great Tuscan merchant Francesco di Marco Datini, ordered four mappæ mundi from a Genoese *mestre de cartes de navegar*, Francesco Becha or Becaria in

Barcelona. The contract listed the nature of the illustrations for the charts: 165 people and animals, 25 ships, 100 fish, 140 trees and – a detail typical of Catalan cartography – 340 banners of cities and castles. This example displays an enduring feature of cartographic work, the way it adapts itself to demand by marrying luxury and utilitarian production. Logically, in both cases, an identical outline is drawn by the geographer, then the illuminator in charge of decoration intervenes: this was the same method used in the production of manuscripts.

For a long time the major market in sea charts belonged to the states of the crown of Aragon, from Barcelona and Palma to Messina. It then passed to the cities of the Italian peninsula, which retained this role until the middle of the sixteenth century, when market conditions altered and the leadership passed to France and Holland. Printing arrived at an opportune time for sea charts, as it had in every other sphere, providing a more numerous public of sailors and scholars with less expensive charts than the carefully illuminated portolan charts. Printing did not yet lend itself to colour reproduction; printed cartography therefore parallels developments in engraving.

EXCHANGE VISITS FOR YOUNG PEOPLE

Eva Wajntraub, IMCoS Representative for Israel, suggests arranging exchange visits internationally between the children (teenagers and others) of Society members. She mentions that her experience shows such visits to be mutually rewarding and that the young people involved may be the collectors of the future. She adds that travel for them is relatively inexpensive, taking into account, many of the benefits available to holders of student cards.

Any member wishing to develop this interesting idea should write to Eva initially. 4 Brenner Street, Jerusalem, Israel.

Membership Application Form

Name: .....

Address: .....

.....

Telephone No: .....

Particular interests: .....

.....

I am a Collector/Dealer/Librarian/Academic/Other .....

.....

I would be willing to help in the affairs of the Society/take office ☐

I would be willing to contribute occasional news items or articles to the Journal ☐

Subscriptions

Registration Fee ..... £2 (to cover initial administration)

Annual Membership £12

Three Year Membership £30

Annual Junior Membership (under 21 or full time student) £5

Public Body or Institutional Annual Membership .... £16 (will receive 3 copies of every issue of the Journal)

Life Membership ..... £150 (from 1 January 1985) £200

REMITTANCE ENCLOSED TOTAL .....

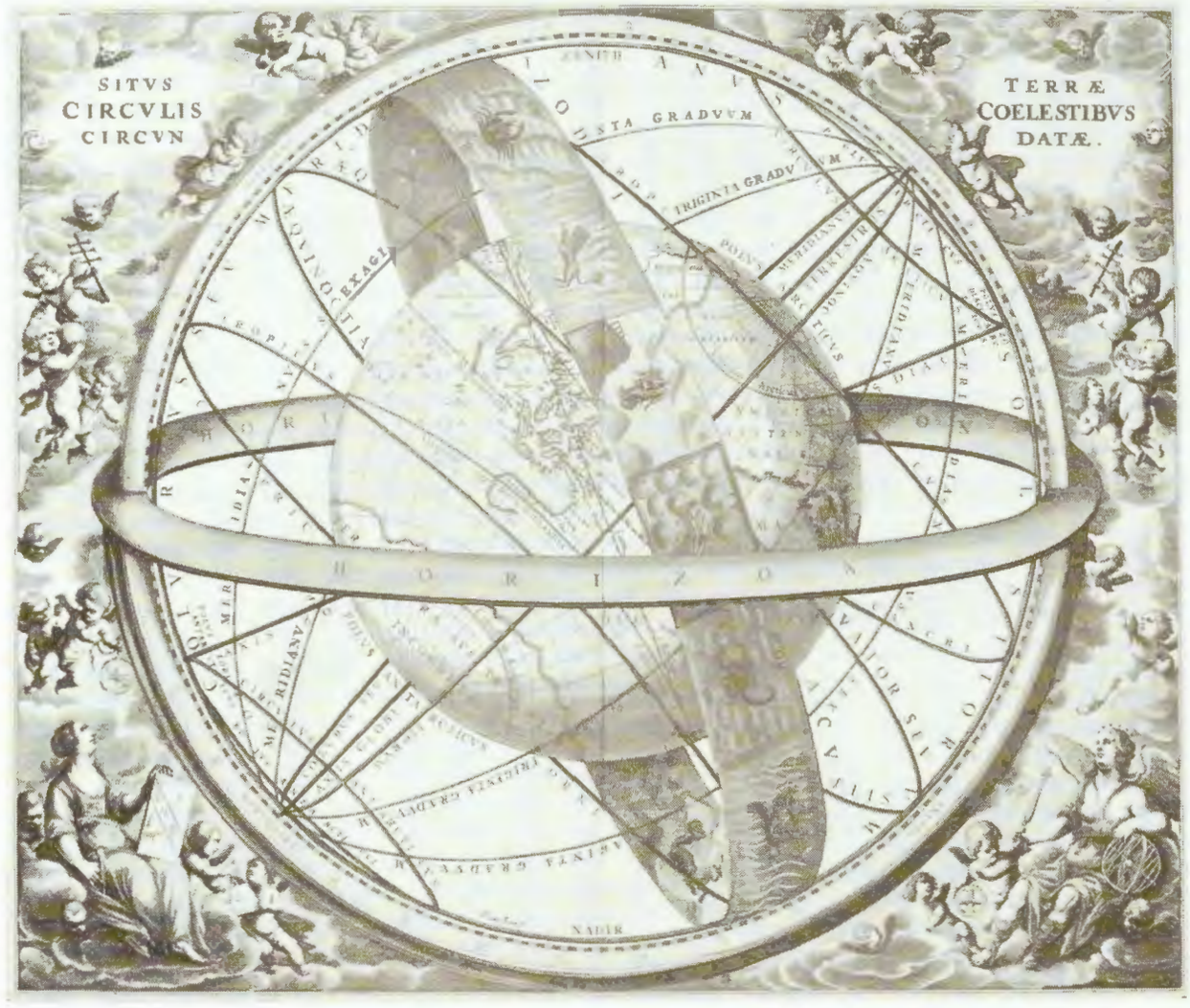
On receipt we will forward to you:- 1. Membership Card; 2. Latest Journal; 3. Up to date information.

Payment: Cheques make payable to IMCoS. Payment in £ Sterling. For payment in other currencies add equivalent of £2 to cover exchange costs.

POST TO:– MEMBERSHIP SECRETARY, IMCoS 83 MARYLEBONE HIGH STREET LONDON W1M 4AL

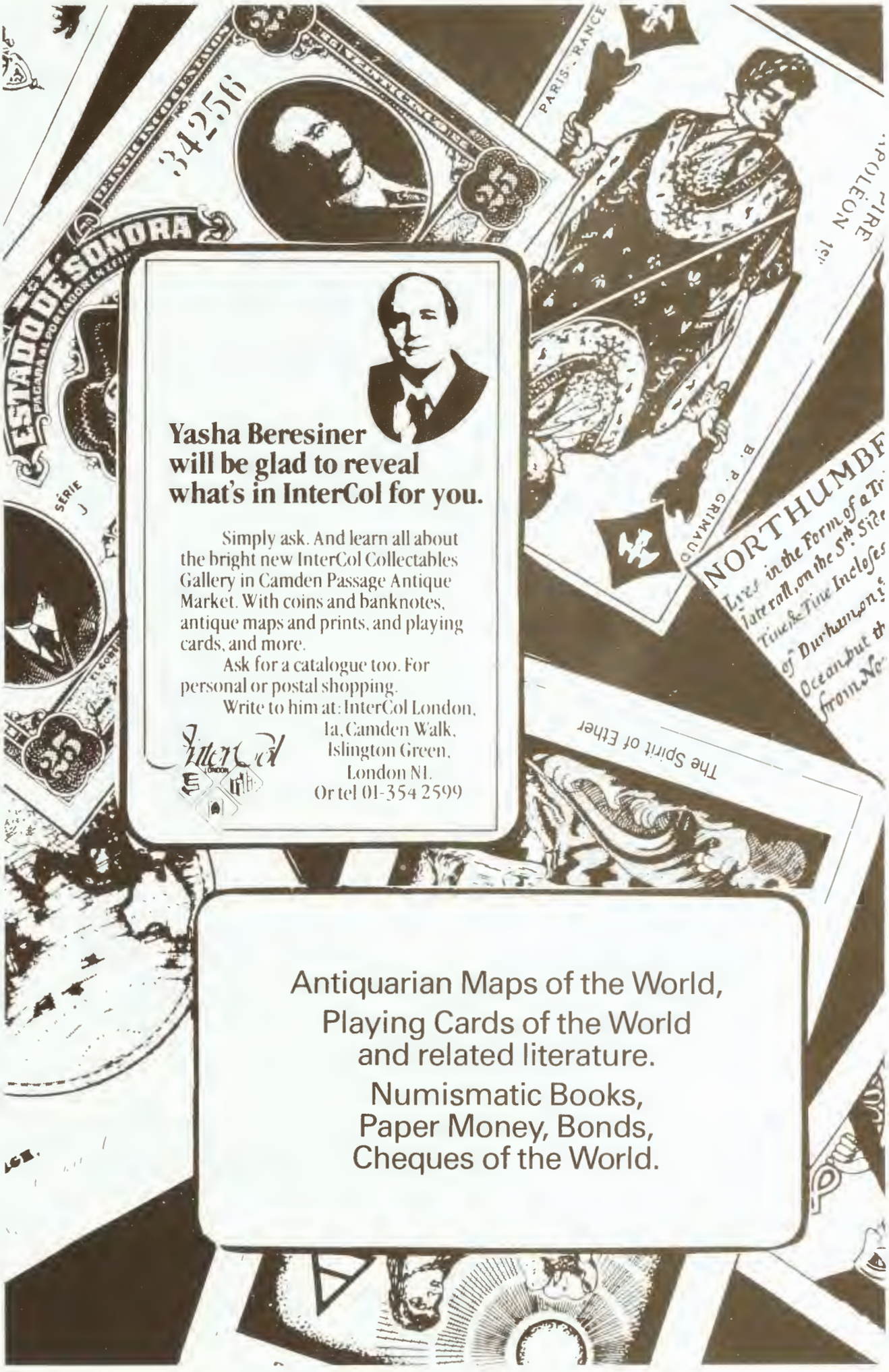
O'SHEA GALLERY

Specialist Dealers in 15th to 19th Century Maps;
Topographical, Decorative, Natural History,
Sporting and Marine Prints;
Rare Atlases and Illustrated Books;
Framing and Restoration.



ANDREAS CELLARIUS: 'Situs Terrae Circulis
Coelestibus Circundatae'
Celestial chart, published by Schenk & Valk in Amsterdam, 1708.

89 Lower Sloane Street
Belgravia, London SW1W 8DA. Tel: 01 730 0081



Yasha Beresiner will be glad to reveal what's in InterCol for you.

Simply ask. And learn all about the bright new InterCol Collectables Gallery in Camden Passage Antique Market. With coins and banknotes, antique maps and prints, and playing cards, and more.

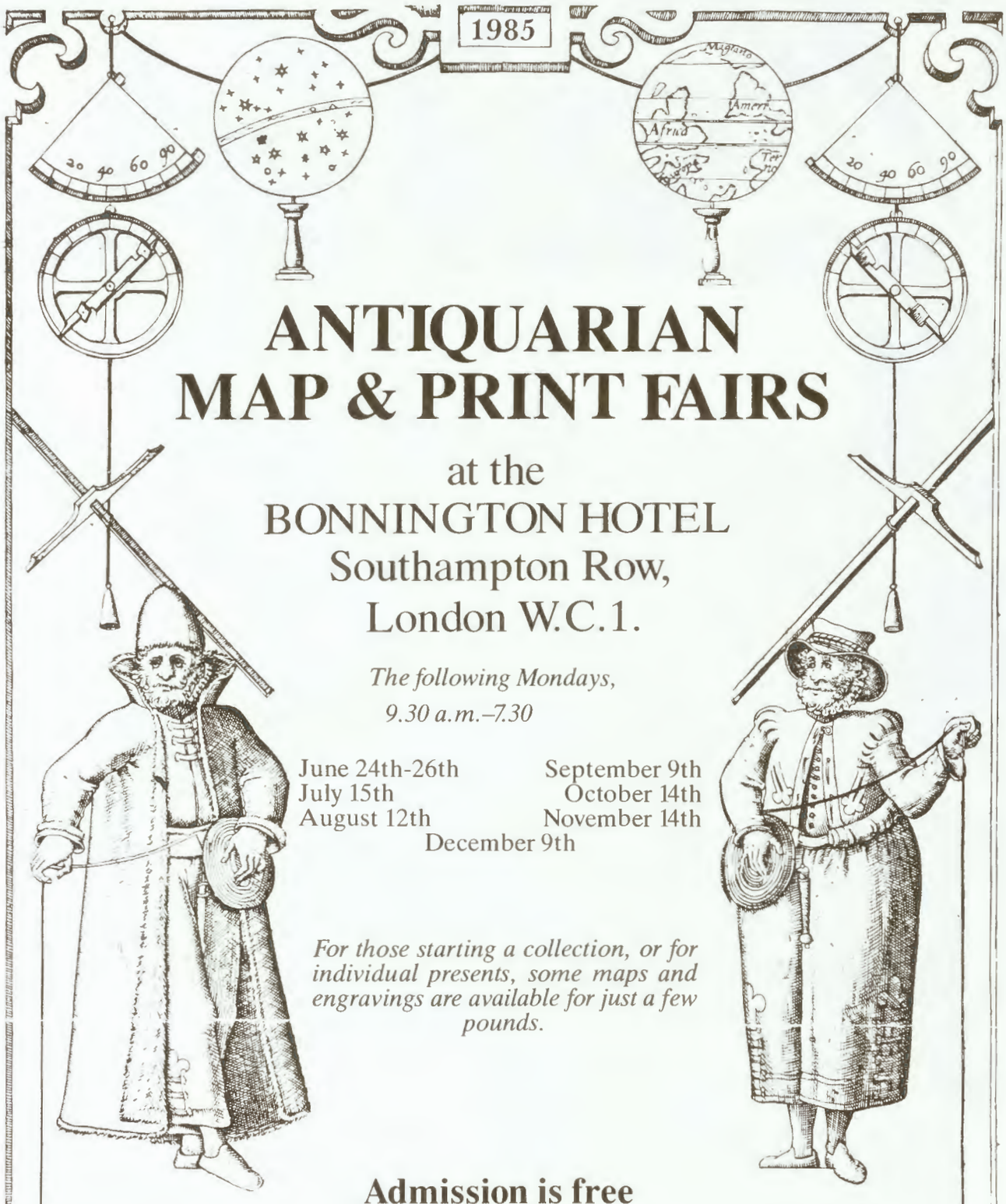
Ask for a catalogue too. For personal or postal shopping.

Write to him at: InterCol London, 1a, Camden Walk, Islington Green, London N1. Or tel 01-354 2599

InterCol LONDON

Antiquarian Maps of the World,
Playing Cards of the World
and related literature.

Numismatic Books,
Paper Money, Bonds,
Cheques of the World.



ANTIQUARIAN MAP & PRINT FAIRS

at the
BONNINGTON HOTEL
Southampton Row,
London W.C.1.

The following Mondays,
9.30 a.m.–7.30

June 24th-26th
July 15th
August 12th
September 9th
October 14th
November 14th
December 9th

For those starting a collection, or for individual presents, some maps and engravings are available for just a few pounds.

Admission is free

Map and print-sellers of national and international repute exhibit for sale a wide selection of fine-quality items from the 14th to 20th centuries at the monthly fair in the Bonnington Hotel, near Russell Square.

Paul Nicholas,
"Raffles", Bath Road,
Woolhampton, Berks.
Tel: (0734) 713745

Roger Mason,
86A Banbury Road,
Oxford.
Tel: (0865) 59380.

