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International Map Collectors' Society

Spring 1986 – Volume 6 No. 1 (CN22)

IMCoS List of Officers 4
Editorial 5
Notice of AGM 6
Regional Meeting (Leeds) 7
The Legend of Prince Madoc. Prof. Arthur Davies 8
Notices 16
Review 17
Road Maps in 18th Century Magazines. R. S. Taylor 20
Writings About Maps. Cosimo 24
Letters to the Editor 25

FINAL COPY DATE FOR NEXT ISSUE IS 9th MAY

Invitation to Private Viewing

The British Library has kindly offered to arrange a private viewing for IMCoS members of the new 1986 exhibition 'The city in maps'.

This will be on the evening of the opening day, Wednesday 4 June, between 6 and 8 pm, in the King's Library. The evening will comprise reception, buffet, and access to the Map Gallery for viewing throughout. The curators responsible for mounting the exhibition will be on hand to discuss the plans and maps exhibited.

The Library has also extended an invitation to the British Cartographic Society, which will provide a good opportunity to get together with a fellow society.

Applications should be made as soon as possible, together with a remittance of £5 per person, to help cover the cost of the buffet, drinks and administration.

Write to your Treasurer, Geoffrey Ramsden, at:

'Holdfast End'
Holdfast Lane
Haslemere, Surrey
UK, GU27 2EU.

IMPORTANT – DO NOT DELAY

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(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.

EDITORIAL

Notes from The Chairman

Plans are well ahead for the joint IMCoS London Symposium with the Royal Geographical Society on June 21st. The Theme will be Explorers Maps. The Dinner will be held at the Royal Over-seas League. The Map Fair to take place on Sunday 22nd at the Forum Hotel. Jonathan Potter has kindly offered to organise an Exhibition of Explorers Maps. (Further details in enclosed leaflet.)

I have received many complimentary remarks about the first edition of the IMCoS-Map Collector, Map Dealers Directory. These are now available at a special price to members of £2.75 (post paid £3). If any members require an additional copy please write to the Membership Secretary Caroline Batchelor at 83 Marylebone High Street, London W1M 4AL. There is still a vacancy on the Committee for someone to replace John Beech as Secretary. Please can I have nominations? The duties are not arduous. The Committee meets monthly at 5.30pm in the Farmers Club, 3 Whitehall Court, (near to Embankment Underground Station).

We need volunteers to assist at the map fair in manning the IMCoS stand. Please contact any member of the Committee if interested. Overseas members are most welcome.

Our next meeting will be in Leeds on Saturday 19th April at 10.30 for 11am at Leeds University. We are expecting a good attendance for the talks on "Yorkshire Mapping" and "Road Maps of Ogilby" with a unique opportunity for a private viewing of the Whitaker Collection.

Raymond O'Shea has kindly invited IMCoS delegates to the London Symposium and exhibitors to the Map Fair to a reception to be held on Friday 20th June 1986.

5.30 - 8.30pm.

Kent and the Channel
Illustrating the developing perception of the region in printed images from Elizabethan to Victorian times in up to a thousand maps, charts and prints from Saxton, Speed, Blaeu and Jansson to Moule. Included are maps of great rarity especially 5 editions of Saxton, 3 issues of the Simondson and the very rare Anonymous "Carde of Kent", the first separate printed map of Kent.

Admission to this reception will be by ticket only.
Please apply to the O'Shea Gallery, 89 Lower Sloane Street, London, SW1W 8DA. Tel: 01-730 0081-2.

Malcolm Young

Catalogues Received

LIBRERIA ANTIGUARIA CATEDRAL: c. Merceria No. 20, 43003 Tarragona, Italy. Catalogue No. 16. 13pp. 235 entries, illust. Books.

LIBRERIA ANTIGUARIA CATEDRAL: c. Merceria No. 20, 43003 Tarragona, Italy. Catalogue No. 17. 13pp 177 entries, illust. Maps and Views.

IVAN DEVERALL: Duavl House, The Glen, Cambridge Way, Uckfield, Sussex, TN22 2AA. Tel: (0825) 2474. Antique Maps. Spring 1986. 9pp. illustrated.

KULTURA: P O B 149, 1 Foutta 32, H-1389 Budapest 62, Hungary. Tel: 388-511. Old Maps and Views. 20pp. 13 illusts, selection of maps and views by continents.

TOOLEY ADAMS & CO Ltd: British Isles List. 22pp. over 450 entries. Illust.

SUBSCRIPTIONS 1986

Everybody should now have received a reminder to pay their 1986 subscriptions if it is due. Unfortunately there are still a number of members who have not paid and I would be most grateful if they would not delay and send me their subscriptions as soon as possible.

Caroline Batchelor
c/o 83 Marylebone High Street
London W1M 4AL

IMPORTANT

The Society would like to print later this year an up to date directory of members. It is important for members to be fully paid up to make this possible and correct.

Will all members not wishing their names or addresses to be published please notify the membership secretary in writing as soon as possible.

Notice of Annual General Meeting on Tuesday 13th May 1986 at 6 pm

in the Oak Room, Farmers Club, 3 Whitehall Court, London
(Near Embankment Tube Station)

AGENDA

1. President's Welcome
2. Apologies for Absence
3. Minutes of AGM on 23 March 1985
4. Chairman's Report
5. Executive Officers' Reports:
   Secretary, Membership Secretary,
   International Secretary, Treasurer,
   Journal Editor, Publicity Officer
6. Approval of Audited Accounts for 1985
7. Election of President, Chairman, Vice Chairman, Director,
   Membership Secretary, Secretary, Executive Officer
8. Any Other Business

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International Map Collectors Society

REGIONAL SYMPOSIUM

Saturday 19th April 1986 — Leeds

Venue: University of Leeds, Brotherton Library, Parkinson Building, Woodhouse Lane, Leeds LS2 9JT

10.30	Assemble in the Brotherton Collection Room of the Brotherton Library
11.00	Welcome by *Dennis Cox*, University Librarian & Keeper of the Brotherton Collection
11.05	Introduction to the day: Christopher Moore
11.10	The Harold Whitaker Collection of County Atlases, Road Books and Maps: an introduction
11.20	'Some Aspects of Yorkshire mapping': talk by *Gordon Dickinson*, Department of Geography, University of Leeds
11.50	Question period
12.00	Viewing of a selection of atlases and maps from the Whitaker Collection
12.45	Walk to Charles Morris Hall for:
12.55	Sherry
13.00	Lunch with wine
13.50	Return to the Brotherton Collection Room
14.10	Introduction to afternoon session: Alan Hulme
14.15	'John Ogilby and his Successors': talk by *Christopher Moore*
15.00	Open Forum
15.45	Return to Charles Morris Hall for tea and biscuits
16.30	End

The Legend of Prince Madoc
by Professor Arthur Davies

Professor of: Geography, University of Exeter 1948-1971
Honorary Fellow of the Royal Geographical Society
Contributed to Encyclopaedia Britannica and Geographical and Historical learned journals.

I first heard the story of Prince Madoc at my father's knee and I grew up amidst a people convinced that he had discovered America, for David Powel had given that twist to the legend in his version of 1584, later printed by Richard Hakluyt in 1599. Madoc did not establish his colony in America but he set in train three centuries of Welsh voyages in the North Atlantic to Greenland and its Norse settlements. This culminated in the voyage of John Lloyd in 1477.

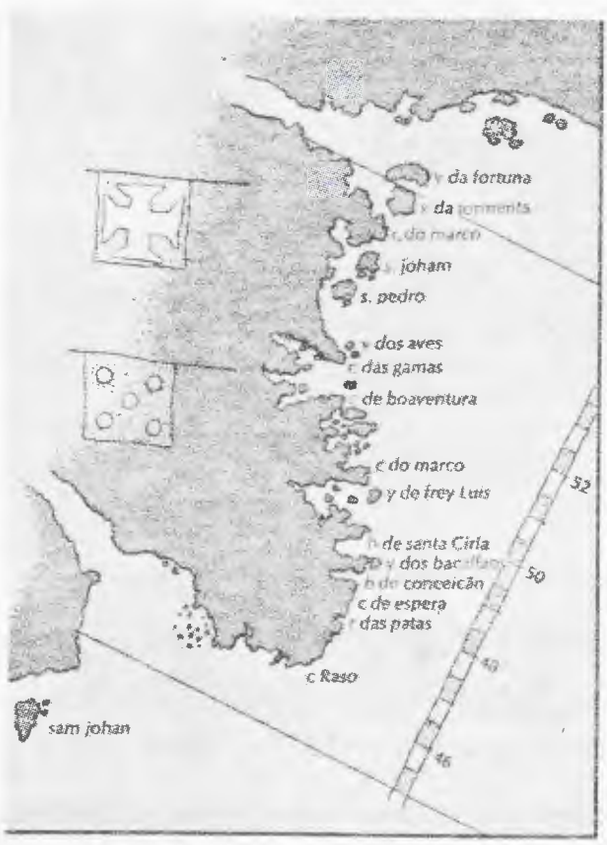
First, however, a word about legends. A myth or legend must have a kernel of truth in it or it would not survive. The most famous legend of all is 'The Arthurian', about a Celtic warrior King of Wessex who defeated the Saxons so decisively after Rome had withdrawn its legions that the peace was kept for thirty years. The legend grew to encompass much of the story of Celtic people in Britain from the Rome conquest to 1200 AD, when Plantaganet England had its castles, its ladies and their knights and tournaments. The legend spread over Europe. Everything coalesced around Arthur, the great Celtic King, like a romantic cloak and that, to a large degree, is what it was. Something similar ultimately gathered about Prince Madoc with additions in Tudor times.

A second thing about a legend is that it has to satisfy the longings of a people. The legend of Prince Madoc is a bright gleam in the oral history of a people who had been subdued by England but who knew and were proud that they had resisted the might of Norman England for two hundred years longer than the Saxons had done. They longed for achievement of their own. The legend kept hope alive in difficult and dangerous times.

