Duytsche Mylen is Op Een Graad

Manaar

Bengale

Pegu

Journey to the East

1	Hondius	£325,000
2	Hondius	£375,000
3	Teixeira	£450,000
4	Goos	Sold
5	Longhi	£450,000
6	Lodewijcksz	£97,500
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10	Veke	£25,000
11	Bergh	£18,000
12	Linschoten	£125,000
13	Dudley	£1,200,000
14	Larken	£75,000
15	Inskip	£750
16	Horsburgh	£2,500
17	Arrowsmith	£10,000
18	Horsburgh	£4,000
19	Horsburgh	£2,500
20	Horsburgh	£2,900
21	Norie	£5,750
22	Horsburgh	£750
23	Hall	£1,200
24	Belcher	£20,000
25	Walker	£6,000
26	[The Admiralty]	£1,400
27	Volonteri	£20,000
28	Imray	£11,000
29	Heather	£4,000
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32	[Anonymous]	£32,500
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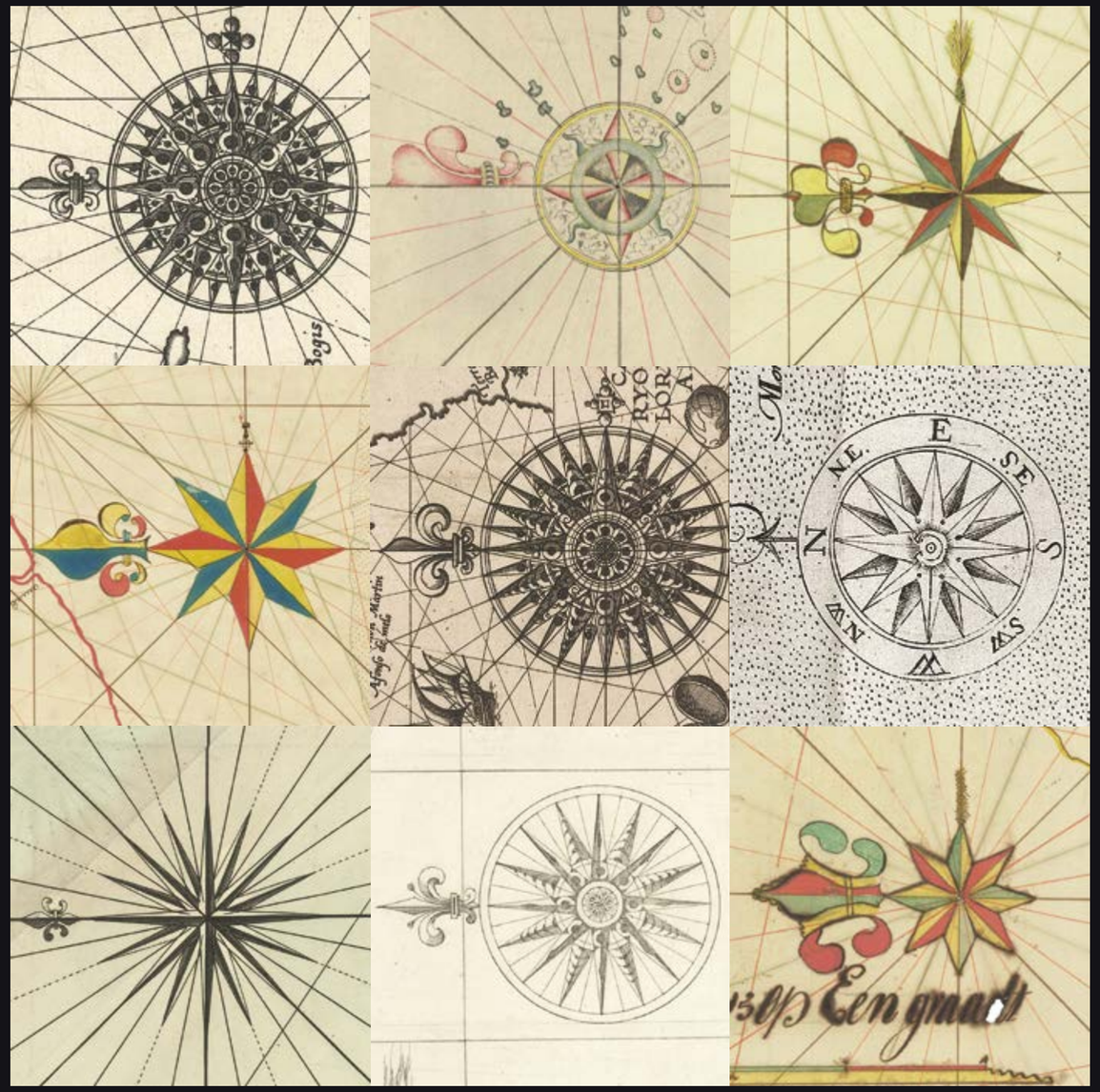
DANIEL CROUCH RARE BOOKS