JOHN SCOPAZZI
Fine & Rare Books

Antique Maps
Relating to Many Parts
of the World

278 Post Street, Suite 305·Union Square
San Francisco, California 94108
Telephone: 415-362-5708

ANTIQUARIAN MAP AND PRINT FAIRS

at the

BONNINGTON HOTEL

Southampton Row, London W.C.1.
Map and print-sellers
of national and international repute
exhibit for sale a wide selection of
items from five centuries.

Monday 24th – Wednesday 26th June
9.30am – 7.30pm

Admission free; browsers welcome

Edna Whiteson Ltd.

Bookshop,
343 Bowes Road,
London, N.11.
MAPS: PRINTS & BOOKS:
Covering all subjects:
all Countries – from early
1600's to mid 1800's.

Open daily 10am to 5pm.
Closed Wednesday.

Also at – **Dolphin Arcade,**
157 Portobello Road,
London W2
MAPS & PRINTS ONLY: Open
SATURDAYS: 10am to 2.30pm.

NORTHWOOD MAPS LIMITED

71 Nightingale Road
Rickmansworth
Herts

0923-772258

Catalogues issued twice a year or ring Peter Shires/Toby Sparks with your requirements.

J.A.L.FRANKS LTD.,

7, New Oxford St.,
London WC1A 1BA
Tel 01-405-0274

Worldwide maps from the Sixteenth to the Nineteenth Centuries. Lists published; enquiries welcomed.

The Antique Map And Old Print Gallery

J. ALAN HULME
54 Lower Bridge Street, Chester
Tel: 0244- 44006 (daytime) 0244-336472 (evenings)

Search service available for home and overseas customers.

Access, VISA, American Express cards accepted.



Maps from 16th to 19th century in stock.

Call or write giving details of your requirements.

Mrs. D. M. Green

BRITISH COUNTY MAP SPECIALIST

LARGE STOCKS – WIDE RANGE

Postal or By Appointment

7 Tower Grove, Weybridge, Surrey KT13 9LX.

Tel: 0932 241105

WARWICK LEADLAY

MAPS GALLERY PRINTS



ANTIQUARIAN MAPS, PRINTS, ILLUSTRATED BOOKS

EXPERT COLOURING, MOUNTING AND FRAMING SERVICE

SELECTION LISTS ISSUED

OPEN 7 DAYS A WEEK

5 NELSON ROAD, GREENWICH, LONDON. SE10 9JB

01-858 0317

01-852 7484 (Evenings)

NIGEL GARWOOD & CO.

58 Main Street, Hartford, Huntingdon PE18 7XZ

Telephone (0480) 5488

A selection of

MAPS and DECORATIVE & TOPOGRAPHICAL PRINTS

at trade prices

Exhibiting at the PBFA Hotel Russell BOOKFAIR, London, Russell Square from June 24th to 26th, 1985 Stand 8

The Witch Ball

Antiquarian Print & Map Shop

48 MEETING HOUSE LANE,
BRIGHTON, BN1 1HB
SUSSEX, ENGLAND
Telephone: (0273) 26618

Specialists in Marine, Sporting and Topographical Engravings,
Caricatures and Maps

Reiss & Auvermann

ZUM TALBLICK 2 ● D-6246 GLASHÜTTEN 1 ● WEST GERMANY

RARE ATLASES AND MAPS
ILLUSTRATED BOOKS

TWO AUCTION SALES
PER ANNUM

Please write for our detailed catalogues Offers are welcome

We are interested
in purchasing old

MAPS & VIEWS
of
JERUSALEM &
THE HOLY LAND

Please send offers to:

THE COLLECTOR
P.O.B. 4075,
Chopin St. Post Office
Jerusalem 91040
ISRAEL
Tel: (02) 533-890

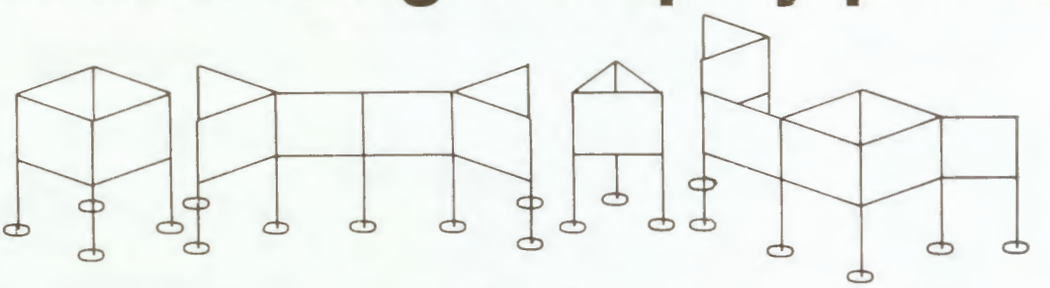
Paul Orssich

Poplars Farm
Crouch Lane
Winkfield
WINDSOR
Berks. SL4 4TL
England
Tel: 0344-88 42 69

Rare Books, Maps & Prints
Catalogue Spanish Books & Maps
available now.
Enquiries welcome.

EXHIBITION STAND HIRE

From a single display panel



.... To a complete exhibition

TOWER DISPLAY HIRE

TOWER DISPLAY LTD
REFLECTION HOUSE
CHESHIRE STREET
LONDON E2 6EJ
TEL: 01-729 8080

Jo Ann and Richard

CASTEN

Antique Maps, Atlases and Books

RR 2 Little Bay Road Wading River,

New York 11792 U.S.A.

516/929-6820

Subscribe to

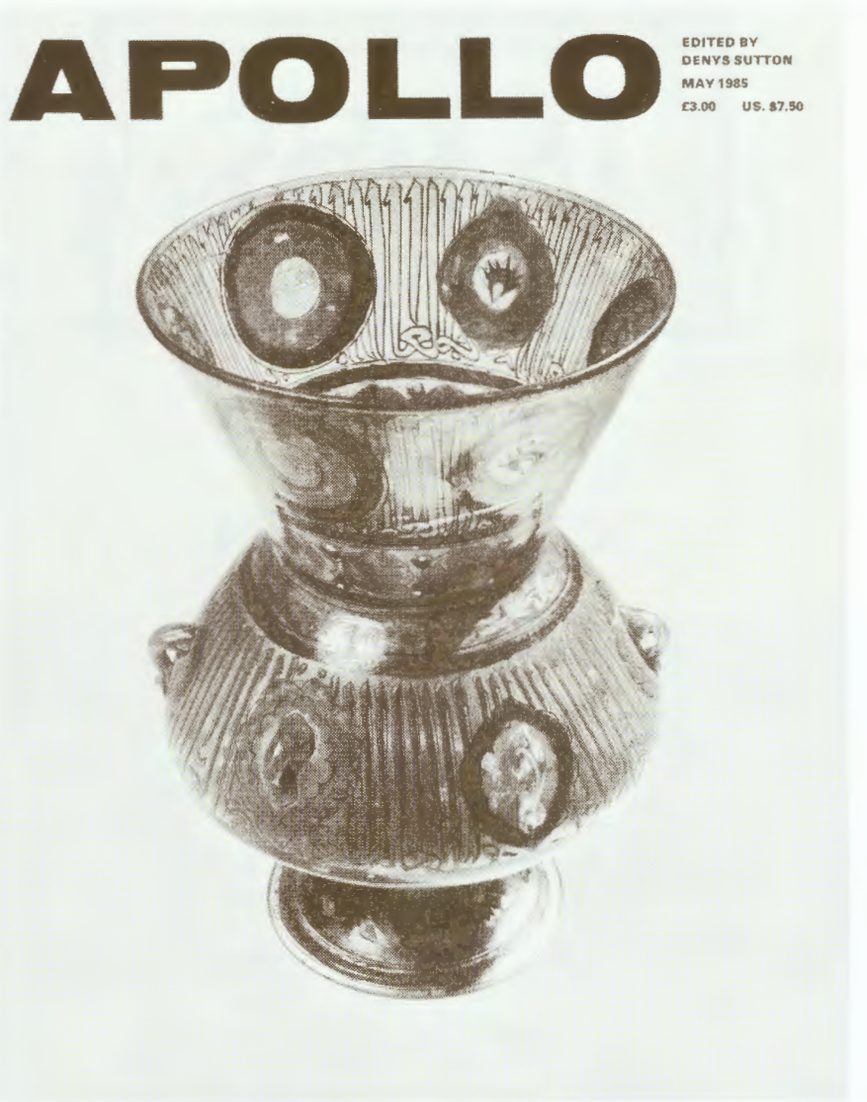
THE MAP COLLECTOR



The world's leading journal for lovers of early maps

- **Articles**
- **News**
- **Book Reviews**
- **Auction Reports**
- **Advertisements**

Published quarterly.
For details write to: –
Map Collector Publications (1982) Ltd., 48 High Street, Tring, Hertfordshire HP23 5BH, England. Telephone: Tring (044 282) 4977



Apollo

The International Magazine of Art and Antiques

Completely devoted to art and antiques, gives pleasure to lovers and collectors of works of art and fine craftsmanship throughout the world.

Informed and lavishly illustrated articles on subjects close to the hearts of collectors and cognoscenti, have created an appreciative and responsive readership by whom **Apollo** is read, re-read and treasured.

Obtainable from: **Apollo, 22, Davies Street, London W1Y 1LH**
Telephone 01-629 3061

Annual subscription (12 issues): UK £42·00; overseas £46·00;
USA (air speeded) $88·00; single copies, including postage, £4·00 direct from publishers.

IM@S

with
CHARTARUM
AMICI

1985
FINLAND
SYMPOSIUM

and visit to the Nordenskiöld Collection

HELSINKI
Thursday to Monday
26 to 30 September

Further details, including reduced rate flight and hotel package from London:

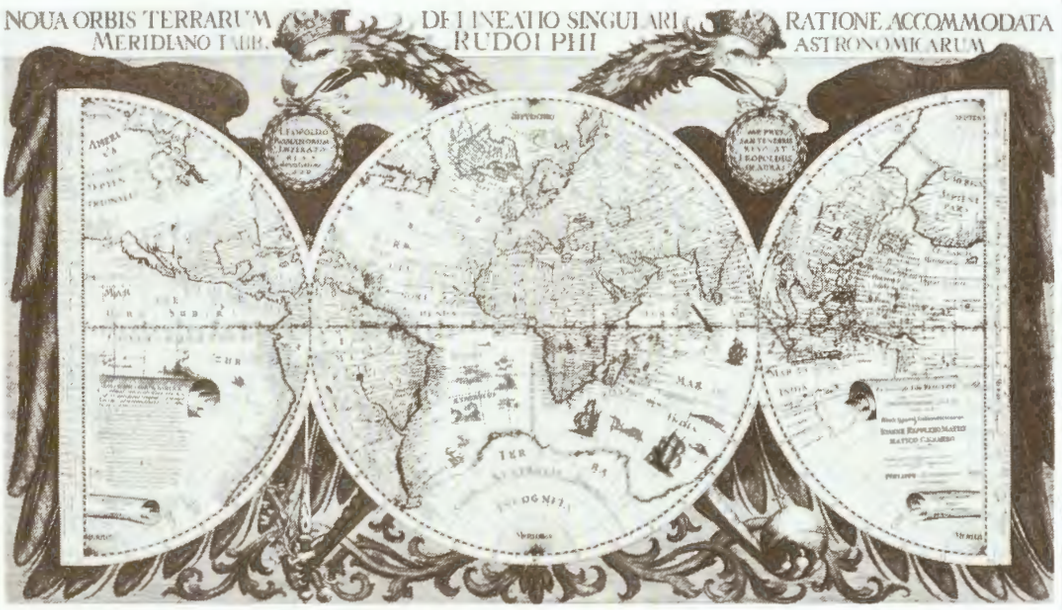
Alan Bartlett
"St. Raphael",
2(b) Fontmell Park,
Ashford, Middlesex,
SW15 2NW. U.K.
(Tel: (0)7842-57391)

Further details, registration and hotel bookings if not travelling from London:

Aarno Piltz,
Chairman, Chartarum Amici,
Muorviyhdistrjs R.Y.,
Mariankatu 26B,
SF-00170 Helsinki 17
FINLAND.
(Tel: 9.00 to 16.00: 90-179338 or 661751)

TOOLEY ADAMS & CO. LTD

ANTIQUARIAN MAPS AND ATLASES



The famous "Eckebrecht Map" published in Nuremberg from 1658 onwards

We stock a wide range of interesting maps, prints and carto-bibliographies.
Individual lists are available on request.

83 Marylebone High Street, London W1M 4AL
Telephone 01-486 9052
after 6pm: 01-385 3271 or 0491 34543

INTERNATIONAL MAP COLLECTORS SOCIETY
1985 ANNUAL SYMPOSIUM
SATURDAY 22 JUNE 1985
PROGRAMME OF EVENTS

MORNING

10-45 for 11.00 REGISTRATION

11-00 INTRODUCTION
IMCoS Symposium Chairman:
Valerie Scott, Editor, The Map Collector.

WELCOME, DETAILS OF LECTURE SESSIONS AND PRIVATE VIEWING.
Christopher Terrell, Curator, Hydrography, National Maritime Museum.

11-15 THE ANATOMY OF A SEA CHART
An examination of the historical development of the chart, studying those elements that make it distinctive: scale and direction, seamarks and soundings, views and vigias. The chart as the principal tool of the navigator – how it was made and how it was used.
Christopher Terrell

12-00 THE ERA OF THE "BLUEBACK"
The story of the privately published charts of the 19th century, their exceptional features and how they developed as the sea-atlas waned.
Susanna Fisher, Specialist Chart Dealer.

12-30 to 2-00 LUNCH & FREE TIME
Symposium participants are free to make their own arrangements for lunch. A wide variety of cafés, restaurants and public houses are within easy walking distance. Participants may also wish to visit other parts of the Museum and Greenwich Park.

AFTERNOON

2-00 THE MUSEUM'S COLLECTIONS
The history and scope of the Museum's outstanding collections of charts, plans, maps and globes, ranging from the fifteenth century to the present day.

Jenny Wetton, Deputy Curator, Hydrography, The National Maritime Museum.

2-30 TEA will be served.

2-45 PRIVATE VIEWING
Participants will be conducted to a privileged "behind the scenes" viewing of exceptional exhibits specially selected from the Museum's collections.

3-45 to 4-15 The Symposium will conclude. Participants may disperse to further Museum visits if they wish. During this time the Speakers will be available to talk informally with participants.

NOTES ON SPEAKERS

VALERIE SCOTT is Editor of the international journal *The Map Collector* and was involved in the production of the very first issue in 1977. She is co-author of two works on county maps and histories : Berkshire and Buckinghamshire, both published in 1984. She trained as a journalist and worked for various newspapers and periodicals before starting *The Map Collector*. She is the holder of the 1983 IMCoS/TOOLEY award.

CHRISTOPHER TERRELL retired from the Royal Navy in 1969 after 23 years service, six of which were spent hydrographic surveying. He then read for a B.A. in Architecture at Liverpool University. After graduating in 1973, he joined the Navigation Department of the National Maritime Museum in a new post as Curator in charge of the hydrographic collections. His main interests lie in 18th century hydrography and the history of maritime surveying practice. He is a keen cruising yachtsman and thus a regular chart user.

SUSANNA FISHER read History at London University before joining the staff of the National Maritime Museum. She worked first in the Department of Manuscripts and subsequently as Assistant Keeper in the Department of Navigation and Astronomy, which was responsible for the Museum's collections of charts and globes. She left the Museum on marrying and moved away from London. In 1971 she started her own business as a specialist dealer in charts and sailing directions, becoming well known for her informative catalogues. She was a speaker at the very first IMCoS Annual Symposium and speaks on charts at various meetings, both in the UK and the USA. She is particularly interested in charts as the practical tools of navigators and in relation to the art of navigation as a whole. She has navigated small boats herself for many years and is thus also a user of charts.

JENNY WETTON read Ancient History and Archaeology at Birmingham University, and joined the Hydrographic Section of the National Maritime Museum in 1983. She is now Deputy Curator and has been particularly responsible for the indexing and listing of the vast number of charts in the Museum's sea atlases in preparation for computerisation.