Owain, Prince of Gwynedd had eight children by his two wives but 'left behind him many children gotten upon divers women'. It was, throughout history, one of the best trends in genetics! Amongst them were Howel and Madoc. As base-born they did not appear in the official chronicles of The Acts and Successions of the Princes of Wales. It seems that the oral versions of the legend were put together in medieval Welsh about 1350 and were translated into English by Humphrey Llwyd, Gentleman, in 1558. David Powel 'corrected' it in 1584 and added his own interpretation, utterly and stupidly wrong. The legend, stripped of Powel's addition, reads:



Modern Map (Shown tilted)



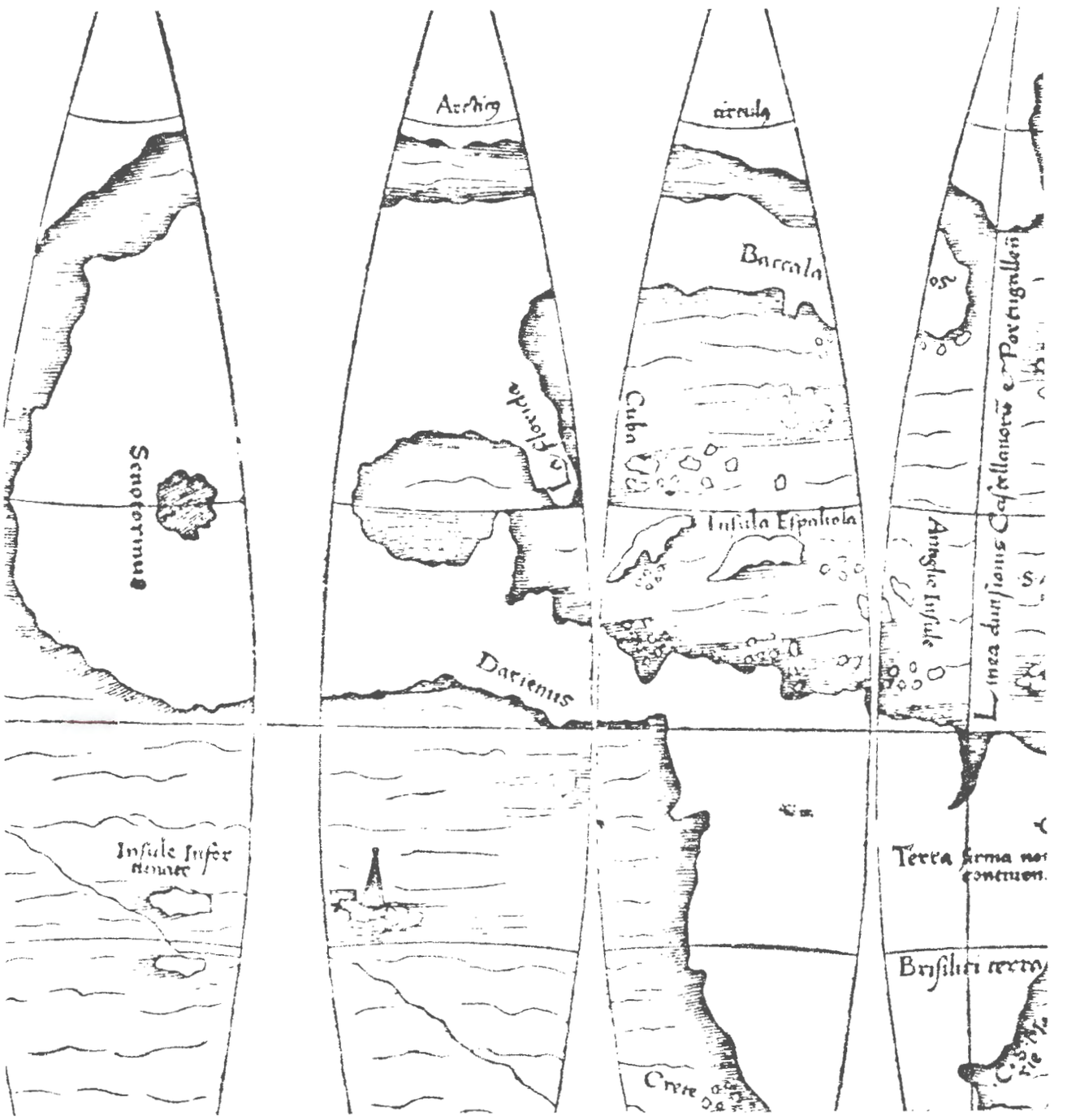
Reinel, 1505

'After the death of Owain of Gwynedd, his sons fell at debate who should inherit after him for the eldest son born in matrimony, Iorwerth Drwydion was counted unmeet to govern because of the maime upon his face: and Howel that took upon him all the rule was a base son, begotten upon an Irishwoman, Pyvog. Therefore David gathered all the power he could and came against Howel, and fighting with him, slew him: and afterwards enjoyed quietly the whole land of North Wales, until his brother Iorwerth's son came to age.

Madoc, another of Owain Gwynedd his sonnes, left the land in contention between his brethren, and prepared certain ships, with men and munition, and sought adventures by seas, sailing west and leaving the coast of Ireland so farre north, that he came to a land unknown, where he saw manie strange things.

Of the voyage and returne of this Madoc there be many fables feigned, as the common people doe use in distance of place and length of time rather to augment than diminish; but sure it is there he was. And after he had returned home, and declared the pleasant and fruitful countries he had seen without inhabitants, and upon the contrary part, for what wild and barren ground his brothers and nephews did murther one another, he prepared a number of ships and got with him such men and women as were desirous to live in quietness, and taking leave of his friends took his journey thitherward again. Therefore it is to be supposed that he and his people inhabited part of those countries.

This Madoc, arriving in the westerne countrye, unto the which he came in the year



The Holbein portrait of Henry VIII made in 1534 portrayed a globe known as the Ambassador's globe. This illustration is of gores similar to the globe depicted in the painting

1170, left most of his people there, and returning for more of his own nation, acquaintances and friends to inhabit that faire and large countrye, went thither again with ten sails, [as I (David Powel) find noted by Gutyn Owen. I am of the opinion that the land whereunto he came was Mexico.']

Llwyd thought it was Florida, the Spanish name for that part of North America explored by them. These men gave an entirely wrong twist to the legend, living at a time when Spain received enormous wealth in gold and silver from Mexico. They were anxious to claim prior discovery perhaps as part excuse for Elizabethan piracy against Spanish vessels. At any rate Elizabethan England accepted the legend with enthusiasm. In the eighteenth century the Reverend John Evans made exhaustive searches for traces of Madoc's colony in U.S.A. and found nothing. But the damage was done. In Wales the idea was set firm: Madoc had discovered America!

David Powel changed the sailing direction: in his own mind he made it 'sailing west and leaving Ireland so farre to the north'. This gives a route across the Atlantic by way almost of the Azores, with Trade Winds helping further south. If Madoc took that way one can accept that he might have reached Florida. In these days when men row across and cockleshell craft embark on it our judgement is more open. Ships of 1170 were large enough and strong enough to brave the Atlantic. In 1188 Richard the Lionheart set out for his great crusade with 112 ships, carrying destriers and armour and twenty seven thousand men. They reached the Holy Land without loss at sea. But the legend lists five voyages by Madoc, there and back, and it is absurd to visualise such a to-and-fro. To Florida about 4000 miles. To Greenland about 2000 and there were hundreds of miles 'without inhabitants' between the Norse settlements: and 'manie strange things', seals and walrus and deep sheltered fiords.

Nor was Madoc's idea of a colony in the nature of a fantastic vision. The long history of Celtic peoples had been of small groups pushing north along the edge of the ocean in search of peace. Death came early and seldom gently in such times of strife. The Lord Madoc offered peace and plenty: Life was a gamble which few could win. It was worth a try.

The Norse world by 1100 AD linked Norway, Iceland and the Greenland settlements with Britain, where it had spread southward along the Western Isles to lap the Irish Sea, at Dublin, the Isle of Man, Cumbria and in Gwynedd, between the Conway and the Dee. Madoc probably sailed west and beyond Antrim He kept west and far north, with knowledge of the sea trade which was then active between the East

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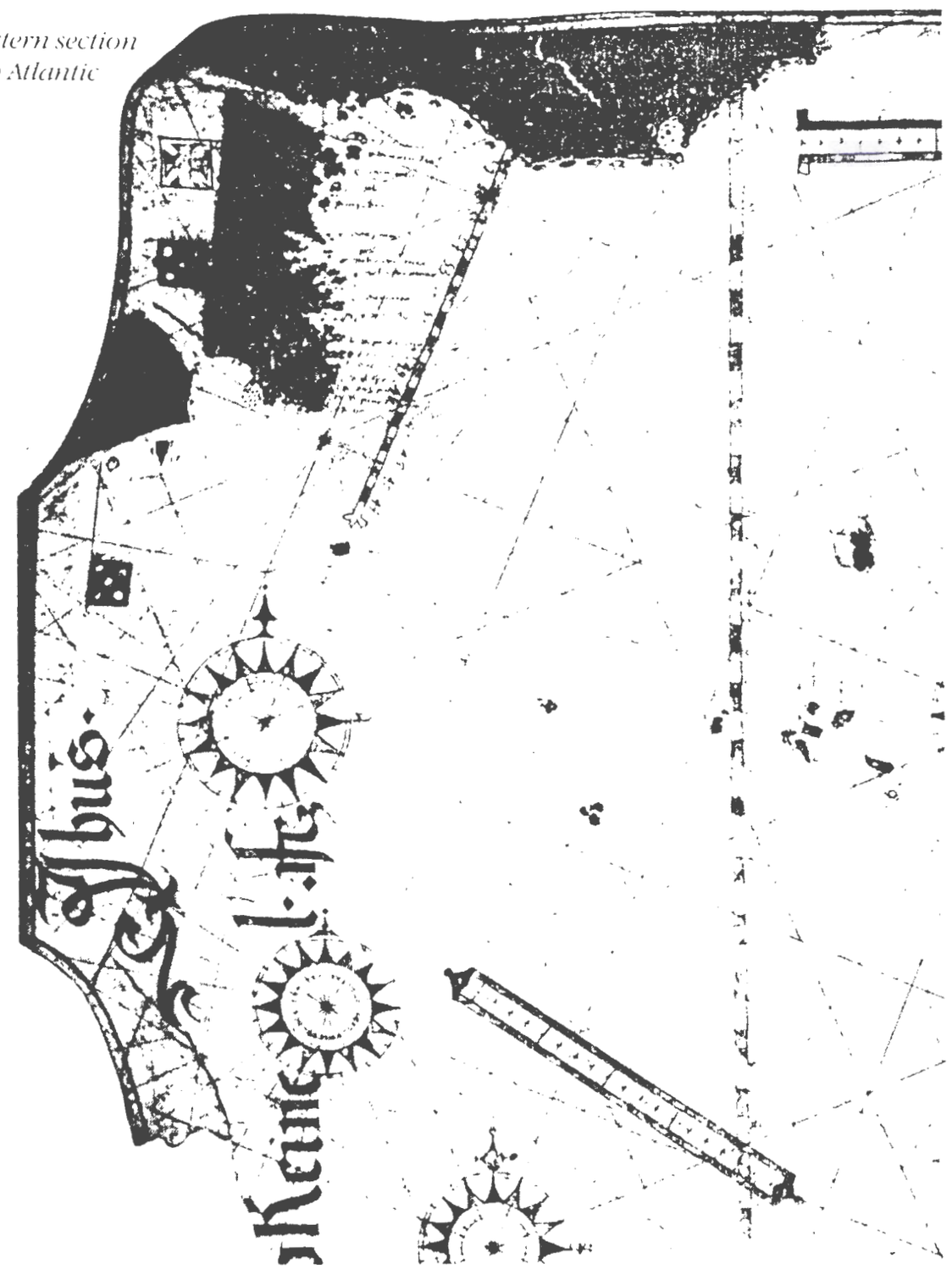
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and West settlements in Greenland and lands in Western Europe. He sailed, according to oral tradition from Abergele, in the midst of the mixed Norse-Celtic population between the Conway and the Dee. Two strange reports in the Arthurian legend support Greenland as the location of Madoc's colony. One of the lesser known aspects of the legend is that King Arthur led an army and conquered in Iceland and Greenland, as far as 78 degrees north. This was, of course, nonsense but it suggests that some knowledge of Madoc and his colony in Greenland had reached Wessex and had been 'acquired' for the fine cloak of King Arthur. It was the *Gestae Arthuri* which credited Arthur with conquests as far as 78 degrees and it relates that in 1364 eight men were brought from Greenland to the court of the King of Norway: they were said to be 'the last survivors of those who had come with King Arthur and their stock was now ended.'