Introduction

Chasing the Cinnamologus – sailing for the East Indies

Of the giant Cinnamologus bird Herodotus wrote: "Where the wood grows, and what country produces it, they cannot tell—only some, following probability, relate that it comes from the country in which Bacchus was brought up. Great birds, they say, bring the sticks which we Greeks, taking the word from the Phoenicians, call cinnamon, and carry them up into the air to make their nests" (Rawlinson, [trans.] 'History', Book 3).

The world's obsession with discovering the exotic source of this and other elusive spices grew throughout the Roman era and into the medieval period, defining what it meant to be wealthy and powerful. From India to Europe the trade had a profound social, emotional and economic impact; giving rise to some of the first truly international trade routes, and shaping the structure of the world economy in a way that can still be felt today.

Globalisation

For nearly one hundred years, after Vasco da Gama discovered a sea route to India in 1499, the Portuguese and the Spanish were dominant in the eastern and western hemispheres respectively. Early challenges to this hegemony are recorded in Hondius's complementary maps of the world (items 1 and 2): the "Drake Map", which depicts the real circumnavigational achievements of Francis Drake and Thomas Cavendish; and the "Christian Knight" map, which uses allegory to rally protestants in England and throughout Europe to the side of Henry IV of France at the moment of crisis in his struggle against Spain and Catholicism.

And that is exactly what happened: in 1579, the Dutch overthrew their Spanish masters, and in 1595 Cornelius de Houtman led the first Dutch expedition to Indonesia, parts of which were then under the control of the Portuguese. Teixeira's monumental map of the world (item 3), epitomises the dawn of globalisation that this challenge achieved. It encapsulates the idea of power and wealth – a symbol of the birth of international commerce at the beginning of globalisation, a testament to the confidence and ambition of the Dutch enterprise.

In 1602, the same year that the Teixeira map was commissioned, the States General granted the newly-formed VOC a monopoly of Dutch navigation in the vast area east of the Cape of Good Hope, and to the west of Estrecho de Magallanes: the combination of the Pacific and Indian Oceans. The Company immediately centred its operations on the Malay archipelago, and in a remarkably short time established a trading empire that extended from Southern Africa to Southeast Asia.

Voyages of exploration to seek out new commercial opportunities were an integral part of the Company's activity, with the direction of voyages often determined by reports heard in the East, of countries and islands that offered great riches. As a result, the VOC and its subsidiaries were the first joint stock companies in history, and the forerunners of modern corporations; eventually giving rise to a multi-national global empire, where money, and the ability to manipulate and move it, becomes the principal resource and driving force.

The route to the East

Smuggling of closely guarded charts of all the routes to the east, and the source of immense wealth and power, often took place, and piracy by both English and Dutch vessels was rife. The VOC employed teams of chartmakers to record the most up-to-date navigational information, of which the principal vector was the "Pascaert". Item 4 is a previously unrecorded set of the first large-scale printed "Pascaerts" to show the entirety of the route from Europe to the East Indies on Mercator's projection - an apparently unique survival.

The conquest of Jakarta by the Dutch, who immediately renamed the port Batavia, in 1619, gave the VOC its Asian headquarters, from which it commanded a vast trading empire, eventually extending from southern Africa to Japan, that lasted for nearly two hundred years. Items 9, 10, and 11, are Pascaerts from the *kaaretenmakers-winkel* - mapmaker's workshop - in Batavia. The war of attrition on all VOC charts, but particularly those on paper, as these are, from conditions at sea, theft, official destruction, political intrigue, and the degenerative effects of time and environment, has been great, and all charts from the *kaartenmakers-winkel* are exceptionally rare.