THE NATIONAL MARITIME MUSEUM AND ITS COLLECTIONS

The Museum is the largest and most complex maritime museum in the world and is housed in the outstanding group of buildings in Greenwich Park, centred around Inigo Jones' exquisite Queen's House. It also embraces the Old Royal Observatory, founded in 1675 with its original buildings, going back to Wren's Flamsteed House, named after the first Astronomer Royal, and linked for all time with the Greenwich Meridian.

The Museum has extensive and unique collections; 75,000 paintings, prints and drawings; 2,500 ship models: 3,600 navigation instruments; 40,000 charts; 500,000 ships' plans and 500,000 historic photographs as well as actual craft, including rare State Barges, uniforms (including Nelson's Trafalgar uniform), swords, medals, and personal possessions. Historic timekeepers include Harrison's chronometers. Telescopes include the 28-inch refractor, housed in the "onion dome" near the Greenwich Meridian. The Polar Gallery contains Franklin relics. Replicas of Bronze Age and 9th century boats (the originals are in the Museum's care) and gilded, exquisitely carved 17th century warship models, which were shown to Charles II's Navy Board, are among the exhibits.

The bulk of the Museum's superb collection of maps and charts was assembled between 1930 and 1939, largely as a result of the munificence of the late Sir James Caird. They include not only the sea charts in sheet and atlas form, but also a very important collection of general atlases including, for example, many different editions of Ptolemy's Cosmographia or Geographia, and several sets of Blaeu's celebrated Atlas Major.

TO GREENWICH FROM CHARING CROSS PIER

The pier is on the River Thames with access from the Victoria Embankment exactly opposite the Embankment Underground Station. Embarkation is at 9-15 with departure at 9-30 *prompt.*

The cruise to Greenwich will be on board a modern Catamaran riverboat, with upper and lower saloons, as well as open deck. There will be a running commentary on all the sights of interest on the way down river. The trip will be at a comfortable pace, morning coffee will be served, and a cash bar will be available: all aimed at providing a pleasant prelude to the Symposium at the National Maritime Museum.

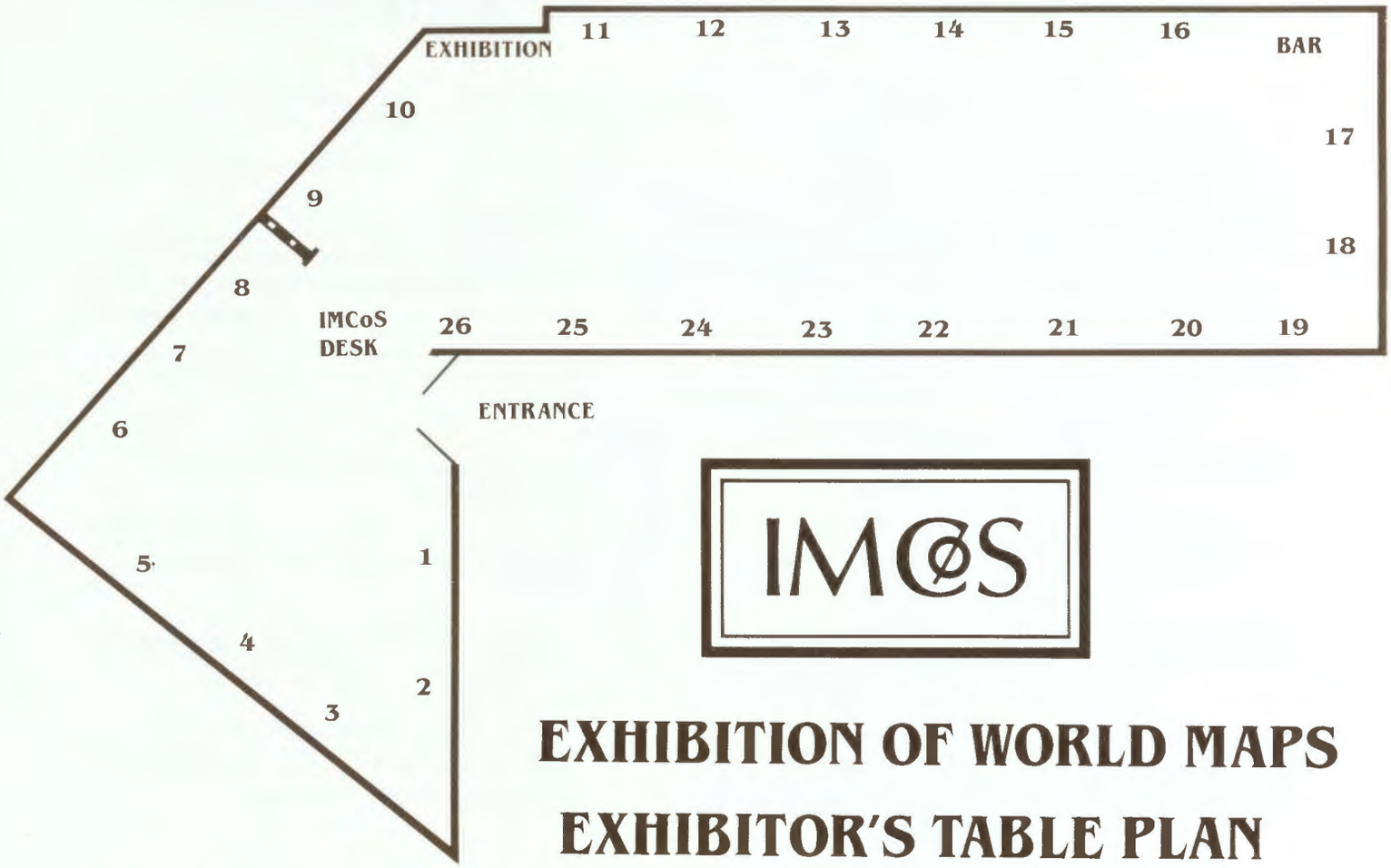
AT GREENWICH

Disembarkation will be at about 10-30, near the Cutty Sark, from where it is a short walk to the Museum.

RETURN TO LONDON

There is a train service from nearby Maze Hill station to Charing Cross, every half hour, with a journey time of about 20 minutes.





IMCoS

EXHIBITION OF WORLD MAPS
EXHIBITOR'S TABLE PLAN

Stand No.	Name of Exhibitor
1.	Ash Rare Books
2.	David Bannister
3.	Mrs D. M. Green
4.	Susanna Fisher
5.	JoAnn and Richard Casten
6.	Thomas Suarez Esotericartographicum
7.	Jonathan Potter
8.	Ivan R. Deverall
9.	PJD/Grafik
10.	Map Collector
11.	D. K. Barnes
12.	Tooley Adams Ltd
13.	J. A. L. Franks Ltd
14.	Intercol.
15.	Paul Orssich
16.	Waterloo Fine Arts
17.	Speculum Orbis Terrarum/Nicolas
18.	Brendan Moss/Leycester Map Galleries
19.	Bernard Shapero
20.	Edna Whiteson Ltd
21.	Gotz R Schmidt
22.	Baynton-Williams
23.	Nicola Thomson
24.	Avril Noble
25.	Clive A. Burden
26.	Mercunius

ALPHABETICAL LIST OF EXHIBITORS

Name & Stand No.		Address & Tel. No.	Speciality
Ash Rare Books	**1**	25 Royal Exchange, Threadneedle St, London, EC3V 3LP Tel: 01-626 2665	Antique maps and prints of all parts of world, antiquarian and rare books, 1st Editions, etc.
David Bannister	**2**	26 Kings Road, Cheltenham, GL52 6BG Tel: 0242 514287	Early maps and Atlases of all parts of the World.
Dudley K. Barnes	**11**	57 Rue de Rennes, Paris 6eme, France	Maps, globes and atlases, cartographical curiosities, etc.
Baynton Williams	**22**	Maltravers House, 49 Maltravers Street, Arundel, West Sussex BN 18 9BQ	Old Maps, Atlases, Prints and illustrated books.
Clive A. Burden	**25**	46 Talbot Road, Rickmansworth, Herts. WD3 1HE Tel: 0923 778097	Specialist supplier of maps, topographical prints, natural history to the trade throughout the world. Owners of VANITY FAIR Collection.
Jo Ann and Richard Casten	**5**	Little Bay Road, Wading River, New York, N.Y. 11792 U.S.A. Tel: 516 929-6820	Antique maps, atlases, 15th-18th Century, esp. world, America, Holy Land.
Ivan R. Deverall	**8**	'Duval House,' The Glen, Cambridge Way, Uckfield, Sussex TN22 2AA Tel: 0825 2474	Professional colouring of maps and prints, also map catalogues issued. Send SAE.
Susanna Fisher	**4**	Spencer, Upham, Southampton, SO3 1JD Tel: 048 96 291	Specialist in navagatorial charts and sailing directions. Worldwide postal business, by catalogue and postal quotation.
J. A. L. Franks Ltd	**13**	7 New Oxford Street, London, WC1A 1BA Tel: 01-405 0274	Maps of most areas and most periods, but, with an emphasis on Smaller, Earlier Maps, and Celestial Charts.
Mrs D. M. Green	**3**	7 Tower Grove, Weybridge, Surrey KT13 9LX Tel: 0932 241105	Wide range of British County Maps, Road Maps, and Town Plans always in stock. Searches conducted for Collectors special wants.
InterCol London	**14**	1A Camden Walk, Islington Green, London N1 8DY Tel: 01-354 2599	Maps of world esp. British counties, also cartographical and other playing cards and literature, also old paper money specialists and related books.
Leycester Map Galleries Ltd	**18**	Tony Forster, Well House, Arnesby, Leicester, LE8 3WL Tel: 053 758 462	Antique maps and atlases of all parts of the World.
The Map Collector	**10**	'The Map Collector' 48 High Street, Tring, Herts. WD3 5DB Tel: 044 282 4977	'The Map Collector' is a quarterly journal for all collectors and lovers of early maps. We also publish, and sell, books on the history of Cartography.

ALPHABETICAL LIST OF EXHIBITORS

Name & Stand No.		Address & Tel. No.	Speciality
Merc Book International Ltd	**26**	North Gate House Plough Road, Great Bentley, Colchester, Essex. Tel: 0206 250714	Publishers of limited edition portfolios, each containing 12 high quality facsimiles of rare, decorative maps. Current editions are The East & West Coasts of America, in production Great Britain & Australisia.
Brendan Moss	**18**	5637 Wallace Street, Vancouver, Canada V6H 2AI Tel: 261 7108	Antique map and print dealers with Ortelius, Blaeu, Speed maps and atlases, etc.
Nicolas	**17**	57 FallowCourt Avenue, N12 0BE Tel: 01-445 9835	Specialities, Central and Eastern Mediterranean espec. Greece, Cyprus and Malta. Business by appointment.
Avril Noble	**24**	2 Southampton Street, Covent Garden, London WC2B 7HA Tel: 240 1970	Gallery in Covent Garden, off the Strand, 5 minutes Trafalgar Square. Large stock – Maps and Engravings – all parts of the world. Mon-Sat 10am–6pm.
Paul Orssich	**15**	Poplars Farm, Winkfield, Windsor, Berks. SL4 4TL Tel: 0344 884269	Specialities: Spanish Books, Maps & Prints, Maps of S.E. Asia.
PJD/Grafik	**9**	PJD/Grafik 126 Lane End Road, High Wycombe, Bucks. Tel: 0494 35271	A professional service in design, phototypesetting and printing, specialising in catalogue, leaflet and bookwork. Origination service to the USA and Europe.
Jonathan Potter Ltd	**7**	1 Grafton Street, London W1X 3LB Tel: 01-491 3520	London's leading specialist map dealer with extensive stock of maps and reference books on the history of cartography, also atlases and globes. A.B.A. B.A.D.A.
Gotz-R. Schmidt	**21**	Antiquariat, Nernststr. 16, 2800 Bremen 33. Tel: 0421/25 62 42	Antique maps, atlases, prints.
Bernard Shapero	**19**	58 Davies Street, London, W1 Tel: 493-0876	Antique maps, atlases and travel books.
Speculum Orbis Terrarum	**17**	P.O. Box 380, 1000 A.J. Amsterdam The Netherlands	Robert Potman sells Maps & views of all parts of the World.
Thomas Suarez Rare Maps	**6**	2142 Broadway, New York, N.Y. 10023, U.S.A. Tel: 212 877 7468	We specialize in fine, early maps of the World and America. At present we have also acquired a large collection of maps of Asia.
Nicola Thomson	**23**	P.O. Box 122, London, SW16 1QX. Tel: 01-677 1028	Wide range of 15th-19th C. maps covering all parts of the World.
Tooley Adams & Co Ltd	**12**	83 Marylebone High Street, London W1M 4AL. Tel: 01-486 9052	Antiquarian Atlases, Maps and Prints, Carto-Bibliographies. A.B.A.
Waterloo Fine Arts Ltd	**16**	40 Bloomsbury Way, London WC1. Tel: 01-405 9662	West Indies, Americas, Worldwide, Free stock lists available.
Edna Whiteson Ltd	**20**	343 Bowes Road, London N11. Tel: 361 1105	Shop and Portobello Road locations; Maps, Prints and Books covering all countries. Catalogues occasionally.

THE ART OF MAP-MAKING

Travelling Exhibition of
Dutch Cartography from the Middle Ages
to the Industrial Revolution
(Sponsored by the Consulate General of the Netherlands)

THE NEWBERRY LIBRARY, CHICAGO
June 15th-July 15th 1985
and
THE JAMES FORD BELL LIBRARY,
UNIVERSITY OF MINNESOTA
August 19th-September 27th 1985

Contact Stephen Luck for further details.

CATALOGUES RECEIVED

LIBRERIA ANTIGUARIA CATEDRAL Carrer Mercria No. 20 Tarragona, Spain Cat No 14 12pp, some illustrations

LIBRERIA GOZZINI Via Ricasoli 49. 50122 Firenze Italy Cat No. 53 General Book catalogue 1022 items.

INGOL MAPS AND PRINTS Cantsfield House, 206 Tag Lane, Ingol Preston Lancs Tel: (0772) 724769. Antiquarian Books, Maps and Prints 85/1. 24pp. 5 illustrations and multiple entries.

LOUIS MOORTHAMERS Rue Lesbroussat Straat 124, 1050 Brussels Belgium Sale catalogues for 9 March 1985

REISS & AUVERMANN Zum Talbick 2, 6246 Glashutten im Taunus West Germany Sale catalogue, Books and Decorative maps. No. 32 16-20 April.

All catalogues received will be included or reviewed and after, added to the IMCoS Library for use by members.

TWO LOST WALL MAPS OF ROBERT MORDEN

I should like to bring to readers' notice the existence of two rare (and perhaps unique) British wall maps which I unearthed in the Bibliothèque Nationale a year or so ago.