Until 1306 the Greenland colonies traded freely with countries of Western Europe and prospered. From 1306 however all foreign ships were forbidden to sail to Iceland or Greenland by the Crown of Norway. The ban was ineffective and was repeated in 1361. By this time the settlements faced hard times. They had overfished and overhunted their seals and walrus; fish stocks were in decline, eider ducks exhausted and increasing cold. By 1342 the West (more northerly) Settlement had been abandoned, unknown to the East Settlement. As the settlers had no ships of their own it was unlikely they were moved in foreign ships. Excavations in the West Settlement in 1926 revealed anthracite, being used as fuel. The only source of anthracite in the world at that time

Pedro Reinel – the western section of his map of the North Atlantic



were the primitive adits in the Carmarthen seams, near Cardigan Bay. It may be that Welsh ships moved the West Settlement, possibly to Upernivik at 72 degrees north, where driftwood was more plentiful and fresh hunting grounds available.

The last recorded visit of a ship from Norway and Iceland to the East Settlement was in 1410. Yet foreign ships, when Western Europe had far greater demand for Greenland products than had Norway, attacked the East Settlement in 1418. According to the Pope the barbarians gathered their ships on the opposite shore and took away 'the active of both sexes' into slavery. The Pope conceded that most of those seized were returned after a time. All scholars agree that the barbarians were English i.e. English and Welsh together. It was clearly a mover to establish a temporary hunting colony, in Baffin Land, in virgin hunting ground. It was the second such move: 1342 being the first and 1418 the second.

In 1419 no less than twenty five English ships were lost in a great storm off Iceland and thereafter English ships rarely visited Greenland. Yet grave clothes, preserved by frost, reveal continuing contacts between the East Settlement and Britain until 1450 and later. As we shall see they were kept going by ships from the coast of Cardigan.

Denmark had conquered Norway and demanded of Edward IV that all English (which included Welsh) ships be forbidden to trade with Greenland. Edward complied and his Customs Officers enforced it rigorously. The Bristol Customs reached to St. Ives in Cornwall and to Milford Haven in Pembrokeshire. The liverpool Customs extended along the north coast of Wales. The coast of Cardigan escaped surveillance, tucked safely away behind the rampart of Snowdonia, the Cambrian Mountains and the Black Mountains of Carmarthen. But the animal life of the East Settlement was nearly exhausted. It was time for another move to fresh territory, for two winters of hunting. The Spanish historian Gomara, who knew Sebastian in Spain, stated that Jon Scolvus had led men of Norway (Greenlanders) thither (to the place of the Scolvus legend some 200 miles up Hudson Strait). This may have been in 1475, transferring able bodied of both sexes and children – for the legend refers to White Danish people. The intention was perhaps two winters of hunting and return to the East Settlement, while fresh supplies, especially fuel would be brought in 1476. Tragedy intervened. Perhaps the 1476 supply ship struck ice and was lost. In 1477 John Lloyd 'per venit' – sought to see the White Danish* people. It is Sebastian who once more provides the sad answer. As he lay ill and rambling Cabot's words were misunderstood by the French cosmographer André Thevet, in 1558. He reported that 'Sebastian put quite three hundred men on land in the direction of Iceland toward the north, where the cold killed almost the entire company, although it was in the month of July'. Sebastian was thinking of John Lloyd who had put 300 people on land and found them two years later, in July 1477, frozen to death. They could get food by hunting but there were no trees and fuel was to have come in 1476. Lloyd must have had a great sense of guilt so that he kept his knowledge of Hudson Strait secret until he passed it on to John and Sebastian Cabot and Fernandes in 1498. Nevertheless it was Prince Madoc who led the way and set in train events which led in the end to the discovery of America. The Welsh conviction proved true: they never knew the facts but the discovery, in a legend, goes to the hero, Madoc.

John Lloyd & North America

Henry Hudson was the first to sail through Hudson Strait, in 1610, and John Cabot was the first to discover North America in two voyages, in 1497 and 1498. So the historians have maintained. In fact Hudson Strait was navigated in 1477 and 3000 miles of the American seaboard was coasted, from Baffin Island to Maryland, in that same voyage which lasted nine months. It has taken me twenty five years to piece together all the evidence but I realised that Cabot was not the discoverer of North America more than fifty years ago.

It is a matter of mathematical logic and probability and I cannot fathom why it has not been perceived by others. John Cabot was not seeking new lands. He was hoping to sail west across the ocean to tap the wealth of the Orient in China and Japan, as Columbus attempted within the Tropics. In 1497 his shipmaster took him to a landfall at the Gulf of St. Lawrence, where Cabot Strait, sixty miles wide, offered a sea passage through a vast continent. It proved to be a great river estuary so Cabot returned along the south coast of Newfoundland to Bristol. In 1498 he was taken direct to Hudson Strait at 61 degrees north. It is sixty miles wide and six hundred miles long and it leads into Hudson Bay, which seemed to offer a sea-way to China. Cabot never even saw the strait, blocked by ice. He first saw land at 57 degrees north and sadly continued south. His ship foundered at sea, 'being seized by the ocean itself' in the words of Polydore Vergil. It is likely that it struck a low iceberg during hours of darkness in Conception Bay.[1]

*Norway, Iceland and Greenland became Danish in 1397 and thereafter the Greenlanders were sometimes regarded as Danish subjects or people.

1. Davies, A. The Last voyage of John Cabot. Nature 176, 996-99. 1955.

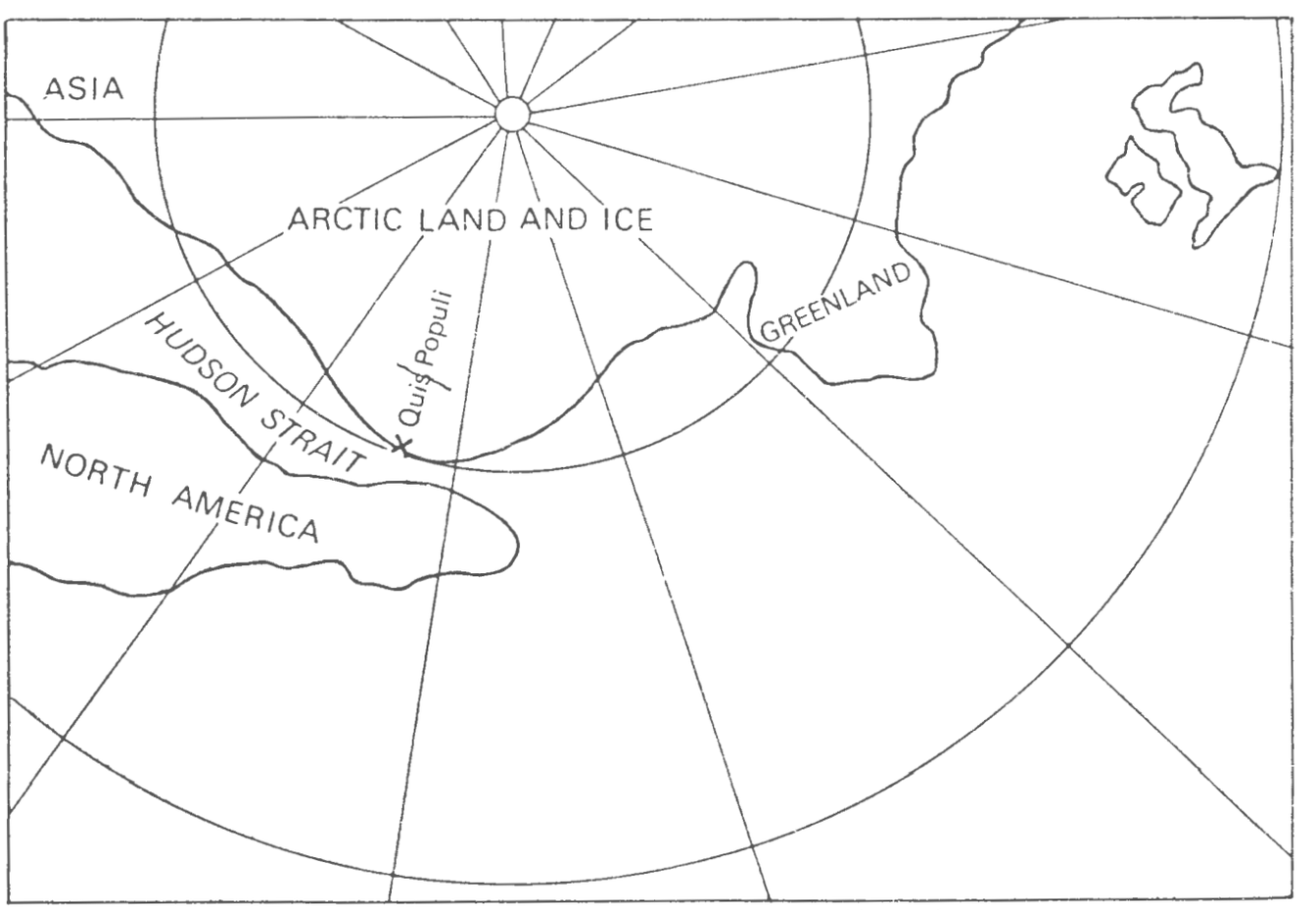
Can one credit, that in two successive voyages, the Shipmaster could take Cabot direct to the only two great waterways which offered passage through America? Unless they had been discovered earlier with the entire seaboard from Baffin Island at 62 degrees north to far south in what is now U.S.A. It should be noted that in 1497 no attempt was made to take Cabot around the south of the mainland; which indicates that land was known to extend for hundreds of miles south of the St. Lawrence Gulf.

The 1504 Map of the North Atlantic, drawn by Reinel in Lisbon confirms that North America had been discovered before Cabot saw it, for it shows Baffin Land, Hudson Strait and the coasts south as far as New England, where they run off the parchment. Clearly the coasts had been sailed much further to the south. Hudson Strait on that map was shown in its correct position, 60 to 61 degrees north, with its correct width, 60 miles and correct orientation, W-N.W. It is shown for 500 miles until it runs off the parchment. Schmelling in 1899, Denucé in 1908 and Davies in 1955[2] concluded that the North American portion of the map had been provided by João Fernandes, a pilot of the Azores who commanded the sister ship in 1498 and who bravely searched for months in Newfoundland waters to rescue the lost crew. What Fernandes knew of the earlier discovery John Cabot must have known. Cabot's copy of the old chart presumably went down with him. Fernandes inserted his chart of the coasts of Labrador-Newfoundland into the older chart and used it to gain the only charter ever issued by King Manoel of Portugal. The award had little relation to the cold and barren lands coasted by Fernandes in 1498-9. It owed everything to the prospect of sailing through the hitherto unknown Strait at 60 degrees north, to reach the wealth of the Orient. Fernandes was too poor to equip an expedition and his charter, with the consent of King Manoel, was taken over by the wealthy family of the Corte Reales, living in Terceira, the same island as Fernandes. Three Corte Reale brothers led successive voyages to find the Strait but they never reached it because of vast ice sheets which extended out to sea. It is the Corte Reale voyages, in which two of the brothers went down with their ships, in 1500, 1501 and 1502 which gave the name to the Strait, on the globe of Gemma Frisius, The Strait of the Three Brethren.