"... by way of Traffic and Merchandize to the East-Indies..." (Queen Elizabeth I, original EIC charter)

The English were every bit as ambitious as the Dutch in their imperial plans for Southeast Asia, in the late sixteenth century. When, in 1600, Queen Elizabeth I granted a charter to a private syndicate, the English East India Company – EIC, that henceforth allowed it a monopoly on all English trade with the East Indies, her commercial savvy was well in advance of the Dutch. The EIC gained its initial foothold in Southeast Asia in India in 1612, in Surat. In 1634, the Company was given special trading privileges in the wealthy region of Bengal, the centre of the subcontinent's lucrative textile trade. The EIC expanded its operation to the Coromandel Coast, founding Fort George (Madras) in 1639. By 1647, when Robert Dudley, published his 'Dell'Arcano dell mare' – Secrets of the

Sea - the Company had twenty-three factories spread throughout coastal India. The 'Dell'arcano del mare' (item 13) is one the "greatest atlases of the world" (Wardington): the first sea atlas of the world, but also the first to use Mercator's projection; the earliest to show magnetic deviation; the first to show currents and prevailing winds; the first to expound the advantages of 'Great Circle Sailing' – the shortest distance between two points on a globe; and "perhaps less importantly the first sea-atlas to be compiled by an Englishman, albeit abroad in Italy" (Wardington).

The EIC's ascendancy in the Indian Subcontinent had reached a highpoint by 1668, when the Islands of Bombay (today's Mumbai) were given to England by Portugal as part of Charles II's wedding dowry. In 1711, the EIC opened up a massive new market when China's Kangxi Emperor granted the Company rights to trade for tea and silver at Canton (Guangzhou). By 1720, the EIC's activities accounted for fifteen percent of Britain's total imports. It was not long before the Company had established factories in Banten (Java), Ayuthaya, and Patani, and was conducting limited trade with Cambodia and Cochin-China.

From Calcutta through the Malacca Strait and beyond

While the EIC was preeminent in mainland India, the Dutch still dominated Indonesia, the Malay Peninsula. Nevertheless, the largest separately-issued chart of the Straits of Malacca and Singapore of the eighteenth century was published in England (item 14), by the firm of Mount and Page. James Larken's 'A new and correct chart of the straits of Malacca, with the coast of malacca & part of the Island of Sumatra' (1754-1761), based on VOC sources, is a very graphic illustration of growing English interest in the region. Even though the early Dutch and English voyages to the Spice Islands had used the Sunda Strait to access the Indonesian archipelago, the most proven route to the Moluccas was via the Malacca and Singapore Straits, held by the Portuguese from 1511 to 1641, when it came under Dutch rule. Imagine the surprise and delight of the English, in 1795, when as the result of an extraordinary turn of events, including the French Revolution, the exiled ruler of the Netherlands, Prince William of Orange, offered his English custodians control of all Dutch colonies, to prevent them too falling into the hands of the French. The EIC immediately occupied Malacca. Java followed in 1811, with Thomas Stamford Raffles, who is credited with being the founder of modern Singapore, appointed Lieutenant-Governor of the colony.

In 1818, Raffles persuaded the EIC to establish a base at Singapore, the strategic location of which one Captain Alexander Hamilton had identified in 1703: "a proper place for a company to settle a colony on, lying in the center of trade, and being accommodated with good rivers and safe harbours, so conveniently situated that all winds served shipping

both to go out and come into those rivers". James Horsburgh knew these waters well, and between 1783, until his retirement in 1805, he sailed with various crews plying a trade between India and China. From 1810 he was chief Hydrographer of the EIC, responsible for collating, editing, revising and publishing all charts returned from Company voyages (see items 16, 18, 19, 20, and 22).

British control of the strategic island of Singapore helped to establish their supreme dominance of the China trade during the 1820s. It was soon settled by Europeans and Chinese, and became a financial centre, as well as an international shipping hub. In 1824, the British signed an agreement with the Dutch, which carved up Southeast Asia between them: Britain held the mainland, and the Dutch the islands. British law had given the EIC a monopoly on the China trade, however, by 1833 that had been completely undermined by independent entrepreneurs.