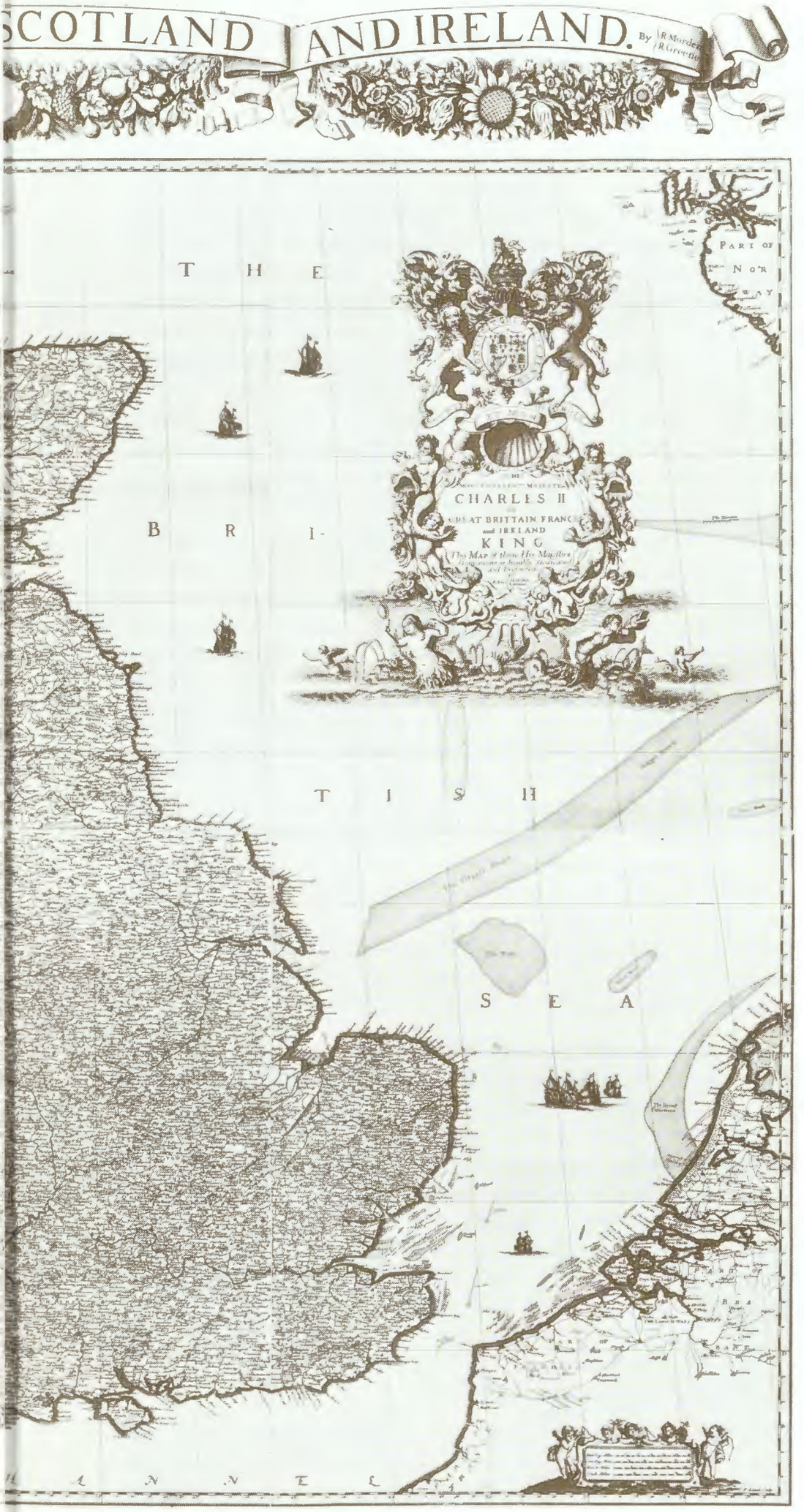
Both are large multi-sheet maps of the late seventeenth century and are outstanding examples of British cartographical enterprise and skills which were regrettably lacking in most of the maps produced indigenously at that time! One map dating from 1674 is by Robert Morden and Robert Greene: it is I believe the first map of the British Isles to show the roads in all parts of the realm. The second wall map is also by Robert Morden, this time in conjunction with a little-known stationer Joseph Paske. It shows the computed mileages between localities in England and Wales by straight lines in the manner of the celebrated large distance map of 1677 by John Adams. The Morden-Paske map is believed to have been published in about 1696 and thus would appear to pre-date Philip Lea's first re-issue of Adams' original plates in 1699.

These two maps show Robert Morden in a more favourable light as a serious and innovative cartographer. His reputation principally rests on the series of county map plates accompanying the revised edition of Camden's *Britannia* in 1695. These maps were severely criticised at the time for their inaccuracy[2], in spite of Morden's efforts to standardise variant local spelling and revise long out-dated base material. And although twenty years had elapsed since John Ogilby's celebrated road atlas, Morden's county maps were the first to show roads, apart from the set of tiny county map playing cards produced in 1676 by Morden himself[3]. His general maps of England – of which there are a further eleven – are of higher quality than the better-known county maps. Apart from the maps in his *Britannia*, all the other general maps seem to have been published separately and hence are uncommon.

The large wallmap of the British Isles by Morden and Greene was advertised in the *Term Catalogues* for Map 1674 and in the *London Gazette* sixteen months later. Although thus recorded (and mentioned by Harley[4]), up to the 1980s no copy had been traced. The map is printed on six sheets with the title placed in a decorative banner at the top. The width of the title is wider than the map, suggesting that side borders were to be sold with the map itself; a supposition confirmed by the larger advertised size of the map – six feet long by four and a half feet deep. The principal cartouche is a grand and resplendent one carrying a dedication to Charles II and the date 1674. The composition of the cartouche has a strong maritime flavour, repeated in the border of nets, mermen, fishermen and their catch. The signature of the engraver Francis Lamb appears in the lower right-hand corner and that of Walter Binneman, a little-known artist who engraved Ogiliby's *Middlesex*, can just be discerned at the bottom of the cartouche.

The significance of Morden and Greene's map is two-fold. Some earlier general maps of the late 1660s show the main or post roads in England and Wales[5] but Morden and Greene's map also shows the road system throughout Scotland and Ireland. In the north, tracks of roads radiate across the Lowlands from the capital, Edinburgh, with two routes extending to Inver-


A NEW MAPP OF ENGLAND
THE
IRISH
SEA


SCOTLAND AND IRELAND. By R Morden R Green
THE
BRI-
TISH
SEA
PART OF
NOR
CHARLES II
KING

ness. There are further branches to Dungesby Head, now Duncansby Head near John o' Groats, and westwards to Tong (Tongue). In Ireland a surprisingly comprehensive network of highways is shown linking all the main towns. It is unclear from which source or sources Morden drew his information, but the detail reflects the maturity of Irish mapping already carried out for revenue or military purposes by the mid-1670s.

As well as laying out the roads, the other distinction of Morden and Greene's map is in the much more precise configuration of Connaught and the west coast. The engraving of plates from the surveys of Sir William Petty – based on field work carried out in 1655-56 – were not completed until the early 1670s and then were not published until over a decade later in the *Hiberniae Delineatio* of 1685. Morden may have had access either to Petty's drawings or to proof pulls from the engraved but unpublished plates. Some Dutch sea charts of the British Isles (by Jacobsz., Goos, Jansson and others) were incorporating a revised coastline for western Ireland by the 1650s[6] but the Morden and Greene map is the first indigenous map that I have seen which shows in substantive detail the modern outline of Ireland as we know it today.

Of Morden's callaborator Robert Greene (or Green) relatively little is known[7]. He was a minor map-seller who advertised extensively in the London Gazette, usually offering maps in conjunction with other map makers such as Seller, Tooker and Berry. A rare general map, the 'Royal' map of England bears his sole name and only two copies have been recorded of his world map dated 1676[8].

Over twenty years after the Morden and Greene British Isles map was published an entry in the *London Gazette* for May 1696 refers to 'A New large map of England and Wales, six foot long, and four and a half deep . . . by J Morden and J Pask'. The same entry goes on to describe the way of marking the roads between towns, the reputed mileages recorded and the accompanying alphabetical table, all following Adams. This hitherto lost mapis undoubtedly the same as the second example I found in the Bibliothèque Nationale: in fact as *two* copies, one in sheet form and one fully assembled as a wall map. The size cited in the *London Gazette* does not quite correspond to the Bibliothèque Nationale's examples and it may be that different side borders were originally sold with the map.

The post-history of John Adams twelve-sheet distance map of 1677 is too complex to relate here[9]. His original conception was to provide an economic reference work which gave the computed distances between all localities in the realm. His large and splendidly engraved map of England and Wales showed the towns and villages (later enumerated in his *Index Villaris*) with straight lines joining them and the mileage distances. His map proved popular and many variants were published based on the same principles. I have located some thirty-three different plates and re-issues, all of reduced-size versions published at intervals between 1677 and 1798. In addition Philip Lea re-issued Adams' original plates as a wall map in about 1699 and Carington Bowles took pulls from them again as late as about 1770. But Morden and Paske's multi-sheet version is the only new rendering I have come across which is comparable in size to the original.

A singular addition to Adams' map – not followed by other copiers – is that the distances between towns in those parts of Scotland and Ireland shown on the maps are carefully included. Otherwise the map incorporates all Adams'

directions and distances. There is a similar outer border of birds and flowers, a large dedicatory cartouche, with the royal coat-of-arms and a full graticule. Almost hidden in the banner carrying the royal motto are the signatures of the designer 'Tho: Stevenson delin.' and the engraver J. Nutting Sculp.'.

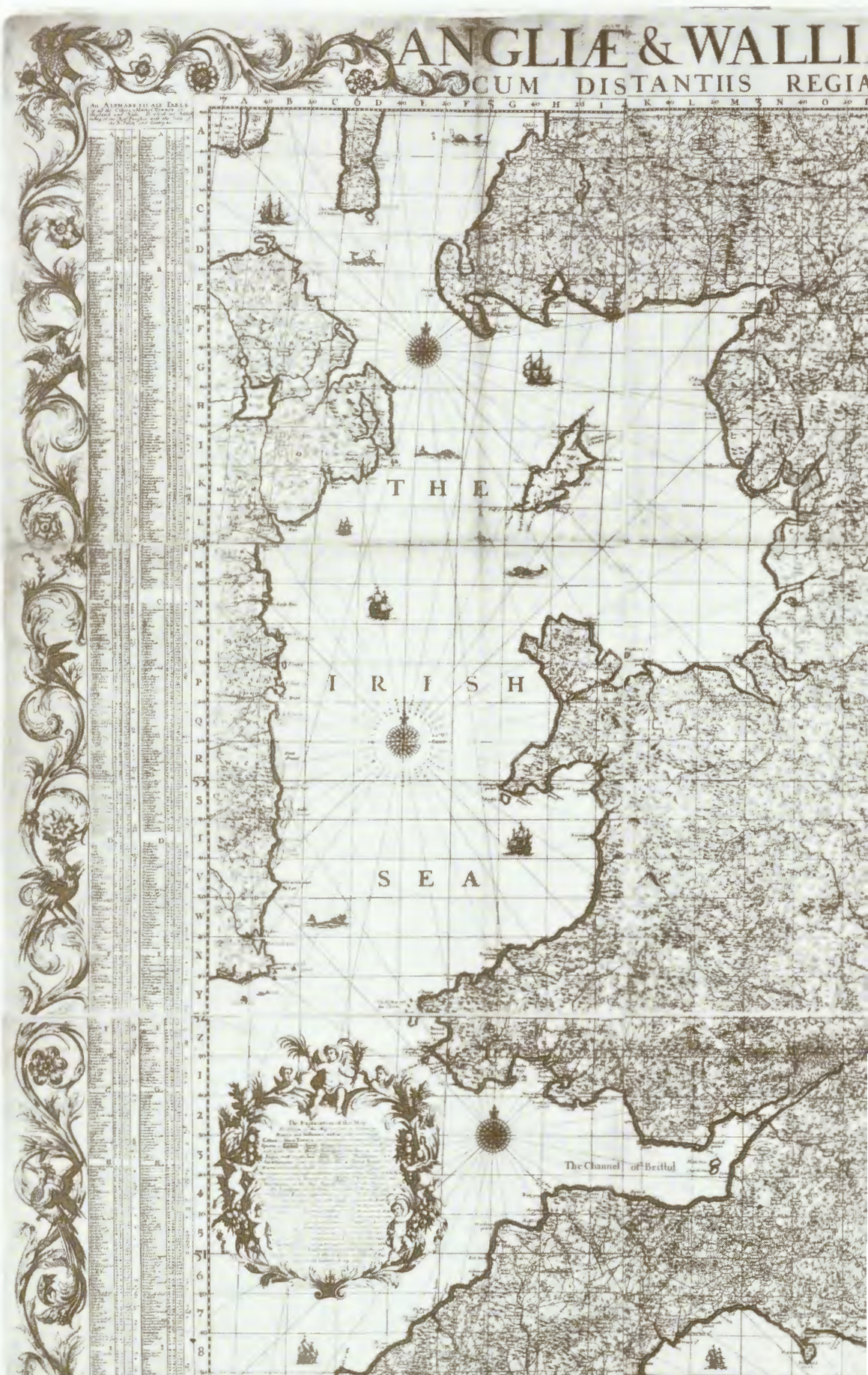
The discovery of the Morden and Paske wall map may perhaps stimulate a fresh search for a surviving example of John Adams' original map of 1677. In spite of being well recorded in literature it is frustrating that no copy has been found in any of the major British or Continental institutions. Perhaps Adams' twelve sheets, or his full map rolled up or framed, lies undiscovered in some country house or private library in England or abroad.

Rodney W Shirley

References:

1 David A Woodward, English Cartography, 1650-1750, in *The Compleat Plattmaker*, Berkeley, Los Angeles and London, 1978. Dr Woodward makes several comments on the general mediocrity of the cartography of the period.
2 R A Skelton, *County Atlases of the British Isles*, London, (reprint) 1978, p.196.
3 Described in *Playing Cards* by Sylvia Mann and David Kingsley, Map Collectors' Circle No.87, 1972, pp. 16-18 and plates xi (a)-(i) and xviii (d).
4 J B Harley, Introduction to the facsimile edition of William Camden's Britannia 1695 with county maps by Robert Morden, p.x and note 21.
5 For instance, the general maps of William Place (1667-1668) and Robert Carr (1668).
6 Rodney W Shirley, *Early Printed Maps of the British Isles* 1477-1650, London, (reprint) 1980, entries 545, 658 and 659; also plate 88.
7 Robert Greene is mentioned by Sarah Tyacke in her *London Map-Sellers 1660-172*, Tring, 1978, p.117.
8 Rodney W Shirley, *The Mapping of the World 1472-1700*, London, 1984, entry 476 and plate 349.
9 See Edward Heawood, *John Adams and his Map of England*, Geographical Journal, vol.79, 1932. Fourteen re-engraved variant copies are cited.

The shelfmark of the 1674 Morden and Green map in the Bibliothèque Nationale is BN Ge.DD. 5903, and that of the 1696 Morden and Paske map is BN CC.1243 (16, 17, 18) (sheets bound in a collection of maps) and BN Ge.AA.1309 (sheets mounted as a wall map with full borders). In 1984 Jonathan Potter came across a single sheet from the Morden and Paske map showing Norfolk and the lower part of the title cartouche. This single sheet came from an American source without any other companion sheets having been located.


ANGLIÆ & WALLI
CUM DISTANTIIS REGIA
THE
IRISH
SEA
The Channel of Bristol
THE
ENGLISH


TOTIUS TABULA
UM VIARUM ACCOMODATA
THE
DIEU ET MON DROIT
TO THE MOST
SERENE & MOST POTENT
PRINCESS
ANNE.
OF ENGLAND, SCOTLAND, FRANCE
AND IRELAND
QUEEN
DEFENDOR OF THE FAITH &c
This Map of ENGLAND and WALES
is most Humbly Dedicated by your
Majesties most loyal Subjects and
Servants
BRITISH
OCE-
AN
CHAN
NELL

"WRITINGS ABOUT MAPS"

BY "COSIMO"

In view of the theme for this year's London Symposium, it seems entirely proper for me to quote at some length from David Howarth's fascinating book "The Voyage of the Armada – The Spanish Story". The passage in question is part of a chapter entitled "The Hostile Shore", which includes a description of the immense difficulties encountered in 1588 by the Spanish Armada, nearly ending in a disaster beyond Dunkirk, quite distinct from that which ultimately destroyed their fleet. More importantly for us, it is a lucid account of navigation at that time and of the uses (and abuses) of "rutters" and "waggoners".

"In the sixteenth century the art of finding one's way at sea was already divided in two parts: in the open it was navigation, by compass and observation of latitude, and inshore it was pilotage, which was mainly a matter of 'caping', or following the coast from cape to cape. The voyage the armada foresaw called for almost nothing but pilotage. It was only in crossing the Bay of Biscay that they expected to be out of sight of land.