Who first navigated the Strait and coasted the American seaboard? The evidence of Sebastian Cabot gives the key. In my article in 1984[3] it is explained that the 'unknown' was making illegal voyages to the declining East Settlement of the Norse-Vikings in Greenland and was liable to arrest and death under orders of Edward IV if this were revealed. He preserved a discreet silence until 1480 when he led a ship west to

2. Davies, A. op cit

3. Davies, A. Prince Madoc and the Discovery of America in 1477 Geog. Journal Vol. 150, 1984 pp. 363-372



The 'Hudson Strait' from the globe of Gemma Frisius transcribed by Arthur Davies

Newfoundland from Bristol. But he said nothing about Hudson Strait until he contacted Cabot in 1497 and 1498. It was then that Sebastian, sixteen years of age, acquired his remarkable knowledge of the Strait and the coasts of North America. Sebastian took service in Spain in 1512 and began to claim he had made these voyages of 1497 and 1498 himself; although a mere youth at the time. In 1515 he told Peter Martyr that he had sailed through a great strait at 61 degrees north, which reached 64 degrees and had then sailed north into the Arctic as far as 67½ degrees and 'found the sea still open' but the crew refused to go further. (This was in Foxe Basin). He stated that he came back through the strait and kept southward along the coast . . . a vast coastline 'as far south as the Strait of Gibraltar'. This is Maryland or perhaps the Chesapeake estuary.

In 1520 Sebastian approached Cardinal Wolsey, offering to lead five ships for Henry VIII to Cathay (China) through a great strait at 61 degrees north. The King and Wolsey approved but the project fell through because the Drapers Company of London refused to supply merchandise. They considered it unwise to venture so much on the word only of one man (Sebastian), 'which man was never in those lands himself but knows only what he has heard his father and other men speak.'

Sebastian had made a map or chart to support his claim which has not survived but it is as well to label it Sebastian's map. It stayed with Wolsey for years and was then used for the globe in the portrait of Henry VIII, painted by Holbein in 1534 in London. By 1536 it had gone to Louvain and was used for the famous globe of Gemma Frisius. Though not as accurate as the representation by Fernandes on the Reinel map, it is a remarkably effective representation of what came to be known as the North West Passage. Shown as sixty miles wide at 60 degrees north it maintains this width for six hundred miles and then opens south west into what is now known as Hudson Bay at which Sebastian represented as the ocean beyond North America, leading to China. Sebastian in later life returned to English service and there drew charts and provided details of the Strait which Richard Willes later stated were in every respect the same as those on the globe of Gemma Frisius. Unfortunately these Charts have not survived. Yet it is beyond question that Sebastian's map of 1520 provided the information shown on that part of the globe. One must conclude therefore that it was Sebastian who originally entered the mysterious legend which apepars at about seventy degrees west of Greenwich, on the north side of the strait. The legend appears nowhere save on the globe. It is in Latin and was inscribed by Mercator: 'Quij populi ad quos J^{on} Scolvus danus pervenit circa 1476'. For more than a century scholars have failed to identify this Scolvus the Dane, in any voyages west.

Since Sebastian is the origin of the legend the man named as Scolvus must have given this information about a voyage of 1476 to Sebastian in Bristol. And since the 1520 map was drawn for Wolsey and Henry VIII the legend was presumably in English. It has been suggested that Mercator used the German word Skolfuss and latinised it to Scolvus: it means expert or skilful. He misinterpreted the word Danish and decided it should be Danus to agree with Scolvus, making him appear to be a Dane. It should have been Dani, indicating 'white Danish people'. The English legend, as written by Sebastian in 1520 would have been 'White Danish people whom John Skilful (or expert) reached about 1476'.

'About 1476' indicates that Sebastian was somewhat uncertain of the exact year, after a lapse of more then twenty years. Oddly enough Columbus provides evidence that this great voyage through the Strait into Foxe Basin took place in 1477. He was in Bristol in the summer of that year and news came from Iceland of an exceptional year in the Arctic, where a ship had sailed north from Iceland as far as 77 degrees north and 'saw no ice'. Such an exceptional summer, with Arctic ice shrunk nearer the pole, would explain why Scolvus was able to sail into Foxe Basin at 67½ degrees north.

Documentary evidence of a discovery of America from Bristol was found in 1954 by Vigneras,[4] in the letter written to the Grand Admiral of Castille in 1497 by John Day, a prominent merchant of Bristol and London, engaged in trade with Andalusia. Day stated that the mainland in the west had been found by men from Bristol 'in former times'. Historians have made various guesses as to the meaning and these have usually been about 1494, as though reluctant to suggest it was before the great voyage of Columbus in 1492. One guess was bold however and made it a discovery in 1450! It seems to me that Day was writing at the height of Tudor oppression and that 'former times' meant during the rule of the House of York, in the reign of Edward IV.

Bristol Customs Records reveal that in 1482, two ships left Bristol to sail west, each with 40 bushels of salt aboard. Salt was needed to preserve dried stockfish or cod and this implies a fishing centre on land in Newfoundland.

In 1480 William of Worcester wrote a passage in his *Itinerarium* which has never been clearly

4. Vigneras L.A. New light on the 1497 Cabot Voyage to America. Hispanic American Historical Review. 1956 Vol.36. p.507-09.

understood because there are gaps in the writing where words have become indecipherable. I have attempted to fill these gaps (words underlined) in the only way that fits intelligently into the passage as a whole. William wrote:

'1480, on July 15 the ship *Antony, of Thlyde* and of John Jay the younger, of the burden of 80 tons, began a voyage from the port of the King-rode of Bristol to the island of Brasylle in the western part of Ireland to traverse the seas *to a great land which Thlyde had earlier found in the same ship*. And Thlyde is the most expert shipmaster of all England: and news came to Bristol on Monday the 18th of September (year not stated) that in the said ship they sailed the seas for about nine months and did not find the island (*then*), but were driven back by storms to a port *near Cork* in Ireland for the refreshment of the ship and the men'.

One can well feel that after nine months they sought help in the first land reached on their return.

This passage deals with two voyages, one which set out in 1480 to sail west to find the legendary island of Brasylle and then on to the mainland earlier found by Thlyde (as John Day had stated 'found by men of Bristol' in former times). The other voyage is the earlier one of Thlyde and the rest of the passage is about that. It puts the discovery as earlier than 1480. Thlyde is William's spelling for the Welsh shipmaster John Lloyd but no one has hitherto asked why William considered him the most expert shipmaster of all England. he must have done something remarkable to be so described and William reveals it in the same passage, 'sailed the seas for about nine months'.

This passage also provides the key to the mysterious J^{m} Scolvus. John Lloyd is 'the most expert shipmaster' and Scolvus means skilful or expert. In the original English form of the legend Sebastian had concealed the identity of John Lloyd as John Skilful or John Expert – probably as 'Expert John'. The navigation of Hudson Strait and the American coast from Baffin Land to the Chesapeake in 14^{77} was completed by John Lloyd, fifteen years before Columbus reached the Bahamas. On the 1498 voyage John Cabot went down with his ship. Two Corte Reale brothers went down with their ships in 1500, 1501 and 1502, somewhere off Newfoundland – Labrador. Not once in these voyages was the Strait seen, on account of vast sea ice. From 1300 onwards Greenland began to develop a miniature ice age. It reached its peak by 1500 and persisted until 1900. John Lloyd had an exceptional summer in 14^{77}. Even so he sailed the seas without loss for nine months and fully deserved his name, John the Skilful or perhaps Skilful Johnie!

It is possible that John Lloyd went with Cabot in 149^{7} and again in 1498. If so he met his end in Conception Bay. A very great seaman.

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IMCoS Tooley Award 1986

Members are reminded that nominations for the IMCoS Tooley award should be sent to Valerie Scott: Church Square, 48 High Street, Tring, Hertfordshire.

Past holders have been Valerie Scott of the Map Collector magazine, Kenneth Nebenzahl for his contribution to cartographic research and the Nebenzahl lectures in Chicago and Rodney Shirley for his many publications on maps, in particular the magnificent book The Mapping of the World.

Photographs of Early Maps Presented to IMCoS

A large portfolio of over 350 black and white photographs of early maps has been presented to the Society by the Cheltenham map dealer, David Bannister. David is well known as the co-author, with Carl Moreland, of the collector's handbook* *Antique Maps* and we are very grateful to him for his donation. It will supplement the stock of mainly English county and road maps which has been built up so far by our own photographer David Webb.

At present the Society has no catalogue of what is available but this is being processed to help IMCoS members who would like to make use of photographs for reproductive purposes. David's collection consists of photographs of maps dating from the 1490s onwards and covers the following areas:

	Numbers
World maps	47
Americas	48
Europe	80
Asia	42 (incl. Holy Land 12)
Africa	15
General British Isles or Scotland, Wales, Ireland	56
British county maps	43
Charts	13
Town plans	18
Misc.	10

Just by themselves, the photographs are a fascinating cross-section of some of the maps that have passed through one dealer's hands over the last few years. In view of this useful start towards a consolidated 'library' IMCoS is asking a number of other leading dealers who have issued catalogues in the past to see if perhaps they could add to the IMCoS collection. Too often excellent photographs are made then disappear into printers' archives, or are lost with the passage of time and changes of ownership. A central library should help prevent this.

As well as dealers, if any readers, themselves have photographs of early maps which they would like to pass on to IMCoS they would of course be gratefully received. Give them to any member of the IMCoS Committee, or send them to the Editor of the Journal.

Rodney W Shirley
President

* Note
This work has been reprinted in hardback format by Phaidon-Christie Publications, and will be available mid-March at the low price of £14.95 compared to the original published price of £35.

HELP

A further plea for help following the notice in the February 85 Journal. I am still searching for the locations of *Stanford's London Atlas of Universal Geography folio edition* and associated material, but now more especially *Stanford's Family Atlas of General Geography*. The reason for this is to add to a list of locations to my paper to be published in IMAGO MUNDI 86 which will be a revised version of the paper presented at the International Conference History of Cartography, Ottawa July 1985.

Personal and corporate owners may rest assured that privacy will be maintained if they so wish (for example by the use of 'P' for private as regards the location of material).

Please write to: Francis Herbert, 46 Chilcombe House, Fontley Way, Roehampton, London SW15 4NB.

Forthcoming Events

LEEDS

Saturday 19th April at 10.30 for 11.00 am. REGIONAL MEETING at Leeds University. "Some Aspects of Yorkshire Mapping", "The Road Maps of Ogilby and his Successors". With private viewing of the Whitaker Collection. (Full details enclosed with this issue of the Journal).