Chinoiserie...

The French East India Company, was not one, but many successive companies, ultimately controlled by the French government. The "Compagnie des Indes", founded, firstly in 1664, with large contributions from the Royal Court at Versailles, was modelled after its Dutch counterpart, the VOC, at the very beginning of Louis XIV's reign, and intended to compete head on with them and their English counterpart, the EIC.

Soon, "Chinoiserie", the imitation and/or evocation of Chinese, and other Asian inspired, motifs in Western art, was all the rage; nowhere more so than in the Rococo salons of eighteenth century France. Luxurious porcelain, silk and lacquerware, flowed into Europe from East Asia, from expeditions funded by both the "Compagnie" and increasingly profitable private enterprise. In the 1720s, the "Compagnie des Indes", vastly expanding its trade with both China and India.

After 1745, however, it began to decline, when the war of the Austrian Succession, and then the Seven Years War, caused a hiatus in trading relations. By 1769, after the defeat of the French in India, the Compagnie gradually lost influence in the east, their monopoly on trade, and soon went into liquidation.

Nevertheless, interest in Chinoiserie persisted into the nineteenth century, but became unfashionable following the First Opium War of 1839 – 42, when China closed its ports to foreign traders. Le Sage's three-sheet manuscript 'Carte depuis la fin du Detroit de la Sonde jusqu'a la fin D'Etroit de Banca faitte en l'anne 1734 – [Singapore Strait] – [South China Sea]' (1734) (item 33), charts a voyage of nearly two thousand nautical miles from the Sunda Strait to Hong Kong, of Captain Louis Dryas's voyage in the French East Indiaman, *La Paix*. The northernmost

sheet shows the route to the South China Sea, and includes the coastlines of Malaysia, Cambodia, Vietnam, Hainan, to the coast of mainland China beyond Hong Kong, where the voyage ends. Sage's map precedes the publication of Jean-Baptiste Bourguignon D'Anville's 'Carte particuliere de l'entrée de Canton', which attempts to accurately chart the islands of the Pearl River estuary, by a year; and Jacques Nicholas Bellin's by fifteen.

The centralisation of hydrography in France began in earnest when Jean-Baptiste Colbert became First Minister of France in 1661. Under his watch, the first Royal School of Hydrography began operating, as did the first survey of France's coasts (1670-1689). The anonymous manuscript chart of Java (item 32) is clear evidence of a hostile interest that is directed at the very the heart of the Dutch empire. It was probably prepared by the Dépôt de la Marine, known more formally as the Dépôt des cartes et plans de la Marine, the central charting institution of France.

Jean Baptiste Nicolas Denis d'Apres de Mannevillette, sailed with his father to Bengal at the age of twelve. After his return, he studied astronomy and geometry in Paris. During a long career in the French merchant marine, starting as fourth officer in 1726, he visited many parts of the world and collected valuable navigational information. During his voyage to China in 1728 he was the first to use the octant (or Hadley's quadrant) on a voyage to measure latitudes, and determined longitudes by measuring the angular distance between the moon and sun and succeeded in correcting the latitudes of many place. During his many voyages d'Apres de Mannevillette created a number of charts for a hydrographic atlas which, with the support of the Academie des Sciences, was published in Paris in 1745 under the title 'Le Neptune Oriental' with twenty-five maps (item 34). In 1762 the Compagnie des Indes appointed D'Apres de Mannevillette as director of maps and plans at Lorient. His comprehensive atlas was used on all French ships for navigating the Indian Ocean, eventually replacing its English and Dutch counterparts: the 'English Pilot' published by John Thornton in 1700; and the charts of the van Keulens, the hereditary hydrographers of the VOC.

The Drake Map

1 **HONDIUS, Jodocus**

Vera Totius Expeditionis Nauticae... Jodocus Hondius.

Publication
[Amsterdam and/or London, Jodocus Hondius, c.1589-1595].

Description
Separately issued engraved map, close margins, slight reinforcing of centrefold.

Dimensions
380 by 550mm (15 by 21.75 inches).