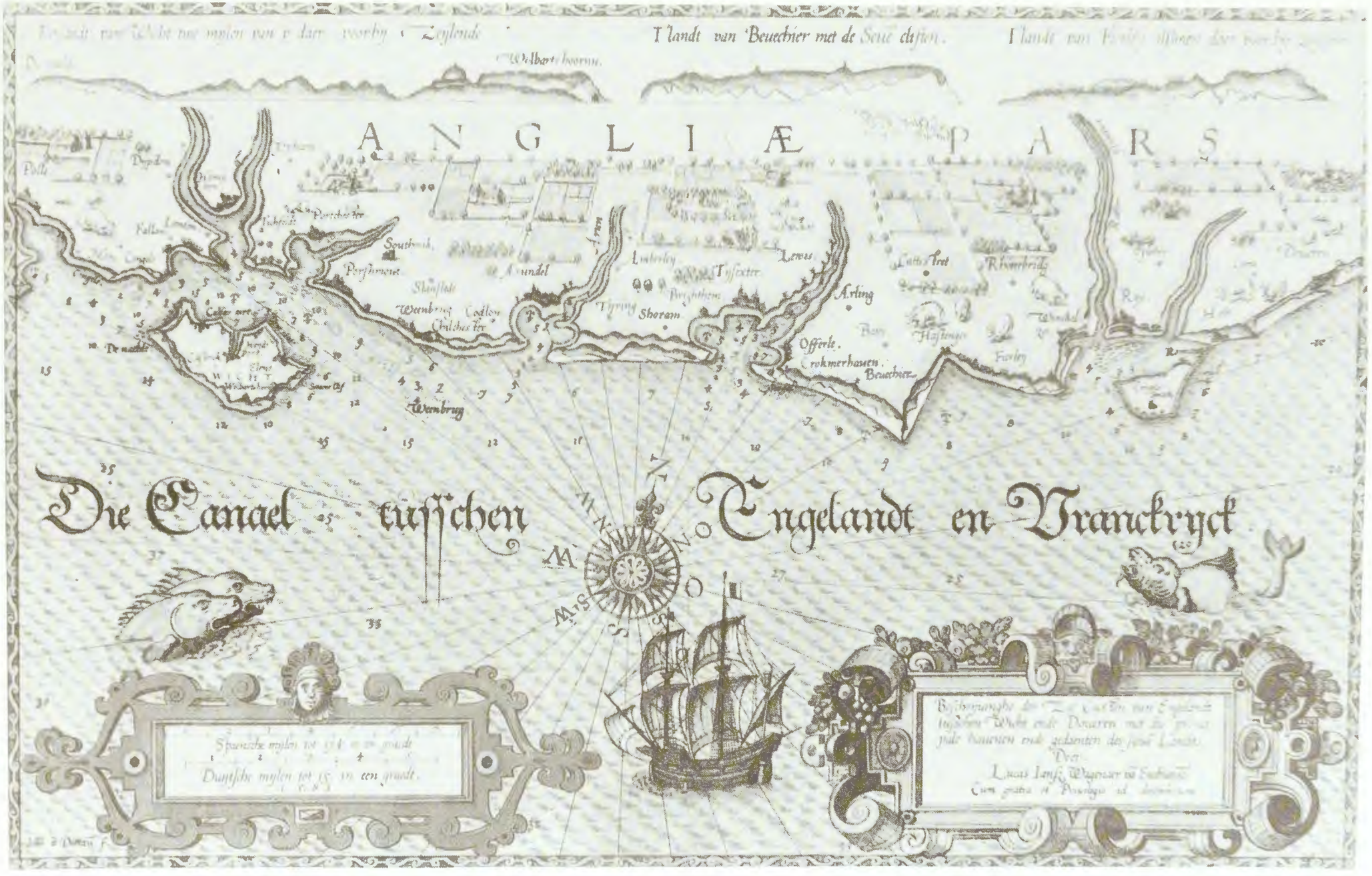
When an ocean navigator was approaching land, the most important and most ancient instrument was the lead. On long voyages, ships carried two different leads and lines. Both leads were 'armed' with a lump of tallow stuck in a hollow at the lower end, which picked up a sample of the sea bottom; and this, from previous experience, could tell the pilot roughly where he was.

This kind of experience was recorded in books of sailing directions which the English called rutters, from the French *routiers*. Rutters had existed for centuries in the Mediterranean, where they were known as *peripli*. In northern waters, through the middle ages, each captain had made his own rutter in a private notebook, if he could read and write, and probably bequeathed it to his son. But in 1528 the first printed rutter in English was published, and a new extended edition appeared in 1541. It was still in print and in use in the 1580s, and by then another, with woodcuts of the shape of the land as it was seen from seaward, had been translated from Dutch into English, and undoubtedly into Spanish too.

These rutters were meant for coastal pilots 'caping' round the shores. But they included instructions for the voyage the armada was making from Finisterre to the Lizard in Cornwall, because this was one leg of the regular trade route round Europe – the longest cape-to-cape passage a coastal pilot ever had to make, and theonly one that took him out of soundings.

When they were nearing the end of their crossing the rutter told them what to look for: 'When ye be at LXXX fodame ye shall finde small black sande and yee shalbe at the thwart of Lezarde [i.e. in the longitude of the Lizard]. When we be at LX or LXV ye shall fined white sande, and white soft woormes, and ye shall be very nigh to Lezard.'

Hitherto, coastal pilots in northern waters had not used charts. The rutters gave them all they needed: the compass courses from cape to cape, the worst of the hidden dangers, the landmarks for entering harbours, the state of the tides in each port at full and new moon, and the navigational beacons and buoys, of which there were few. None of the information was exact – for example, the only distances given in rutters were not in nautical miles or leagues but in kennings, and a kenning was the range at which a seaman might expect to ken or recognize the coast. Thus the width of the straits of Dover was one kenning, and the width of the mouth of the Channel


I landt van Beuechier met de Seue clysen.
ANGLIÆ PARS
Portchester
Southwick
Portsmouth
Arundel
Lewes
Rye
Hastings
Dover
Sandwich
Margate
Calais
Boulogne
Dieppe
Dunkirk
Ostende
Gravelines
Calais Pier
R. Romney
Arling
Shoreham
Offerle
Crokmerhauen
Beuchier
Farley
Die Canael tusschen Engelandt en Vranckryck
Spaensche mylen tot 15 in een graedt
Duytsche mylen tot 15 in een graedt.

was five. Some coastal skippers affected to despise the rutters, perhaps to disguise the fact that they could not read. They liked to rely on their own local knowledge and use their own landmarks – church spires, woods, hilltops, headlands and houses – to see them safely into port. It was this attidude of mind that made the duke take the trouble to find an English pilot.

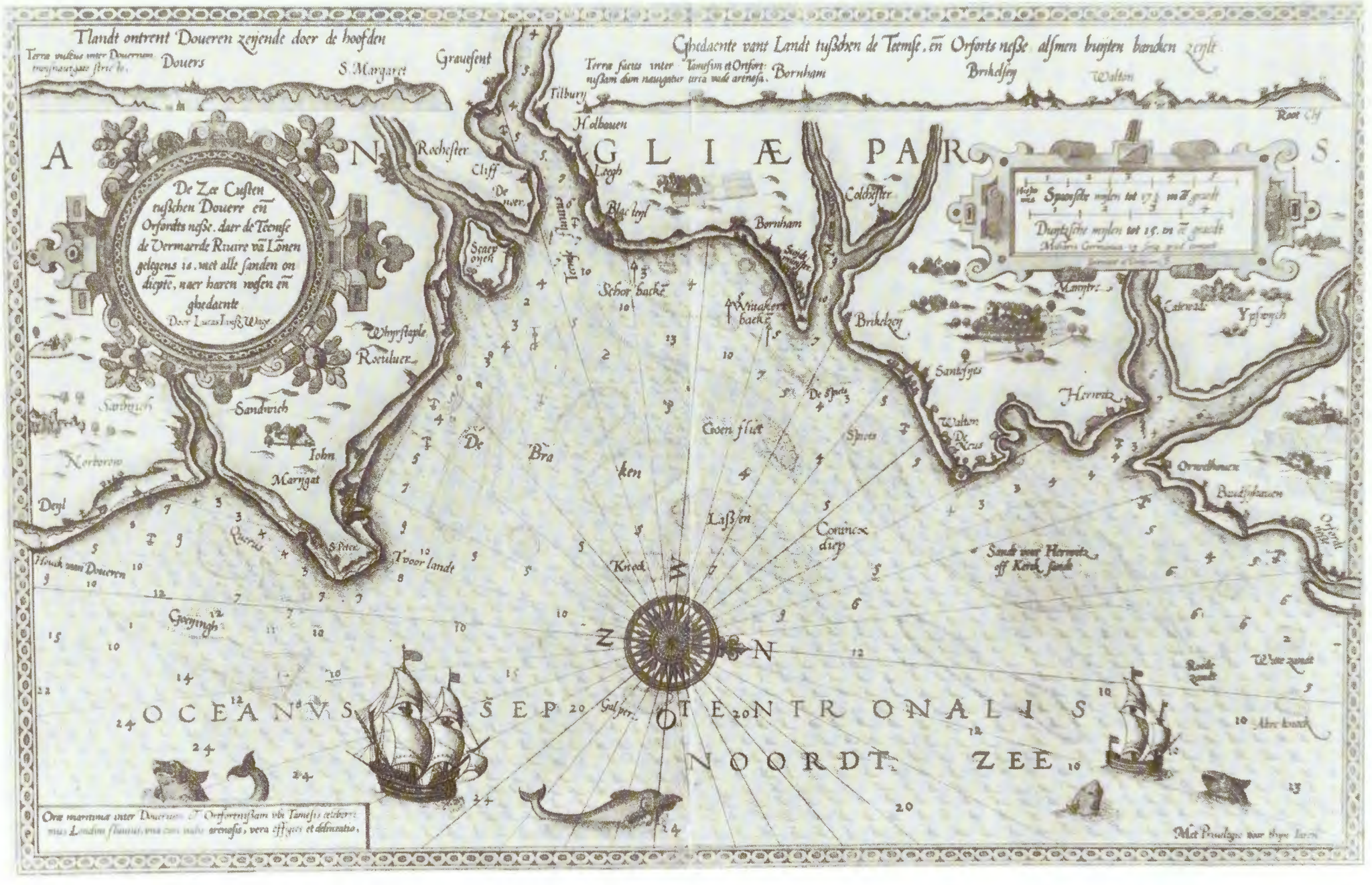
Just before the armada sailed, however, there was a great innovation in northern pilotage. This was the first atlas of seacharts of western and northern Europe. It was published in Holland by Lucas Janszoon Wagenhaer of Enchuysen – for the Dutch at that time were leaders in cartography. The first volume, from Cadiz to the Zuider Zee, appeared in 1584, and the second, of the North Sea and the Baltic, in 1585. A Latin edition of both parts was published in 1586. An English edition, entitled *The Mariners Mirrour*, was commissioned by Lord Howard in 1586 but was not published until the armada had come and gone, in October 1588. Wagenhaer's work was an immense success – so much so that all sea charts were called Waggoners by English seamen for at least a century afterwards. In 1588 it was much the best thing of its kind in existence, and there is no doubt the armada pilots had it, either in Dutch or Latin, or perhaps with the relevant parts put into Spanish. The English, on the other hand, did not. But of course they hardly needed it. Most of the time, they were in their own home waters, and they knew the Channel coast by heart.

Wagenhaer's volume was not only an atlas, it was also an almanac and a manual of navigation. It summed up very clearly all the techniques of ocean navigation that were known. In addition, each chart had a rutter, which gave courses and distances from cape to cape and from one port to another; the means of telling the time from bearings of the sun or moon, and of working out the state of the tides and tidal streams at any hour; and meticulous instructions for entering every major harbour.

The charts themselves, which were engraved on copper, look unfamiliar to anyone who knows the coasts today, because they show all the harbours and inlets as bigger than they really are. But this was deliberate. These were the parts that mattered most, the parts where most detail was needed; and they were drawn bigger in an attempt to combine the different uses of a general chart and a set of harbour plans. The charts were elegantly decorated with the coats of arms and scrolls, sea monsters and ships that custom demanded. They had views of the coast from seaward, much better than the older woodcuts, and they were the first to use standard symbols for sunken rocks, anchorages, buoys and beacons. They were also the first to have scales, not now in kennings but in Spanish, Dutch and English leagues. Of course they were not strictly accurate, because they were based on the observations of hundreds of seamen; but even now, a small-boat sailor could make the armada's projected voyage and safely find his way with nothing but a compass, a lead and a copy of the sixteenth-century Waggoner.

There is one thing, however, that he would have to remember: the compass variation in English waters in the 1580s, as one can see from the compass roses on Wagenhaer's charts, was about a point and a half, or 17° more easterly than it is now. Throughout the armada story, one has to allow for this difference. All the courses and wind directions recorded by either fleet were a point and a half away from what would be shown by a modern chart or compass.

The only exception in Wagenhaer's instructions – as things turned out, a crucially important one – was the coast of the Netherlands. There, the atlas


Tlandt ontrent Doueren zeyende doer de hoofden
Douers
S. Margaret
Grauesent
Tilbury
Holbouen
Ghedaente vant Landt tusschen de Temse. en Orforts neese alsmen buyten handen zeylt
Bornham
Brikelsey
Walton
ANGLIÆ PARS
Rochester
Cliff
Leigh
Colchester
Bornham
Brikelsey
Yptswych
Harwich
Sandwich
Sandwich
Norborow
Deyl
Goeyingh
Kiedt
Laßen
Corunex diep
Sande voor Harwits off Kerck sande
OCEANVS SEPTENTRIONALIS
NOORDT ZEE
De Zee Custen tusschen Douere en Orfordts neese. daer de Teemse de Vermaerde Riuare vã Lõden gelegens is. met alle sanden en diepte, naer haren reesen en ghedaente
Door Lucas Janß Waghenaer

reported, the sandbanks shifted so often that it was forbidden to approach the coast without using the lead."

After battle in the Channel and defeat off Gravelines, this was just the area which the harassed armada duly sailed through. The ship of the commander-in-chief, the Duke of Medina Sidonia, was the only one to have a Flemish pilot.

"The rest of the ships had nothing better than Wagenhaer's charts, if they had anything half as good. His chart of this bit of coast shows roughly the position of the worst of the sandbanks, and his rutter gives their bearing and distance from landmarks on shore. The bearings are reasonaby accurate, but nobody could judge the distances, except by eye. However, the depths he gives correspond remarkably well with the depths on a modern chart. Most of the banks have three fathoms over them at low water, and at high water the spring tide adds another three. The biggest ships could have scraped across them at half tide, and certainly did. But here and there, unmarked and far from land, there are small patches even shallower, down to two fathoms or one – like the outer banks off Dunkirk, of which Wagenhaer wrote: 'There are also two or three dangerous banks, north west and north west by west from Dunkirk, the first lieth from the shore two Dutch miles and the other three. The middest is called Polder-van-dijckt: But that which is called Ruting is most dangerous for that it lieth in the fair way and in the very entry of the Channel. Either of them hath two fathom at low water, which you must warily pass by.'

What Wagenhaer does not show, and none of them knew, is that most of the banks are long and very narrow, and lie more or less parallel with the shore with deep channels between them. They are sailing parallel with the shore – it was the only thing they could do – so there was always room for luck, or as they would have said, for the guidance of God. When they were in a channel there was a chance they would stay in it; and when they passed over a bank and their leads showed only a few feet under the keels, there was a chance they would soon be across it in deep water on the other side. Even the *San Felipe* and the *San Meteo*, which drifted out of control at right angles across the whole series of banks, did not go aground until they brought up on the shore. The immediate peril was not entirely hopeless, as the Flemish pilot said; but heaven knows it was bad enough. To be a captain caught in a place like that, without any accurate chart, in an onshore wind and a heavy sea, is a nightmare as horrible as any a seaman can imagine. But perhaps it was even worse for the soldiers, who heard the leadsmen's cries but knew nothing else, except that their captain and all the other captains had lost their way.

The due and his officers confessed themselves and prepared to die as Christians, and no doubt many more of that devout band did the same throughout the fleet. Others continued to pray for deliverance. The English waited up wind. 'It was the most awful day in the world,' one Spaniard wrote. 'Everyone was in utter despair, and stood waiting for death.'

The wind changed very suddenly: in the afternoon, it backed to south west. They stood out to the open sea, and for all their terror not a single ship had grounded. Afterwards there was talk of a miracle, but not at the time. All winds were God's, and they accepted without any hesitation that it was God's deliberate intention to blow them off the banks. They were grateful, yet if one may judge by the few surviving comments, they accepted it as their right, as if they still confided they were voyaging in His cause and were only surprised that He had put them in their perilous position. The duke wrote simply, as a single sentence in his narrative, 'We were saved by the wind, which shifted by God's mercy to the south west.' "

They were not to know that they were sailing on to their ultimate disaster.