LONDON

Saturday 21st June at 9.45am. IMCoS SYMPOSIUM with the Royal Geographical Society. "Explorers, Expeditions and Maps". With private viewings of the Society collections.

Saturday 21st June at 7.30pm for 8.30am. IMCoS DINNER at the Royal Overseas League.

Sunday 22 June at 10.30am to 6.00pm. MAP FAIR, EXHIBITION of EXPLORATION MAPS and FREE VALUATION SERVICE at the Forum Hotel.

BARCELONA

Friday 3rd to Sunday 5th October. IMCoS INTERNATIONAL SYMPOSIUM.

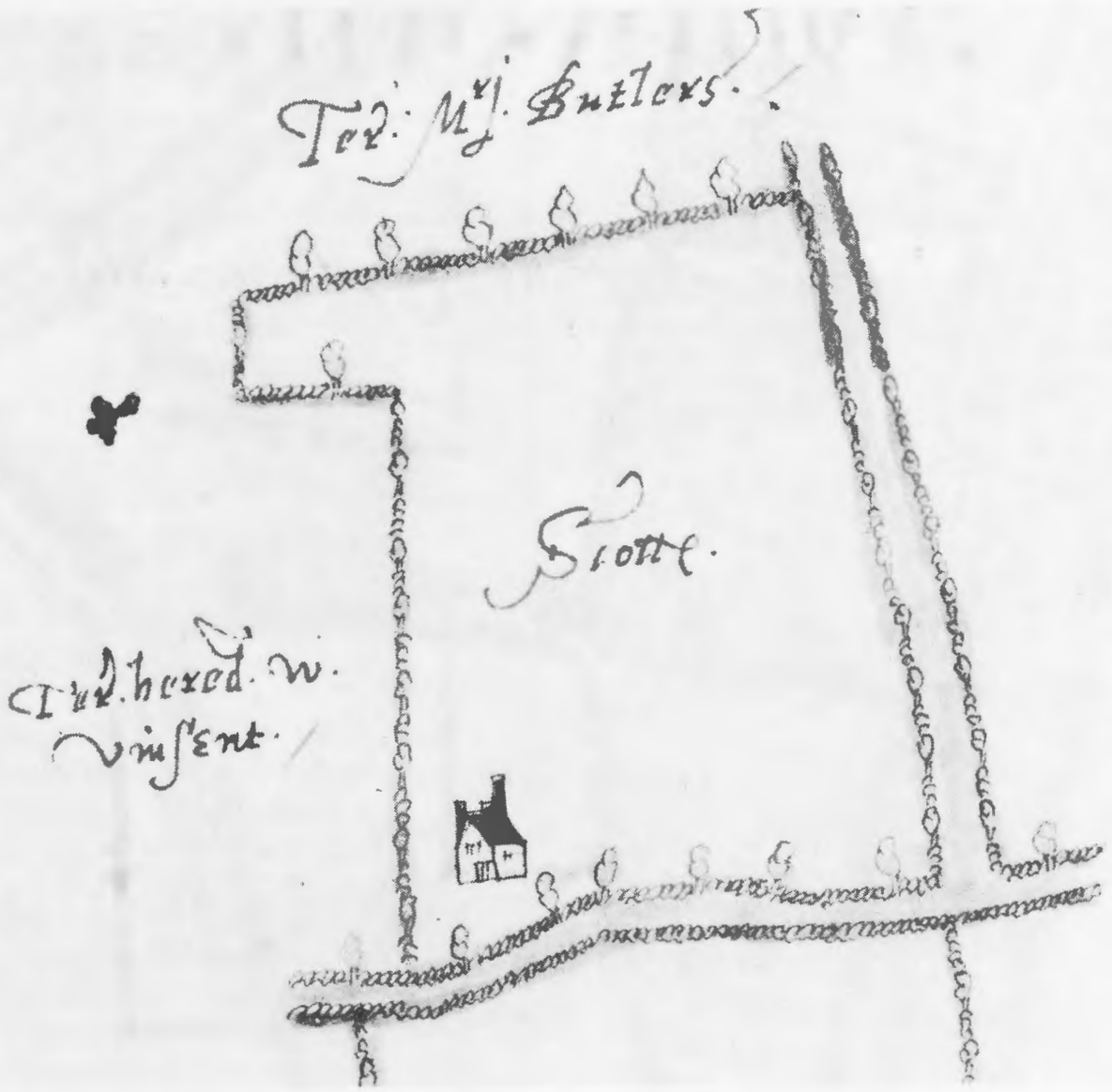
REVIEW

A. C. Edwards and K. C. Newton, *The Walkers of Hanningfield: Surveyors and Mapmakers Extraordinary.* (London: Buckland Publications Ltd. 1984). 154pp. 39 colour plates. £35.

In their introduction the authors of this book assert their confidence that 'the illustrations will give pleasure to many people.' How could they fail to? The three Walkers of Kent's Farm, West Hanningfield in Essex were responsible for some of the most attractive, if idiosyncratic, estate plans to grace late Elizabethan and early Stuart England. The book contains high quality reproductions from almost all of them, with the work of a follower, a late copyist and present day photographs of some of the buildings they depicted thrown in. But the book is far more than a collection of pretty pictures.

When A. C. Edwards and the late K. C. Newton (1927-1978) began their research in the early 1960s the vast majority of the Walkers' known maps, deposited in the Essex Record Office, had already been well, if briefly, described by Dr. F. G. Emmison and Ken Newton himself in the ERO's published map catalogues. Their beauty, accuracy and interest had been noted. Nothing was known of the Walkers' lives, however, and the maps had not been systematically investigated or exploited as historical and architectural source material.

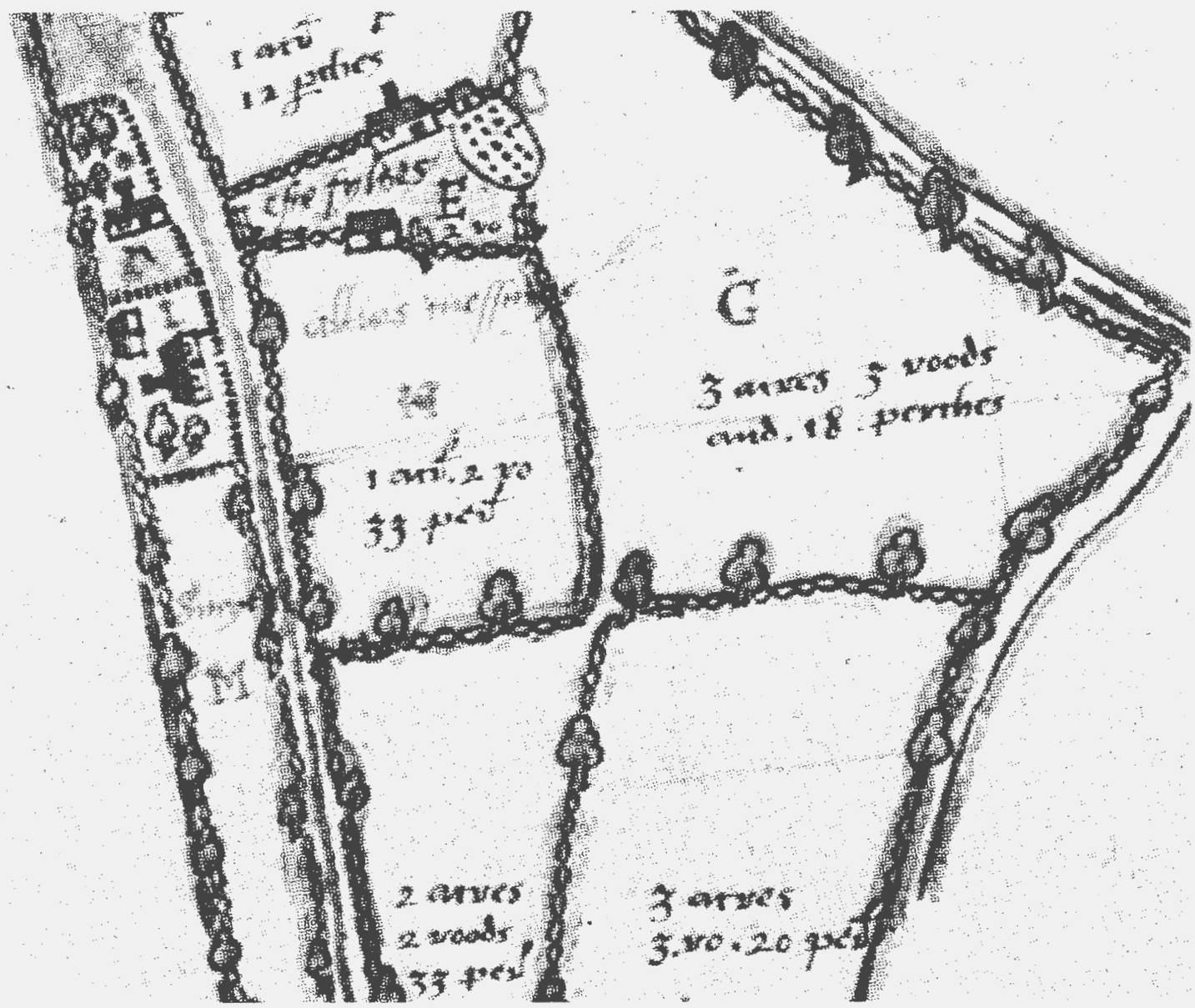
Building on the unpublished work of Brian Smith, at present Secretary to the Historical Manuscripts' Commission, and on the records in the ERO, the authors have discovered much about the Walker family. This is quite an achievement, considering the obscurity that shrouds most early estate surveyors, even those in royal employ. Though, as a result, the three mapmakers can still hardly be said to spring to life, we can now at least distinguish between the two Johns both chronologically (the elder lived from about 1550 to 1626, the younger from 1577 to 1618) and stylistically. This has enabled hitherto unattributed or ambiguously attributed plans to be assigned to one or the other and the individual contributions of ech to their joint maps to be distinguished. The differences between the two, and (at least until 1626) between them and Samuel (1595-c.1650?),



probably the son of John the elder's brother Cyprian, centred on their lettering. Their drawing style, even down to their curious depiction of chimney stack tops, was virtually identical. Samuel, is perhaps the least satisfactorily treated of the family. The role reserved for him in the book, with only three plans firmly attributed to him initially, was small. In the text he is dismissed as 'a fairly competent amateur' as compared to his 'highly professional' uncle and cousin. Since 1972 when the book was substantially completed, however, the number of Samuel's known maps has doubled. Two were discovered in 1984 alone. One gains the impression that more plans and facts about Samuel remain to be discovered, which might lead to a revision of the authors' rather harsh verdict on him. Nevertheless readers must be grateful for the surviving author's decision not to delay publication of the book still further on Samuel's account alone.