THE IMCoS SYMPOSIUM, THE NATIONAL MARITIME MUSEUM, AND GREENWICH

The February Journal gave details of this year's London Symposium with the National Maritime Museum. It was suggested that, apart from the Symposium itself, Greenwich is ideal for a day out for the family. The Museum is housed in a magnificent group of buildings centred around Inigo Jones' exquisite Queen's House, all within the fine expanse of Greenwich Park. Up the hill is the Old Royal Observatory with the transit room of the Greenwich Meridian and Planetarijm. The town is pleasant, with numerous cafés and restaurants, while at the riverside are the famous Cutty Sark and Gipsy Moth.

It is still possible for families and friends of members to participate in the boat trip only to Greenwich on June 22, so as to enjoy a day out there. The cruise departs from Charing Cross Pier at 9.30, arrives at Greenwich Pier about 10.30, there will be a running commentary on all the riverside sights, with coffee and a cash bar available. The boat trip only is at a special price of £2.50 per head and can be booked with Alan Bartlett, International Secretary.

The February Journal also described the river trip to Greenwich as it was at the turn of the century. Apart from "popular junketings" there mentioned, all was respectable. This was apparently not always so, as the following description of Greenwich as a holiday attraction reveals.

Once the Park was opened to admit friends of the seamen patients at Greenwich Hospital, about 1705, it became a focal point for Londoners on holiday. Soon afterwards the fair, or the merry-making that accompanied it, moved there, and the sport known as 'tumbling' down Observatory Hill took hold of the Cockney mind.

There grew up vested interests of many different weights, all eager to turn Greenwich into a national pleasure ground. Pick-pockets and vagabonds came; cheapjacks of many kinds set out their stalls; travelling theatres opened; Wombwell's Menagerie arrived; a dancing booth capable of holding a thousand couples was put up in Creek Road. Ships – steamships after 1838 – brought human cargoes bent on making the most of their brief leisure, unloaded them at the pier and spewed them into the park. A Greenwich railway, raised above the teeming population of south London on a series of brick arches from London Bridge, was opened on Christmas Eve, 1838, terminating at a temporary station in London Road, while permission was awaited to carry the line farther east.

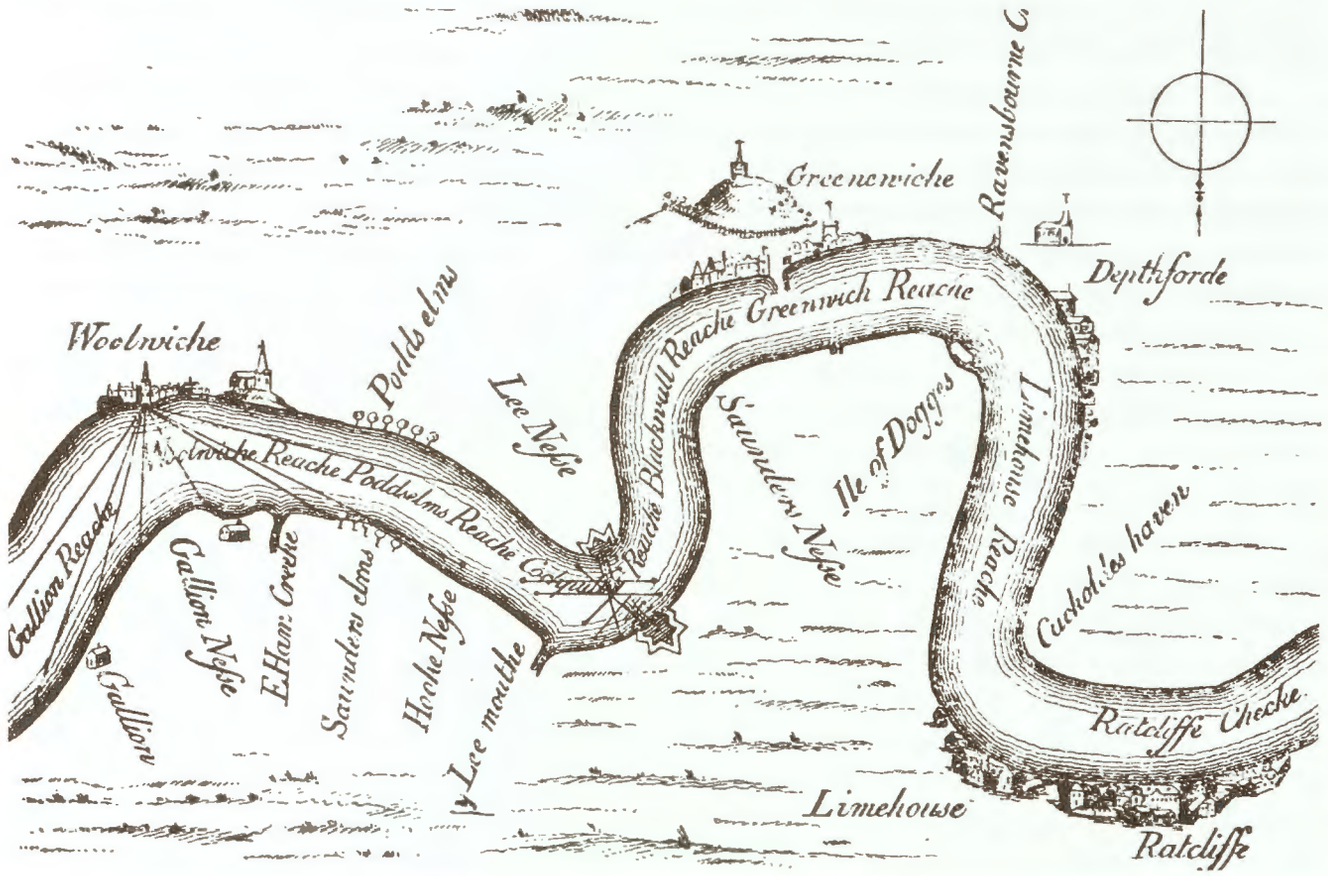
The broke heads, legs, even necks that resulted from the hill-rolling down what was left of Charles II's giant steps up Observatory Hill, together with the flourishing trade done by the footpads, and the bawdy and obscene nature of much of the entertainment, aroused the angler of the inhabitants of Greenwich. There was no historical tradition for the fair, and in any case these revellers had not come because of an intrinsic interest in this place. In 1780 the accidental rediscovery of genuine historic inquiry soon degenerated into entertainment a riotous and bawdy as that of the fair, and in 1854, after several occasions on which the candles had been fed with asafoetida and then put out, the cavern was closed.

From the 1820s Greenwich residents tried to rid themselves of the horde of destructive humanity that descended on them at fair time. A parish petition dated 24 April 1825, and signed by people like Mrs Enderby and Miss Vansittart, talks about 'yearly unguarded sufferance' and complains that 'the numbers of the profligate part of the lower orders have been increased' and that 'a very great addition is made to this evil by the open and powerful incentives to licentiousness.' The petition adds that scenes commonly witnessed at the fair 'are offending against the best feelings of Christian morality'.

It was the familiar Greenwich conscience speaking – successfuly in the end, since the fair was finally suppressed in 1857. By then another menace, more evil in the long term, and more destructive than anything that Greenwich had faced since the attempted Commonwealth dispersal, was threatening its citizens. The men who ran the railway, obsessed by the enormous number of users, sought permission to run an eastward extension of the line, on a pseudo-classical viaduct across the level stretch of the park in front of the Queen's House.

Protection of the environmental was a novel concept in Victorian England. However cynical it might have been, the plea of public interest put up by the promoters was a very troublesome one for nineteenth-century men and women to refute, and we do well to remember that the long and bitter struggle they sustained throughout the 1840s, 1850s and 1860s was for the heritage we now enjoy. When the battle dragged into a somewhat weary success in 1878, with the eastward extension of the railway forced into a vibration-proof tunnel underneath the town and park, age or death of many of the original combatants prevented any large-scale celebrations.

'Greenwiche' is depicted at the top of a map entitled 'Thamesis Desciptio', dated 1588. Illustrated is a copy, drawn by Joseph Ames, and published in 1738.



The Thames, from Ratcliffe to Woolwich, in 1588.

ORDNANCE SURVEY SOUTHAMPTON MEETING

FRIDAY 8th November

Afternoon visit to the Ordnance Survey Headquarters at

Romsey Rd, Maybush, Southampton SO9 4DM
(see location on plan)

The Ordnance Survey has been in existence for almost 200 years dealing principally with the mapping of the British Isles. Unfortunately many of their earlier records were destroyed by enemy action during World War II: nevertheless there are some interesting earlier OS maps still in existence which they will be able to show us.

In the Exhibition Room the history of the OS is illustrated together with much information about their recent and current mapping work. The OS is at present greatly expanding its business activities and new editions of Leisure, Tourist, Historical and "Ordinary" maps in a variety of scales appear with increasing frequency.

The full range of their production is on display and will probably come as a surprise to many who may not be aware of what has been happening, and should be particularly interesting to those who travel round the country on business or pleasure.

Reception. Assembly at 2.0pm in the Reception Room
A Talk with slides about the OS
A Tour of the main buildings where the maps are produced
Depart 4.30pm

Note Numbers attending are limited so please let us know in good time if you would like to come.

TRAIN SERVICES

Departures from Waterloo are at 35 and 46 minutes past the hour.

TAXI SERVICES

Taxis are normally available outside both passenger exits of British Rail's Central Station.

BUS SERVICES

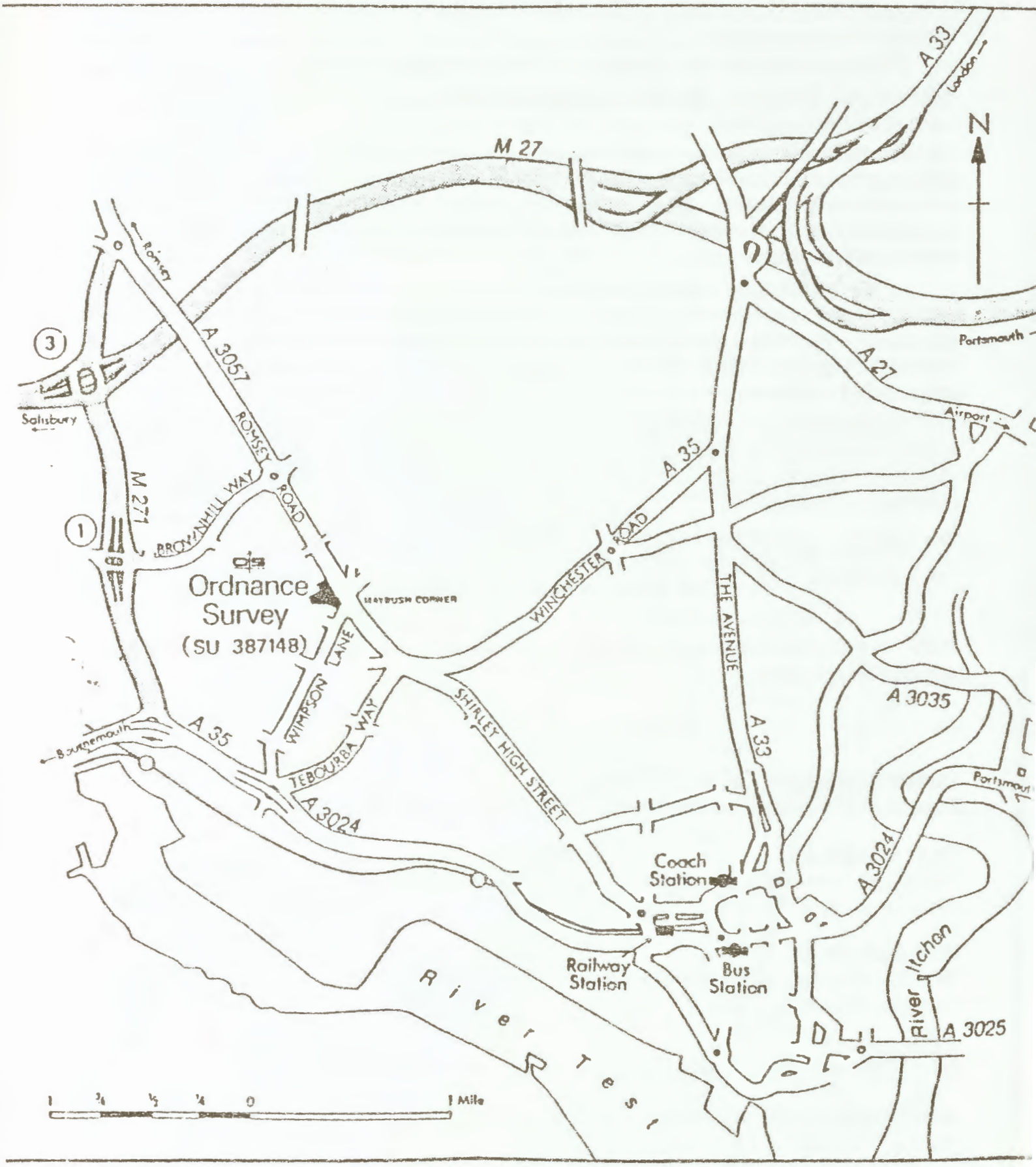
Buses which stop at Ordnance Survey leave from the north side of Central Station (Platform 1 exit).

CITY BUSES

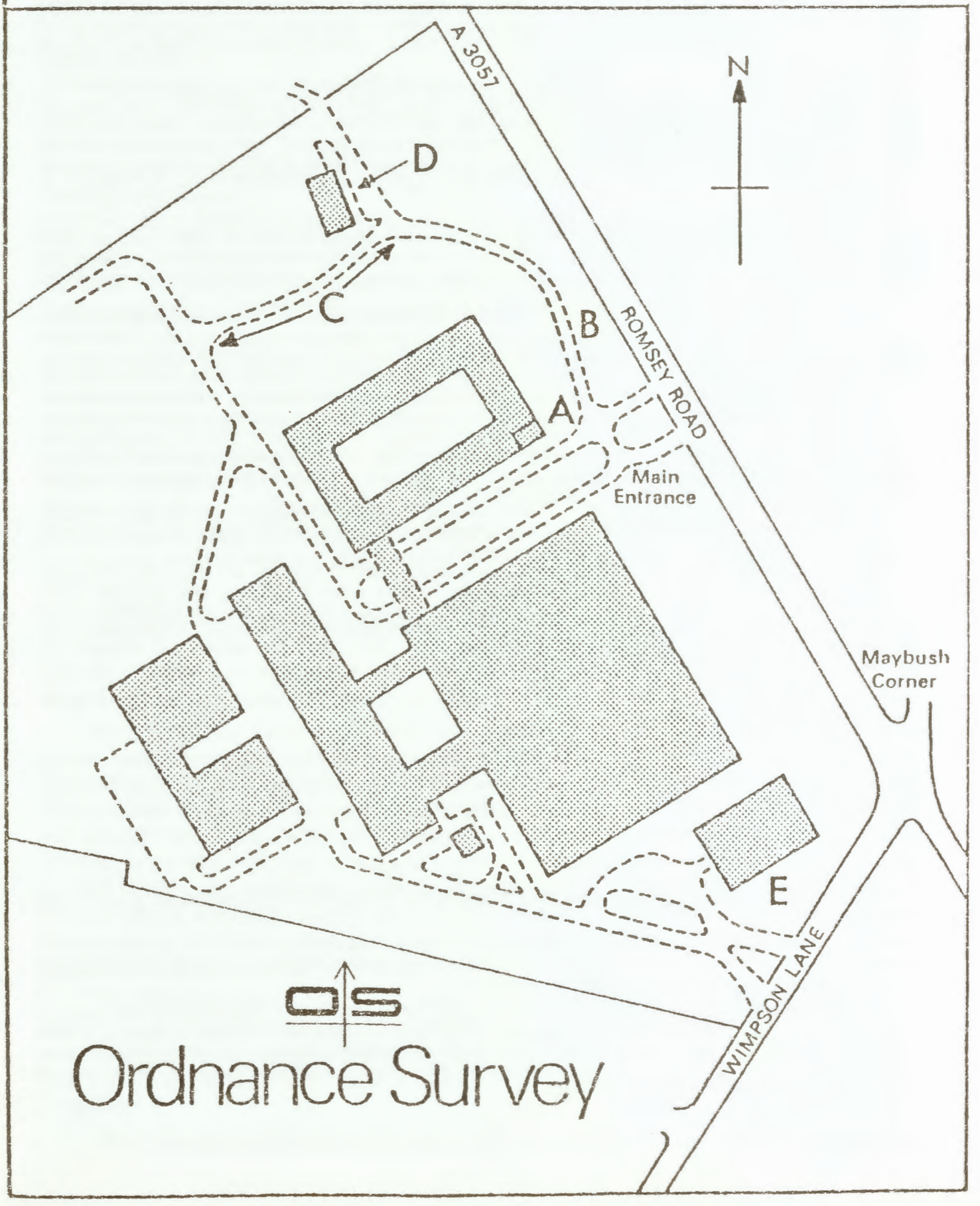
No 7 leaves at 10 minute intervals – journey time 18 minutes.

SOUTH HANTS BUSES (Hants & Dorset (National))

No 34:	09.57, 11.57 & 13.57 hours.	Journey time 12 minutes
No 61a:	08.42, 09.47, 10.52, 11.47, 12.52 & 13.45 hours.	
No 63:	22 minutes past the hour.	


M 27
A 33
London
N
Romsey
A 3057
3
Salisbury
M 271
1
ROMSEY
ROAD
BROWNHILL WAY
Ordnance
Survey
(SU 387148)
HAYBUSH CORNER
WIMPSON LANE
TEBOURBA WAY
A 35
Bournemouth
A 3024
SHIRLEY HIGH STREET
WINCHESTER
ROAD
A 35
THE AVENUE
A 33
A 27
Portsmouth
Airport
A 3035
Coach
Station
Railway
Station
Bus
Station
River Itchen
A 3025
River Test
1
¾
½
¼
0
1 Mile

A Reception
B Visitors' car park
C Slip road reserved for visitors' overflow car park
D Parking space for coaches
E Staff Restaurant



LETTERS TO THE EDITOR

Dear Mr Cohagen,

I am writing to you in my capacity as the Society's newly appointed International Secretary, in response to your letter to Stephen Luck which was published in our last journal.

I am sorry that you have cause for complaint, but glad that you took the trouble to write and that you will be continuing your membership for another year.

I am not sure why you feel that the Society is an outlet for dealers – is it because you receive many sales lists and catalogues from them as a result of your membership? Many members regard this as a benefit. I can only say that dealers are very much in a minority, pay appropriately for their advertising and to participate at our Annual Map Fair, while those several who are actually involved in some way with the work of the Society put far more into it than they could ever hope to get out of it commercially.

A major benefit for increasingly large numbers of members from all over the world is participation in our Annual London Symposium, Dinner and Map Fair weekend, and also our International Symposium, last year in Cyprus, this year in Finland. Obviously, not all members can, for one reason or another, attend all or even most of these events. That is why we mailed to all members outside the UK the 1984 World Map Exhibition Catalogue, which we hope you found of interest and value. This year I do trust that we shall see you in London in June, or Helsinki in September.

You should, by now, have received the latest copy of the IMCoS Journal which, with our members outside the UK particularly in mind, we have considerably expanded. I hope you find it an improvement. In reply to your query and on behalf of the Editor, I have to say yes, it is exceptionally difficult to obtain a flow of well written and informative articles. All contributions will be gratefully received.

This brings me to the matter of costs. Printing and postage costs are extremely high and keep rising, with the cost of everything else the Society does also very high. This is in spite of the great deal of obviously unpaid work done by your honorary officers and various free contributions of materials, services and facilities by others, including dealers. Possibly exchange rates make the £12 membership fee seem "enormous" to you but this has been kept at the same level for three years now, in spite of inflation, and is no more than the price of a reasonable restaurant meal for one here in the U.K. Regarding a breakdown of the Society's financial activities, all members can obtain each year, at or following the Annual General Meeting, a fairly detailed statement. I will ask our Treasurer, Geoffrey Ramsden, to send you a copy this year without further ado, and you will be welcome to query with him any point that you wish.

Finally, another way that we hope our members will benefit in the future is by the appointment of representatives in as many territories as possible, so that groups of members can get together locally, under the umbrella of, and with help from IMCoS centrally.

The most recent example of this working exceptionally well is in Japan, where a "branch" of the Society has been formed. Kjartan Gunnarsson has kindly offered his services and has been appointed Representative in Iceland. I expect you know him already, but we hope there are sufficient other collectors or potential collectors, academics and the like in Iceland, with whom you can successfully develop common interests.

Yours most sincerely,
Alan Bartlett

Mark E. Cohagen
Hringbraut 84
Reykjavic IS-107
Iceland.

Dear Editor,

May I start by thanking Alan Hulme and company for the John Rylands meeting, it was much appreciated.

A comment on the recent letters concerning the benefit of membership, set against cost. In overall terms I still consider membership good value for money, although in my specific interest, in-depth information is usually lacking in the Journal.

In this respect I feel we underrate the use of the Journal as a platform for self help in generating the type of information we require. May I through this letter ask all members whose collecting interest is Kent, if they would be interested in the possibility of forming a 'Kent Section' of IMCoS. If so, perhaps they would contact the Editor, and if sufficient numbers, and interest warrant, we can pursue the matter further.

Yours sincerely
Tony
R.A.Burgess.

GREENWICH MEMORIES

by R. V. Tooley

Greenwich has always been associated with ships and shipping. William and Mary converted the old Royal Palace into a hospital for seamen in 1694 adding new buildings designed by Sir Christopher Wren; and in 1675 Charles II built the Observatory and John Flamsteed was appointed the first Astronomer Royal.

The Prime Meridian in early times was taken through one of the West African islands usually the Azores or Canary Islands varying according to different countries. For a short time in the early 18th century the Prime Meridian in English maps was taken through London, a notable exponent being John Senex.

It was not until 1883 at the Geodetic Conference in Rome that it was proposed to have an international unification of the hour and longitude with Greenwich. This was formally recommended at the Washington Congress in 1884 and finally ratified at the London Conference in 1895.

The pleasantest way to Greenwich is by boat down the river from Westminster stairs, as was done in the first London Conference of Antiquarian Booksellers. It is possible if you wish to stand on the Prime Meridian which is marked by a small monument and inscription on a gentle hill in the park.

At the beginning of the 19th century collectors were few compared with today, the greatest activity was in the Netherlands, some remarkable catalogues were being issued by Frederic Muller in Amsterdam, still useful for their notes and by De Meuleneer in Brussels, and some of the most important collectors were Dutch such as Doctor Engelbrecht, Doctor Wieder, and Doctor Bos.

In England complete atlases fetched less than single sheets from their contents do today. A collector of a Speeds county map, or his map of the World or America could buy the complete atlas for from three to five pounds and a Mercator in contemporary colour from nine to ten pounds.

One of these early collectors was Mr Macpherson. Originally he made a large collection of illustrated topographical books on India, which he sold in its entirety to one of the Indian Rajahs. He then turned to atlases for his investment hobby. Keen and appreciative with no lack of financial resources he would visit most Saturday mornings Francis Edwards in Marylebone High Street, and have all the latest purchases of land and sea atlases spread out before him and make his selection personally. Atlases were plentiful and cheap and it was possible to pick and choose between different copies of the same atlas: Ptolemy's, Blaeu's, Ortelius's, Goos's, Colom's and Doncker's were represented by three or more copies.

The Macpherson collection, was catalogued by Mr A. L. Humphreys and issued in a 4to volume with the title 'Old Decorative Maps and Charts', with 79 plates in 1926. It was published by R. A. Skelton, the text revised, but without the valuable list of Macpherson atlases by Staples 1952, and Spring Books 1965 & 67.

The Macpherson collection was bought by Sir James Caird the shipping

magnate and presented to the Greenwich Maritime Museum, forming the basis of the Greenwich Library. Sir James also endowed the Museum and many additions have been made since, making the Maritime Museum one of the main national collections, a delight to the casual visitor and a rich storehouse and reference library for students of cartography. Some of the treasures of the Library include

1477-1485? BARTOLOMMEO DA LI SONETTI (ZAMBERTO). Isolario. (*Venice*, Gulielmus of Piancerreto, called Anima mia, not before 1477 not after 1485).Sm. 4to.

** The earliest Atlas of the Mediterranean, and probably the earliest printed Atlas. It consists of 56 leaves black letter containing 49 remarkable full and double page wood-cut maps of the Islands of the Mediterranean. Uncoloured. An exceedingly rare and valuable work both on account of its being an early specimen of Italian poetry and also as the earliest Atlas of the Mediterranean.

1482. PTOLEMY (CALUDIUS). [Cosmographia]. *Ulm*, per Leonardum Hol, 1482. Folio.

** A complete copy of the second issue, consisting of 133 leaves, viz. Text 69 ll. and 32 maps on 64 leaves.

1574-1579. SAXTON (CHRISTOPHER). [Maps of the Counties of England and Wales. *London* 1574-1579]. Folio.

** Complete sets of Saxton's maps, which should consist of an engraved frontispiece containing a portrait of Queen Elizabeth, 35 maps, a leaf of Index and a folded plate of "Arms of the Peers," are very scarce. The present copy contains the 35 coloured maps but the frontispiece with the portrait of Queen Elizabeth is in facsimile and the Index leaf is missing. The maps are the earliest surveys of England and Wales.

1574-1618. BRAUN (GEORG) & HOGENBERG (L.). Civitates Orbis Terrarum. *Bruxelles & Coloniæ Agrippinæ* 1574-1618. 6 vols in 2. Folio.

** Each volume contains a finely engraved title and numerous engraved plans and views of Cities and Towns with descriptive text. Hogenberg was associated with Braun, or Bruin, of Cologne, and Simon Novellanus in the publication of this vast Collection of views and plans, accompanied with descriptions, of the principal cities of the world.

1588. WAGHENAER (L. J.). The Mariner's Mirrour, wherin may playnly be seen the courses, heights, distances . . . with the marks for th' entrings of the harbouroughs, havens and ports of the greatest part of Europe. . . . first made & set fourth in diuers exact sea-charts by that famous Nauigator Lvke Wagenar of Enchuisen and now fitted with necessarie additions for the use of Englishmen by Anthony Ashley. [*London* 1588]. Folio.

1661. DUDLEY (SIR R.). Dell' Arcano del Mare . . . in Libri Sei. *Fiorenza* per Giuseppe Cocchini 1661. Folio.

** A magnificent copy of the Second Edition of this most important work. The two volumes are in contemporary vellum in pristine condition.

1671-1675. SELLER (JOHN). The English Pilot. The First Book describing the Sea Coasts, Capes, Bays, Harbours, Rivers in the whole Northern Navigation. *London*, Printed by John Darby 1671. – The English Pilot. The Second Book, Describing the Sea Coasts . . . in the Southern Navigation. *London*, Printed by John Darby 1672. – The English Pilot. The Third Book, describing the Sea Coasts. . . . in the Oriental Navigation. *London*, Printed by John Darby 1675. Folio.

c. 1700. LEA (PHILIP). Hydrographia Universalis or the Sea Coasts of the known parts of the World, containing general and particular Charts of all the Harbours, Bayes, Islands, &c. upon ye said Coasts, according to actual Surveys by several hands. *London,* Philip Lea, at the Atlas and Hercules in Cheapside near Friday Street end [?1700]. Sm. oblong fo.

1770. COOK (JAMES) and LANE (MICHAEL). Collection of Charts of the Coast of Newfoundland and Labrador. *London,* Thomas Jefferys 1770. Folio.
** A fine copy in contemporary half calf binding of an unusually rare volume of Charts, the first four of which are by James Cook, who afterwards became the celebrated Navigator. In 1759 Cook was appointed Master of the "Mercury," in which he sailed for North America, where he was employed in surveying the Channel of the River St. Lawrence. He subsequently, when Master of the "Northumberland" in 1762, surveyed the Harbour of Placentia in Newfoundland (reproduced in this volume).

1813. KRUSENSTERN (CAPTAIN A. J. von). Voyage round the World in the years 1803, 1804, 1805 and 1806. By Order of His Imperial Majesty Alexander the First, on board the ships "Nadeshda" and "Neva." Translated from the original German by Richard Belgrave Hoppner. *London,* John Murray, 1813. 1 vol. 4to & folio Atlas in 2 vols.

THE MAPPING OF THE COMMONWEALTH

A Conference organised jointly by the British Library and The Commonwealth Institute entitled "The Mapping of the Commonwealth" is to be held in London on the 23rd and 24th May, 1985.

The first day of the Conference is to be hosted by the British Library and will feature papers designed to discuss the historical background to the cartography of the Commonwealth. Dr. Helen Wallis, Map Librarian of the British Library, will be presenting a paper on the cartography of the 18th and 19th centuries with examples from Africa, Australia, India, Canada and New Zealand. Peter Barber, of the Department of Manuscripts, will be discussing early maps of the 16th and 17th centuries, including examples of Portuguese mapping. Other features of the first day include a talk by James Elliot on the equal-area projection of Dr. Arno Peters, recently publicized by the United Nations Children's Fund, and a special exhibition of historic maps in the Map Library.

The second day of the Conference is to be held at The Commonwealth Institute. This part of the Conference will include a film produced by the Overseas Surveys Directorate showing mapping work in Kenya, Sarawak and the Gambia and will also include a session on the applications of remote sensing by satellites. Further papers on 'Atlas-making for the Commonwealth' and on 'African Surveys c. 1890-1940' are also planned.

Details of the course are available on request from Ms. Maggie Butcher, Deputy Chief Executive, The Commonwealth Institute, Kensington High Street, London W8 6NQ. 01-603 4535 ext 267.

Regrettably this copy arrived too late for the February Journal. But we have included it this time for your information.

NEWS AND VIEWS

by Yasha Beresiner

Of the triad of IMCoS events that take place now regularly in London each year, my own personal favourite remains the Annual Dinner which follows the days academic Symposium and precedes the bustling activities of the Map Fair. Here is a truly social event that was launched with our first Symposium four years ago after considerable heart-searching. It is the nature of every collectors' association to have an important element of "fun" in their activities and dealers as well as academicians can enjoy this aspect. The Annual Dinner somehow assures a mixture and an atmosphere that does justice to the spirit of the collector.

Our IMCoS Dinner on Saturday, June 22nd, to be held again at the Royal Overseas League in St. James's Street, promises to be an important and international event *par excellence.*

The internationality of IMCoS is best reflected in the Society's representatives throughout the world. Last year's activities drew many of them to London. The appointment of Alan Bartlett as the Society's International Secretary has further enhanced this aspect of our activities.

We already have confirmation this year of several of our representatives planning to be present. Themis Strongilos, a Director of our Society and our representative in Greece will again make his way to the U.K. for our 2-day event. We became good friends during the highly successful Cyprus Symposium due to Themis's efforts on behalf of the Society. It was there that the



Alan Bartlett – IMCoS International Secretary addressing our members from distant lands at last year's IMCoS Dinner. Next to him, his wife.



Themis Strongilos in his usual style of animated conversation at the IMCoS Dinner last year, planning a return visit with many of our friends this year.

seeds of future events was sown and his plans for our Athens Symposium are forging ahead.

Another man who left his mark during the Cyprus event is Drago Novak, our representative in Germany. It is his Yugoslav origins that have induced the Society to appoint him as Chairman for our Symposium in Belgrade, also an event now well planned. Drago has not missed a single IMCoS event of consequence in 5 years. It will again be a pleasure to see his smiling face and feel his robust handshakes!

Whilst on the subject of Cyprus, Andreas Hadjipaschalis cannot go unmentioned. He was instrumental in making Cyprus a success and thus placing IMCoS at a much higher level of respectability. He will be visiting us for the third year running. Not least of Andreas's great qualities is the charm of his lovely wife who will again accompany him this year.