As is to be expected, a detailed catalogue of the Walkers' 29 known maps and six written surveys forms the largest part of the book, though the recently discovered Samuel Walker plans of 1643 and 1645 are treated separately, more summarily and without illustration. In the case of the 21 plans in the ERO the opportunity has been taken to amplify and, where necessary, amend the descriptions in the ERO's map catalogues. The frequently lengthy 'comment' sections discuss each plan's style, date and, often, its historical context. Many readers will, however, regret that only one of the maps (and that a later copy) is reproduced in its entirety. It would, surely, not have enormously increased the cost, price or size of the book to have included black and white photographs of each of the maps, so that the details, which are beautifully reproduced, could be sent in context and the 'feel' of each given.

The most interesting feature of the plans are nevertheless fully reproduced, discussed and analysed. These are the houses. It was not for nothing that John the elder usually signed himself 'Architect(e)' or 'Architector'. The Walkers not only gave realistic portrayals of the mansions, as did many of their contemporaries; they also provided highly accurate thumbnail sketches of the humble cottages, barns, granaries and even external kitchens. In the final chapter, through the comparison of some of these with surviving buildings on the same sites, the authors tentatively suggest that the rate of



survival of medieval domestic buildings in Essex is far higher than had previously been reckoned, even by so august a body as the Royal Commission on Historical Monuments. The basis for further research is provided in the appendix which contains illustrated analyses of the buildings on ten of the plans.

The book, then, makes a valuable and challenging contribution to the architectural history of Essex and sheds light on the early history of local mapping in England. But it must be confessed that it is a little disappointing from the purely cartographic standpoint. There is little discussion of the cartographic influences on the Walkers, though a reproduction from a plan by Israel Amyce (see ill. 00) would have provided ample support for the authors' well-founded but unsubstantiated claim that John Walker the elder was likely to have been Amyce's pupil. There is still less attention paid to the Walkers' place in the estate mapping of their time. Despite fleeting mentions of Agas, Amyce and the Treswells, no comparisons are made and it seems that the authors were unfamiliar with much of the work on early English local mapping that was published even before 1972. On the basis of this they would perhaps have recognised the copyist of the Walker map of Laindon (1705) as almost certainly John Friend the chartmaker, one of the last members of the Thames School of chartmakers and a one-time apprentice of the chartmaker, estate surveyor and county cartographer Joel Gascoyne (d.1706) who had worked in Essex. Much of Friend's surviving work is now in Chatsworth, where a plan by Samuel Walker is also to be found. It could, therefore, be that the original plan of Laindon was also by Samuel and not, as the authors suspect, by one of the John Walkers. Again, the book contains no discussion, perfuctory though it may have had to be through lack of evidence, of the Walkers' methods despite the authors' repeated, but again unsubstantiated, references to the 'accuracy' of their surveying. Furthermore, it is a pity that the significance of the plans for the study of agriculture and estate management in late Tudor and early Stuart Essex does not receive more attention, particularly since the authors hint in several places at their value in this respect.

It would, however, be wrong to end on a carping note. Ken Newton and 'Gus' Edwards have done sterling work in disinterring three remarkable early surveyors and the book itself must rank as one of the most beautiful and interesting to have appeared in a field that is usually not short on either. It is strongly to be recommended to all lovers of early maps.

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Road Maps in 18th Century Magazines

by R. S. Taylor

In general map collectors do not buy 18th century magazines, partly because they contain much of only marginal interest to the collector and, more significantly, part sets are uncommon. As a result, collectors seldom do more than acquire a county map or two, perhaps by Kitchin or Bowen, unaware that early public inquiries on the alignment of a new road across the then open space of St. George's Fields (south of London Bridge) were mounted by allegedly disinterested correspondents who had even gone to the trouble of supplying a map (remarkably like a map in another periodical).

Then, as now, there were self-appointed road engineers advocating branch trimming (so that clayey roads would dry out) or wider wheels (not excluding those vehicles used by people in high places), so that deep ruts would not be made by farm carts or post-chaises, criticising 'narrow lanes and dirty ways' or the street in Petworth 'full of deep holes, and a precipice on one side of the street, without so much as a rail for twenty yards, though exposed to every drunken traveller, or stranger on horseback . . .'

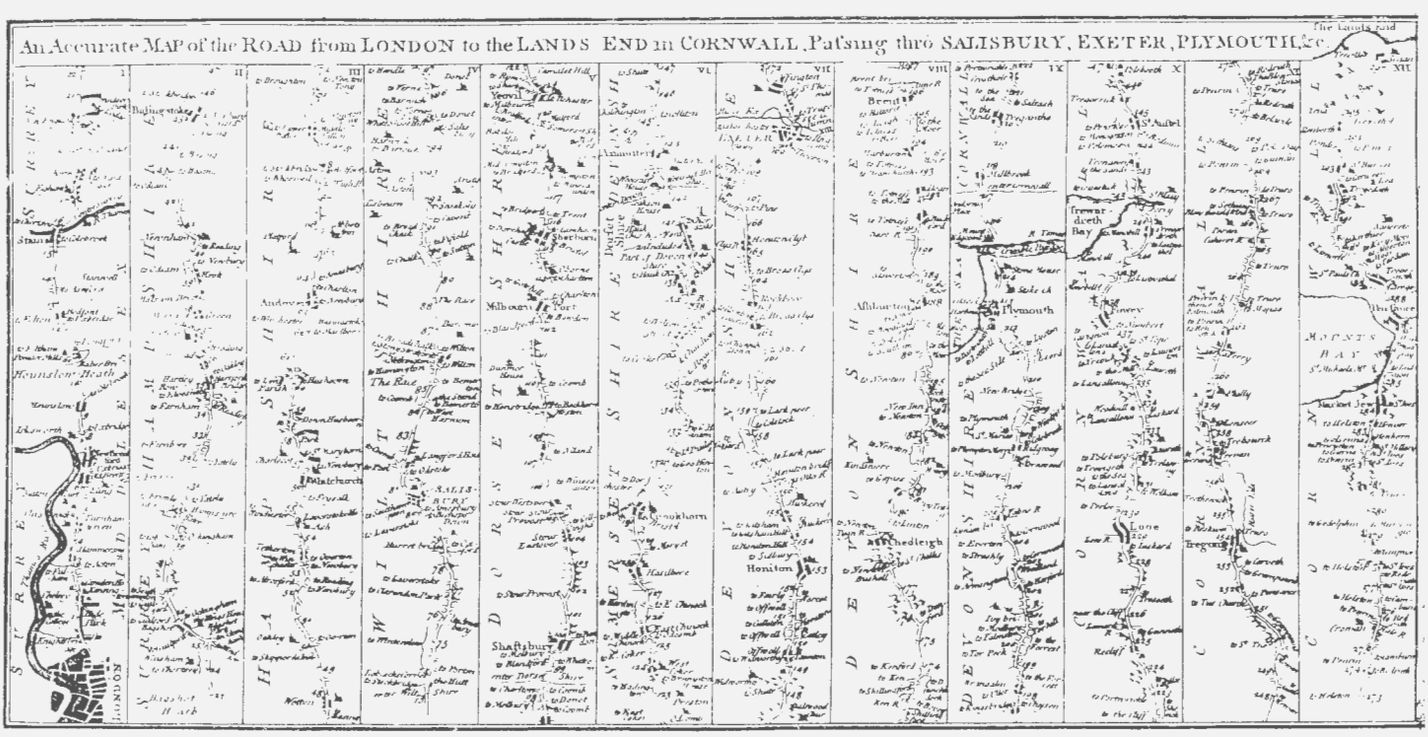
Sensation seemed to sell periodicals then as now. In 1757 (at the start of what turned out to be the 'Seven Years War' with France) an invasion scare was, perhaps, fanned by including in the 'Supplement to the Gentleman's Magazine for the Year 1757':–

> 'a new and accurate Map of *England* and *Wales* by *T. J. Jefferys* . . . designed to shew the readiest marches to any of those places (ie Cities, Sea Ports, Harbours and Bays on the Sea Coast) in Case of an Invasion'.

Regrettably, promises were greater than performance; it was substantially Ogilby's map of 1675 to which had been added roads found in Rapin's 'History' c.1745 or Sieur George's 'Atlas Universel' c.1757 even if they were most unsuitable for an army, e.g. Bellingham to Haltwhistle across the Hills. The road an army might specially wish to use (after having experienced severe delays at the time of the 1745 Rebellion) was the newly constructed and re-aligned Military Road between Newcastle and Carlisle; that was omitted.

As to strip road maps – in the style of Ogilby vintage 1675 – there were three contenders in the Spas and Circulating Library circles of 1765. What they had in common was a lack of original research; this they shared with an earlier generation of plagiarists i.e. Gardner 1719, Senex 1719 (and those who pirated his version) and Owen-Bowen 1720. Less has been written about the periodical copyists of Ogilby and I propose to remedy this omission, even although, in terms of topographical content they are mainly derivative.

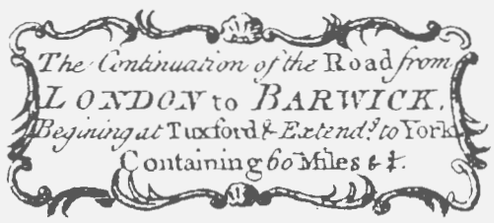
'Arguably the longest strip map ever – London to Land's End etc. – engraved by J. Gibson for the Gentleman's Magazine 1765'.



NB The Distances are Measurd from Hide Park Corner

The least original maps are now ascribed to the 'London Magazine', whose reports of parliamentary debates can be found offset upon some copies. They are printed upon soft paper (unlikely to increase their durability), are without plate numbers or imprints and of a size 10 to 10.5 cm high by 18.5 to 19 cm wide. Unlike all contemporary road maps, they even kept the 'upside down' relief that Hooker F.R.S. had persuaded Ogilby to adopt when a road strip went downhill (in contrast to 'right way up' hills to show an ascent). Whereas E. Bowen had tried to disguise the fact that he was using material correct in the 1670s by deleting specific owner's names, here almost everything was copied as originally engraved – with the exceptions of being on a smaller scale and the elaborate title cartouches being replaced by something simpler (i.e. curved lines and foliage) more in tune with the age, but conveniently of the same proportions as the original so that the columns did not need re-arrangement (sometimes leaving part unfilled strips in Senex-type versions). However, because of the 'quaint relief' and rococo cartouches, they are attractive enough to put in a frame.

The least interesting maps were published by Hinton in 'The Universal Magazine of Knowledge and Pleasure' 1765-1773. Approximately 2½ of Ogilby's plates were engraved upon each of 39 plates and they may be distinguished from other road maps by their size (about 30 cm high by 34 cm wide); by the plate number top right in *Roman* numerals; and by the simple rectangular framed cartouches which, where there are more than one, are in separate blocks. Chubb (pages 188-189) records these titles as printed but some plates are not self-contained, e.g. Plate XXXVI includes 27 miles of a Midlands route (Ogilby plate 85); the whole of Ogilby's plate 98 (Shrewsbury to Holywell/Chester); the whole of Ogilby's plate 86 (for a different part of the country – Tynemouth to Carlisle); and the first fifteen miles of another unrelated route (Ogilby plate 87, mid-Wales). The style is that of Senex, the content as in Ogilby but with an abnormal number of 'literals' i.e. on Plate XXXVI Hagitte (for Bagilt), Wedden (Heddon), Prudar (Prudo), Buvell (Biwell), Weaton (Heaton) and Penwith (Penrith). Little was added to Ogilby; e.g. by 'Ellismere' (Salop) was engraved as 'a lake with good fish.' It is open to question how useful these sheets of 'The Roads of England' were; of inconvenient size, of out-of-date information and in such a format that one might have to wait for months to receive the balance of a route cut off when the engraver had run out of page; not surprisingly he did not add his imprint.