From Italy, Mr. & Mrs. Maranelli will again grace the various functions with their presence and there will no doubt be a special welcome for Kazumasa Yamashita from Tokyo. His great enthusiasm has given a boost to IMCoS in Japan where Society meetings have been taking place at regular intervals under his auspices.

We are still waiting to have news of Eva Wejntraub's plans for a visit to London. As our representative in Israel she has already taken practical steps in the organisation of our 1987 Symposium to be held in conjunction with the Maritime Museum in Haifa.

A listing such as this has always a danger of exclusion but the intent clearly is that all our friends will be highly welcome . . . even if there has been a tendency to forget such personalities as Werner Lowenhardt of the Netherlands or Gunner Skoog of Sweden or, for that matter, Muhtar Katircioglu of Turkey, all of whom we were delighted to have with us in the past and very much look forward to seeing again this year.

The Royal Overseas League will be a particularly suitable venue for our special Guest of Honour who has kindly agreed to be present at our dinner. He is James Hamilton, the Fifth Duke of Abercorn.

The Duke, born in 1934, succeeded to the title from his father in 1979 following on an illustrious academic and industrial career. A former Lieutenant of the Grenadier Guards he has been also a member of the Council of Europe and of the European Communities Economic and Social Committee. Following on many highly prestigious directorships, his is currently a Director of the Northern Ireland Development Board, a position which he took up in 1982. The Duke's interests in antiquarian maps are peripheral to his various hobbies and he has frequently supported various international organisations devoted to the academic aspects of research and preservation of antiquities.

In the light of the many special events planned, which, inter alia, include Dudley Barnes's exhibition of portolan charts; a boat trip to Greenwich Maritime Museum where the Symposium is being held; a free valuation and identification service by many experts during the fair – 1985 will undoubtedly prove to have been the best of IMCoS's events to date.

INTERNATIONAL REPRESENTATIVES

We are very pleased to announce that Kenneth Nebenzahl has been appointed IMCoS Representative for U.S.A. (Central) and Kjartan Gunnarsson for Iceland.

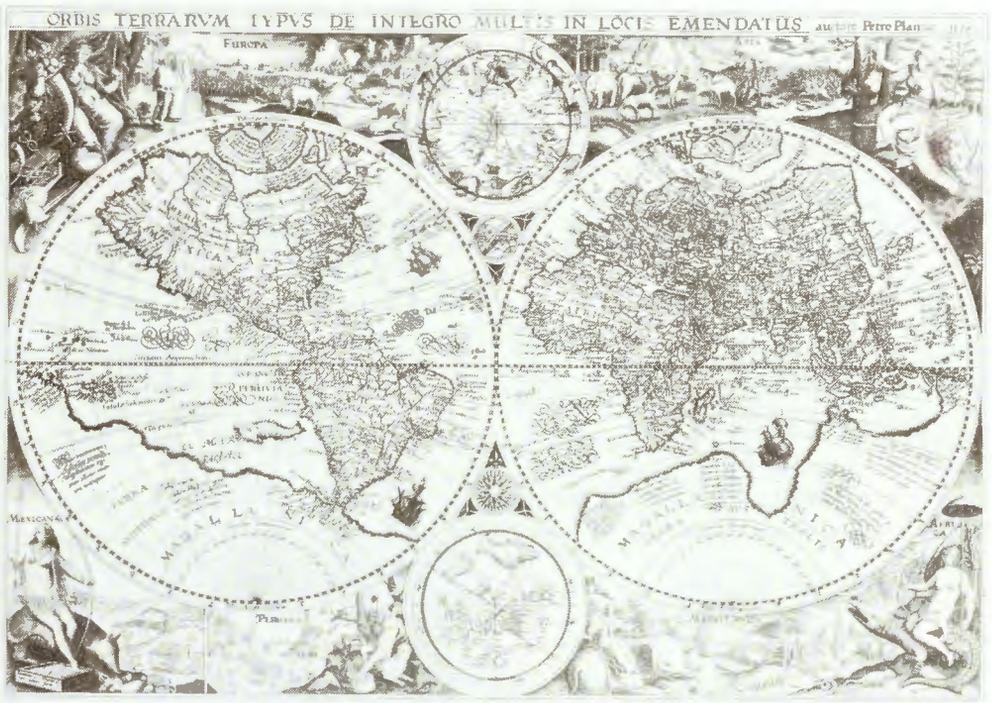
Ken is not only prominent as collector, author and dealer, but is also well known internationally for the periodic lectures that bear his name.

Kjartan and his collecting interests were featured in the February Journal and he is known to many members from his regular attendance at the annual London Symposium, Dinner and Map Fair.

Our representative in Japan, Kazumasa Yamashita, has made great progress there since last year. He has already formed a 'branch' of IMCoS, established rules, recruited members and is arranging meetings. Their constitution is a model for a national 'branch'. All their members are full members of IMCoS internationally, but are banded together in Japan to organise and enjoy activities locally under the IMCoS banner. We wish them every success.

Jonathan Potter

Always stocking
a large selection of
fine, rare, decorative
and interesting Antique Maps



Plancius PETRUS ORBIS TERRARUM TYPUS. C1597.
Plancius Petrus folio world map is recognised as the first world map to incorporate elaborate pictorial borders, establishing a genre in map making that lasted over 100 years. Engraved by Jan van Doetecum this is a fine example of Dutch map making at its most detailed and decorative.

This is one of a selection of Ortelius maps of America from our current catalogue

JONATHAN POTTER Limited
ANTIQUE MAPS
Prints and Atlases

Open
Monday – Friday
9.30am – 5.30pm
Saturday
9.30am – 11.30am

Visa
Diners Club
Master Charge
American Express
accepted

1 GRAFTON STREET · LONDON W1X 3LB · TELEPHONE 01-491 3520

PJDGRAFIK
phototypesetters and printers

A design and print company specialising in the production of books and catalogues for the antiquarian map world

126 Lane End Road, High Wycombe, Bucks.
Telephone: (0494) 35271/2/3

Authentic Antique Maps
XVIth-XIXth Century

Leycester Map Galleries Limited

● Worldwide Postal Business
WELL HOUSE, ARNESBY, LEICESTER LE8 3WJ.
(Tel: 053 758 462)

● Monthly Exhibitor
BONNINGTON HOTEL
Map and Print Fairs

"Me thinkes it would well please any man to look upon a Geographical map, to behold as it were, all the remote Provinces, Townes, Cities of the world"

from: Anatomy of Melancholy — Robert Burton 1621

Enquiries welcome from all over the world.
Special discounts for postal collectors and the trade.

Waterloo Fine Arts Ltd.

40 Bloomsbury Way
London WC1
(Round corner from Museum Street)
Tel: 01-405 9662

Trade Dept: 1 Cecil Court, London WC2

Paul & Mona Nicholas are pleased to provide a personal service for beginners, collectors and dealers of moderate/ medium size.

A general stock list is available each month free of charge, main interests being Travel Books, Maps & Prints of Americas, West Ind. & World.

Bookdealer

the trade weekly for books wanted and for sale

Bookdealer is the leading weekly magazine for the British second-hand and antiquarian book trade. The annual post-free subscription is £26. A specimen copy and rate-card will be sent on request.

Every issue of **Bookdealer** contains approximately 10,000 titles. Wanted for Sale, Editorial, Classified, and an Author and County Index of Books Wanted

☆

Published by Werner Shaw Limited

26 CHARING CROSS ROAD (SUITE 34)
LONDON WC2H 0HY
Telephone: 01-240 5890 and 5991

SARUM

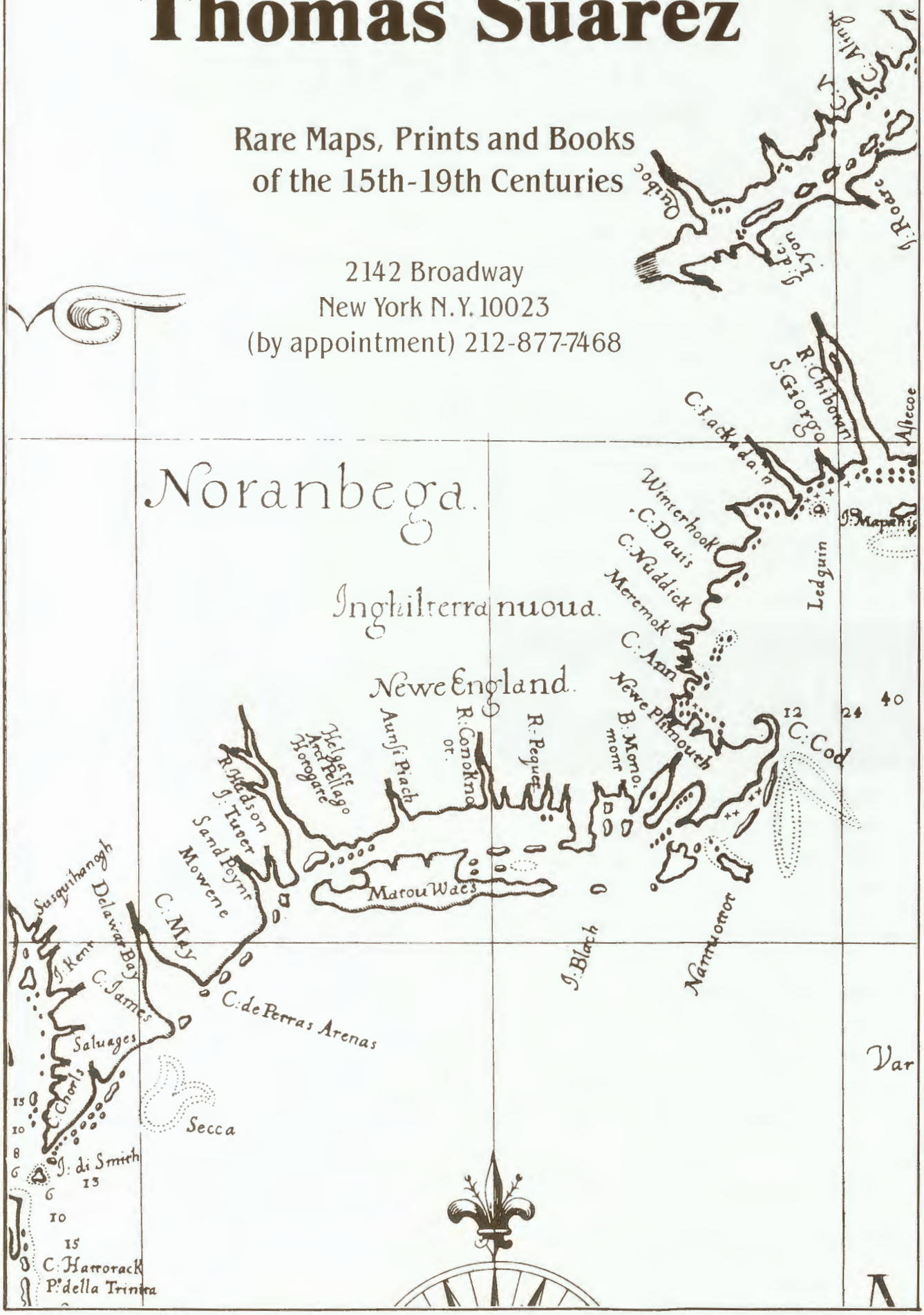
Antiquarian Maps & Atlases

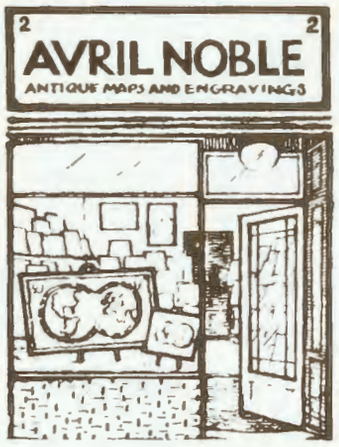
ERICSSON & CHRISTOPH
10 Chapel Street
Belgrave Square
London, SW1
Tel: 01–235 6744
Business by Appointment Only

Thomas Suarez

Rare Maps, Prints and Books
of the 15th-19th Centuries

2142 Broadway
New York N.Y. 10023
(by appointment) 212-877-7468





ANTIQUE MAPS & ENGRAVINGS
16th to 19th Century • All parts of the world

AVRIL NOBLE

2 Southampton Street, Covent Garden WC2E 7HA
01-240 1970

Monday – Saturday 10am – 6pm

Exhibiting Map Fair – Forum Hotel – 23rd June
and Map Fair – Bonnington Hotel 24th–26th June

The Carson Clark Gallery

For fine quality antique maps and charts of all parts of the world.

In fact everything for the collector of Discovery, Travel & Topography.

Stock includes items published between 1500-1900.

Confidential consultations on valuation whether buying or selling.

Specialist advice on investment. Call at our lovely Gallery in the heart of Historic Edinburgh or write to:

A Carson Clark FRGS
SCOTIA MAPS-MAPSELLERS
173 Canongate
The Royal Mile
Edinburgh EH8 8BN
Tel: 031-556-4710

Catalogues issued on request

ANTIQUARIAN MAPS

THE AMERICAS
and other parts of the World
Illustrated Catalogue
offering 800 Maps & Prints
$3.00 Airmail

TABULAE NOVAE TERRAE

Capt. Kit S. Kapp

Box 64 · Osprey
Florida 33559 · U.S.A.

CLASSIFIED ADVERTISEMENTS

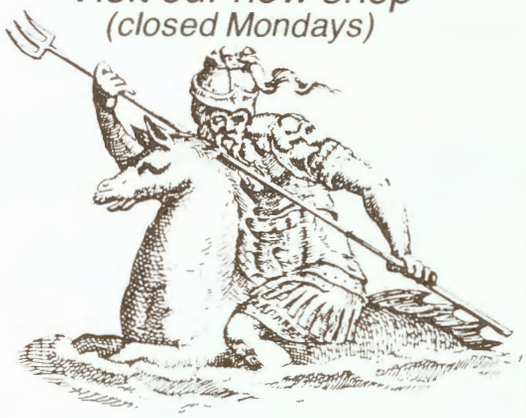
Oldfield Antique Maps & Prints. We specialise in British Maps 1600-1850. Also early o/s maps. Send for free list of your area. We are also keen buyers. 34 Northam Rd, Southampton SO2 0PA. Tel: (0703) 38916.

JOHN TROTTER 11 Laurel Way, London, N20. Tel: 01-445 4293. Specialist in maps, prints, books of the near and middle east.

Cambrian Maps & prints

Wide choice of maps:
British Isles except South
East England, also
Western Hemisphere.

Visit our new shop
(closed Mondays)



Tom Hopkinson
29 Grove Road, Redland,
Bristol BS6 6UW. 0272 732289



THE OBSERVATORY

Maps, Prints
Rare and Common Books,

Post Office Box 1770
212 Katlian Street
Sitka
Alaska 99835 USA

ALASKANA SPECIALISTS

(Branch Shop Address)
The Observatory North
4608 Lake Spenard Drive
Anchorage
Alaska 99503 USA

The Kenneth Nebenzahl, Jr., Lectures
in the History of Cartography
at the Newberry Library
Eighth Series 1985

MONARCHS, MINISTERS AND MAPS

The Emergence of Cartography as a Tool of Government in Early Modern Europe

Thursday 7th November 1985 (Evening only)
Friday 8th November 1985 (All day)
Saturday 9th November 1985 (All day)

Contact Stephen Luck for further details.


Tlandt ontrent Doueren zeyende doer de hoofden
Douers
S. Margaret
Grauesent
Tilbury
Holhauen
Rochester
Cliff
Leegh
De noer
Schor bacht
Whytstaple
Roculuer
Sandwich
Sandwich
Corborow
John
Marygat
De Bra
ken
Querus
S. Peter
Tvoor landt
Knock
Goeryngh
OCEANVS SEP
Galper
De Zee Custen tusschen Douere en Orfordts nesse, daer de Teemse de Vermaerde Riuiere vā Lōnen gelegens is, met alle sanden ondiepte, naer haren wesen en ghedaente
Door Lucas Ianss Wage.