These cartouches, so much in the style of the 18th century, were replacing the ornate title pieces of Ogilby, whose roads were copied almost unchanged for the London Magazine some 90 years later.

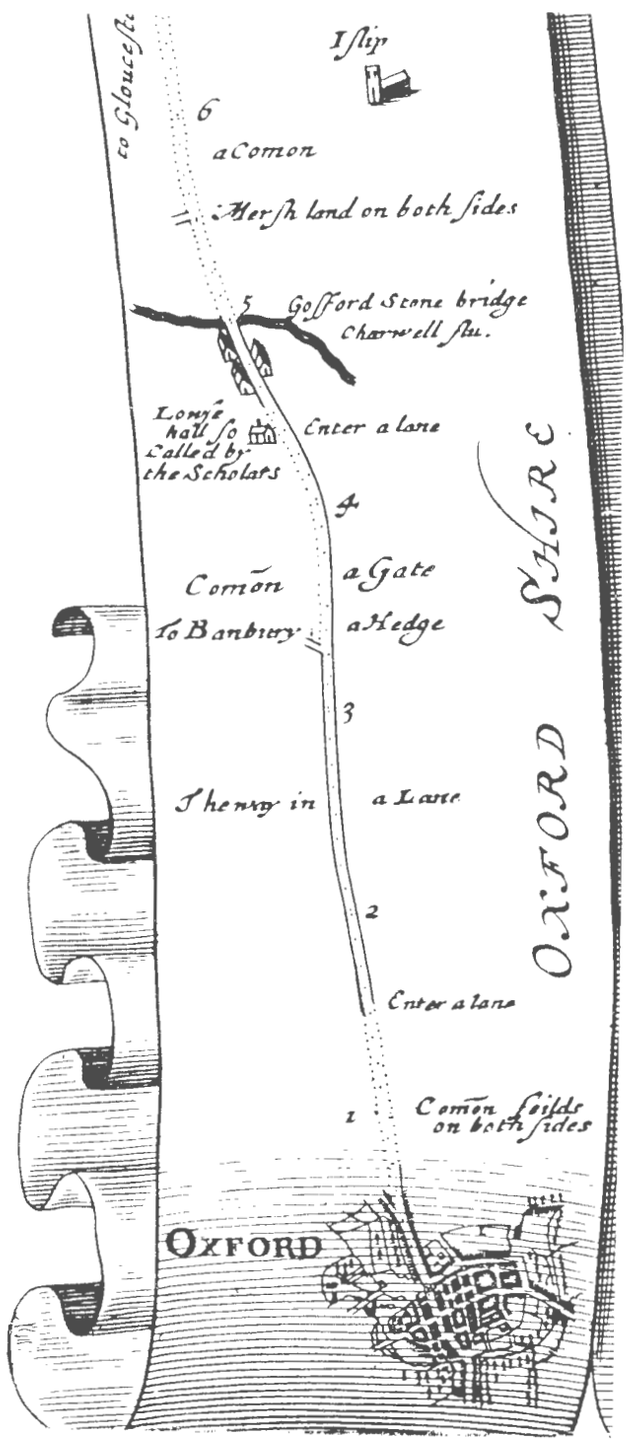
The 'Gentleman's Magazine' strip maps are the most important for collectors and the whole series of 19 (each distinguishable by a title across the whole of the top) are listed in 'Alphabetical Index of plates in Gent. Mag. from 1731 to 1818' (p.202). Because of the periodical's value to a wide range of students of the 18th century, photo-copies/microfiches/original copies are to be found in major libraries. However there is not mention in Chubb; Fordham (p.43 of 'Studies in Carto-bibliography') referred to 9 road maps of John Gibson; and David Smith 'Antique Maps of the British Isles' has brief references to Gibson (p.142) and Th. Bowen (p.148). This may be because only some of the imprints name 'Gent. Mag.' (4-13 and 19), J. Gibson (8-12), Th. Bowen (13-17) and, other than the heading, features vary from map to map, e.g. alternative routes given above below in 1, 8, and 10 (i.e. Warrington to Liverpool Manchester) or points from which roads measured (Royal Exchange 1,2,7,10; Hyde Park Corner 6).

Excluding 19, a road not in Ogilby (in 2 wide columns, Lincoln-Saltfleet), the normal format is 10 columns wide about 28.5 cm (exceptionally 6, London – Lands End etc. has 15 columns c 44cm). The eleven earliest maps 1765/66 plus 12 (1769) are about ½ Ogilby's scale and c 18 cm high whilst maps 13-18 (1774/75) are about ½ Ogilby's scale and c 16.5 to 17 cm high. It is possible to compare, with Ogilby's plate 80 (Oxford to Cambridge) the version by Gibson (12th map) and Th. Bowen's (15th but erroneously described at the time as 'a half sheet of roads being 14th in a series . . .' as if there had been an error of data retrieval and thus Th. Bowen had unwittingly duplicated some of the work done by Gibson – perhaps on account of the 12th being separated in time from the 1st to 11th maps).

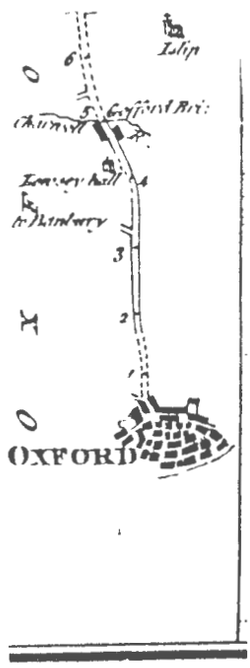
In the first five miles out of Oxford (towards Bicester and Cambridge) Gibson is content to expunge from Ogilby's map three references to a lane, two to a common, one each to a hedge and a gate. Th. Bowen added the R. Isis (like Thrup by Gosford Bridge not too accurately), Walter Laton,

Catslow (i.e. Cutteslowe) and Marston. This volume of alteration is found on the other duplicated section, e.g. between Puckeridge (27½ miles) and Barkway (35½ miles) Ogilby, plate 43 gives five settlements, Gibson six and Th. Bowen 12. Although Th. Bowen's work is on the smallest scale it is more detailed and quite clear, and of more value than the work of his predecessors.

In addition to varying Ogilby's content, the 'Gent. Mag.' included routes not in Ogilby (Loughborough to Nottingham; Bath area; northwestwards from Oxford itself) and exchanged a pair of routes out of London so that the Berwick road went via Barnet, Baldock, Biggleswade (Ogilby, plate 45 to St. Neots) instead of the Ware, Puckeridge road (plate 5) which was used to start the Cambridge and King's Lynn road in 1769. Whilst the 'Universal



The first few miles out of Oxford towards Cambridge by Ogilby, Gibson & Th. Bowen.







'Before many dons started to live in North Oxford the road was recorded by Ogilby 1675 and in the Gent. Mag., by both Gibson and Th. Bowen. The map on the smallest scale tells most!'

Magazine' ultimately covered all Ogilby's 100 plates, the 'Gent. Mag.' covered less than half the cross roads and not all the Direct Roads from London (omitting those to Arundel, Bridgnorth, Newhaven, Oakham and Richmond). However, by bringing together the roads of Kent (3) and of the eastern counties (7) and putting the whole road to Lands End onto one sheet (6) travellers were positively assisted whereas the engravers of the other periodicals were content to follow Ogilby uncritically.

Even with these improvements there was no move for periodicals to repeat the exercise; they left itineraries to the specialists like Owen and Paterson (and later Cary, Mogg and Black) and maps to the more attractive post-chaise companions of Kitchin and Bowles or the larger scale maps of Paterson, Armstrong and others. Once the Turnpikes were more of a system and better surfaced the travelling public needed something better than a rehash of Ogilby issued in instalments and without an index.

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'Writings About Maps'

by 'Cosimo'

Over the past year our attention in IMCoS has been directed several times to sea charts. This was natural enough during our 1985 London Symposium at the National Maritime Museum and also later in the year during our Helsinki visit, the Finns being a renowned seagoing nation with a notoriously difficult rock-studded coastline of their own to navigate. There are, not surprisingly, a considerable number of writings about the problems, uses and abuses of sea charts, a few of which I shall quote here.

Gavin Young, in his *Slow Boats to China*, repeated some rather derogatory remarks made by an earlier writer. ' "Greek captains never will use a chart," E. M. Forster wrote on a Mediterranean cruise eighty years ago. "Although they sometimes do have one aboard, it is always locked up in a drawer, for as they truly say, it is nothing but paper and lines, which are not the least like the sea, and it's far better to trust to yourself, especially in parts where you have never been before." "As the Greeks combine instinct with caution," said Forster, "progress is sometimes slow." '

The 'paper and lines' may have been 'not the least like the sea' in their view, but Shakespeare, of all writers, does not hesitate to use the selfsame appearance of a chart as a striking simile for something quite different. In Act III Scene II of *Twelfth Night*, Maria says to Sir Toby Belch, of Malvolio:

> 'He does obey every point of the letter that I dropped to betray him: he does smile his face into more lines than are in the new map with the augmentation of the Indies.'

A different attitude towards the complexities of a sea chart is facetiously expressed by Lewis Carroll in *The Hunting of the Snark*:

> 'He had bought a large map representing the sea,
> Without the least vestige of land;
> And the crew were much pleased when they found it to be
> A map they could all understand'.

There is little room for facetiousness in present day, real life, marine navigation, as a Commercial Law Report in the London *Financial Times* revealed. Summarising a ruling in the House of Lords on May 17 1984, it noted that: 'A ship's manager should maintain a proper supervisory system to ensure that charts used by the master are kept up-to-date, and their failure to carry out that responsibility is the actual fault of the shipowner and renders him fully liable for navigational damage resulting from use of outdated charts.' 'There was a time when . . . shipowners sufficiently discharged their responsibilities if they appointed a competent master and left questions of navigation to him. That former approach had been out of date for more than 20 years.'

Such a failing should eventually become a thing of the past, according to a report in *The Times* on 20 January 1986: 'A week before Christmas, the liner Rosa Tucana, slipped anchor and left Stockholm harbour using a novel form of sea chart to manoeuvre through the tiny islands that pepper Sweden's east coast. The Rosa Tucana has been equipped with the world's first electronic sea-chart. The equivalent of more than 2,000 maps is stored on two 4 ins. laser discs normally used for music recordings.

The amount of information, the colours and the symbols are similar to those on printed maps. There are more detailed maps for the harbours. The Disc system can be linked to the ship's positioning equipment to show where the vessel is in relation to the map.

A vessel such as the Rosa Tucana would normally carry an average of 1,000 maps. These have to be laboriously updated from information supplied by the weekly Notices to Mariners. In the Disc system, updating is carried out by feeding new data into the system by magnetic tapes.'

So much for the contemporary situation, but what is 'up-to-date' has meant vastly different things at different periods in the past. What about a time when the vastest ocean in the world was being explored, but had been entirely wrongly charted? On the Mullineux chart of 1598 is the title: 'A true hydrographical description of so much of the world as hath been hitherto discovered . . .,' while the inscription in a separate cartouche points out that: 'It appeareth by the discoverie of Francis

Gaulle . . . in the yeare 1584, that the sea between the west part of America and the east of Asia which hath ordinarily been set out as a straight . . . is above 1200 leagues wide.'

Nearer to our own day, there is plenty of evidence that no chart is adequate without a more than competent master. Erskine Childers, the author of the famous turn-of-the-century sailing story and spy thriller *The Riddle of the Sands*, wrote in 1897 about the area around Vlieland and Terschelling: 'I may mention here that our charts of all these waters, though the latest Admiralty editions, were altogether unreliable for the minor channels and swatchways.'

He also describes, in a May 1913 article in *The Times*, just what using a chart in most difficult seagoing conditions, while navigating a small sailing boat, actually involved: something that we collectors of charts often fail to appreciate. He wrote: 'And then the heart still thumps with the thought of it – that sudden stumble into a bedevilled maelstrom off St. Alban's Head: breakers over uncharted rocks, our scared fancy pictured it. No longer were the rollers chasing superbly up in disciplined ordered ranks. It was savage warfare – a furious onset of dervish irregulars with weird heathen gestures, hissing cries and beetling crests, who gallop in from the rear, the flanks, and even – a dreadful portent – from the front, and in the midst of whom we stagger with frenzied leaps and dives. But then a strange thing happens. Almost before we can gather our wits to invent new tactics for this wild guerilla host, lo! it has swept unaccountably away to the rear and its hoarse tumult slowly dies away. What on earth can these rocks be, and what a miraculous escape! And as soon as circumstances and our stricken nerves permit we sternly scan the lying chart, only to find some queer wavy lines and something about a 'strong ripple' – an absurdly mortifying and inadequate phrase to describe such a tumultuous cauldron. But it is the way with charts, we afterwards discover, to minimise dangers, while the Admiralty Sailing Directions magnifying them till your flesh creeps.

It is interesting to speculate just what 'new map with the augmentation of the Indies' it was that Shakespeare had in mind when he wrote Twelfth Night. Readers are invited to write to the Editor with their suggestions and supporting arguments. The best contribution could merit a small prize.

LETTER TO THE EDITOR

Dear Sir,

A number of county cartobibliographies note that the maps in "Johnson's Atlas of England" (1847) are black-on-white lithographic transfers of the white-on-black woodblock maps which originally appeared in "The Guide to Knowledge" edited by Pinnock (1833-4); none that I have come across mentions any later issues.

I recently purchased a copy of the Johnson map of Staffordshire and through the kindness of Mrs Sharon Julian of Magna Gallery, Oxford, I have obtained a photocopy of the title page of the volume from which it was extracted. This states that it was published in 1863.

If you care to publish this note, it will alert future county cartobibliographers who read the Journal to the existence of this apparently previously unrecorded issue of the maps which are, however, otherwise rather undistinguished.

Yours faithfully
R.K. Bartlett
IMCoS Membership No. 052
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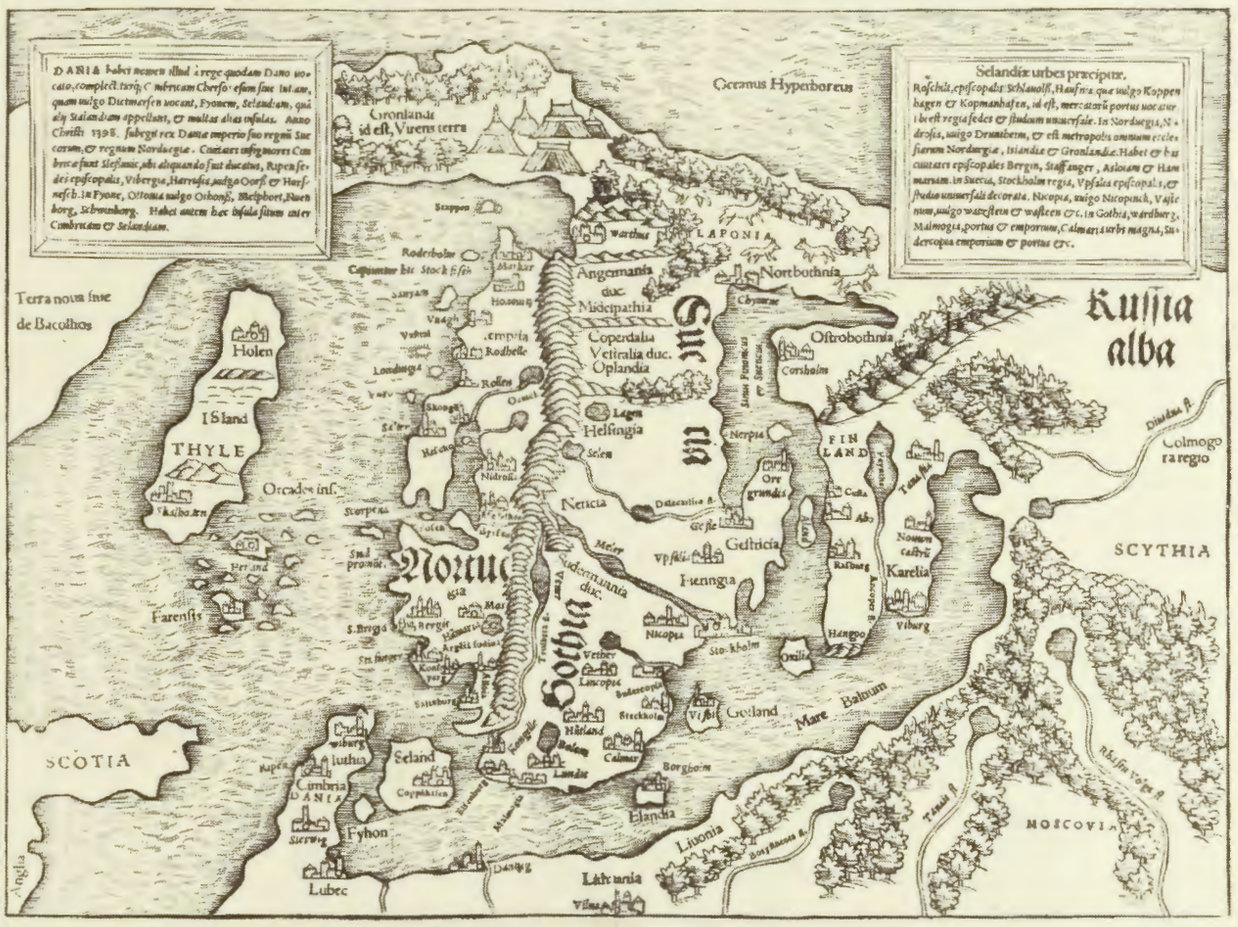
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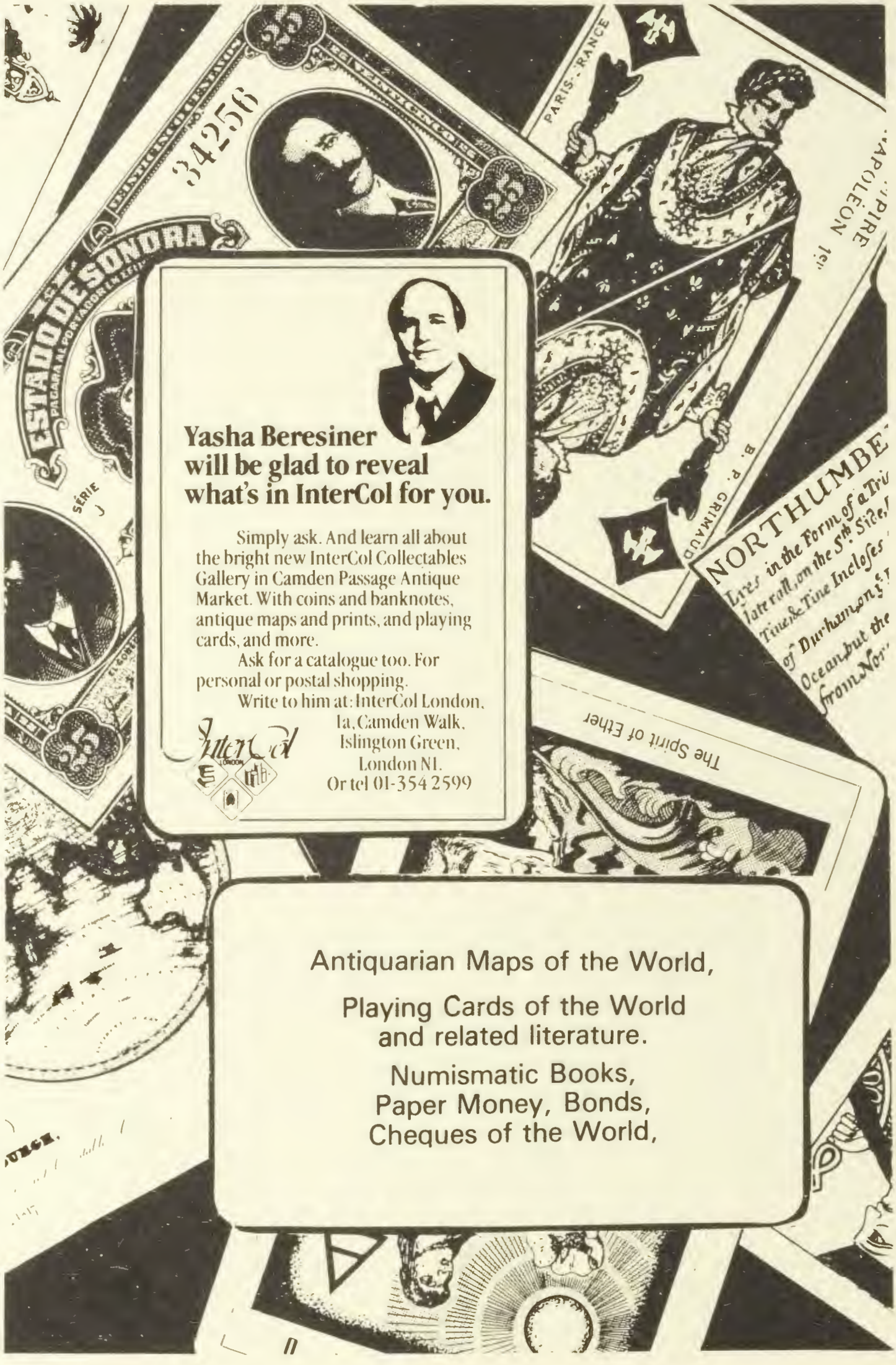
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