References
Shirley 188; RGS 264.g.3 and 264.h.14; BL M.T.6.a.2; MMR WAER 844; Fite & Freeman 27; Hind, vol. 1 pp. 173-176 and pl. 94; Schilder, Map 15; Wagner 176.

Rare separately issued world map depicting the voyages of Drake and Cavendish, by one of the greatest map engravers of his day.

This rare broadsheet map is a homage to Francis Drake and Thomas Cavendish - the first Englishmen (and only the second and fourth men) to circumnavigate the globe. The Latin text below the title gives a brief description of both men's voyages: Drake left England on the 13th December 1577 with five "well equipped ships", returning on the 27th of September 1580 "with great glory but with one ship only the others destroyed by fire and storms at sea"; Thomas Cavendish, who fared rather better, "took the same course round the world but with less loss and in a shorter time", leaving on the 21st July 1586 and returning on the 15th September 1588. "He acquired great riches and the admiration of all his countrymen".

The voyages were of huge significance at the time, as they directly challenged Spain's hegemony of the New World, at the same time that England was confronting her power over Europe. The map highlights the voyages' importance by stripping much of the descriptive text from the land, leaving only the information pertaining to the expeditions. The map also takes the uncommon step of splitting North America between its eastern and western hemispheres. Although unusual, it does have the effect of highlighting the voyages' ports of call in South America, the western coast of North America and the Spice Islands. The map's cartographic importance lies in its depiction of the great Southern Continent, with Tierra del Fuego clearly distinct from Terra Australis. Shilder states that, "Hondius was the first to see the true implication of Drake's voyage".

Below the title is the royal coat-of-arms of Elizabeth I, with a vignette of the *Golden Hind*, Drake's flag ship, below. The text to the left of the vignette states that the ship now resides at Dartford. To the corners are four further illustrations of the ship: Drake's landing at "Nova Albion" in California where he was crowned king by the natives, upper left; sailing round the southern coast of Java - the first person to do so - upper right; Drake's welcome by the King of the Moluccas, lower left; and the Hind cast upon rocks near the Celebes. Although, as Fite and Freeman point out these "are probably the only [contemporary] representations of the famous ship in existence", today one is rather spoilt for choice as there are not one but two full size replicas of the Hind, one upon the Thames, and the other at Brixham in Devon.

The map was the work of Jodocus Hondius (1563-1612) one of the leading Dutch cartographers and engravers of his day. Between approximately 1584 to 1593 he lived and worked in London. Whilst there, he took a particular interest in Drake's voyages and the man himself, with several engravings of the explorer attributed to him. Hondius's residence in London also bears witness to the close ties between the English and the Dutch at the time. Both were young seafaring nations who were keen to wrench the riches of the New World and the Spices of the Moluccas from the grasp of the Iberian powers.

The exact dating of the map is uncertain. It is highly unlikely to have been published earlier than 1589 - a year after Cavendish returned. Some have stated that it was produced sometime in the early 1590s, whilst Hondius was still in London. Shirley counters that the map is too highly finished to be attributed such a date; this, together with the fact that some copies are mounted as broadsides with Dutch text, makes a date of post 1594 - when Hondius had returned to Amsterdam - more appropriate. One might equally argue that both theories are true. As Hondius must have owned the copper plate, publication in both London and Amsterdam is most probable.

Extremely rare. Shirley states there are some seven or eight known examples of the map. He gives the location of four of these: two in the Royal Geographic Society; one in the British Library; and one in the Maritime Museum Rotterdam. Of the other three or four he states that they are in American and Parisian collections. The OCLC records several in the American institutions, however, the majority seem to be facsimiles. The exceptions would seem to be the Library of Congress, and the University of Texas.

VERA TOTIVS EXPEDITIONIS NAVTICÆ

Descriptio D. Franc. Draci qui 5. navibus probè instructis, ex Anglia solvens 13 Decembris anno 1577. terrarum orbis ambitum circumnavigans, unica tantum navi, ingenti cum gloria, ceteris partim flammis, partim fluctibus correptis, in Angliam rediit 27 Septembris 1580. ADDITA *est etiam viva delineatio navigationis Thomæ Caundishi nobilis Angli, qui eundem Draci cursum ferè tenuit etiam ex Anglia per universum orbem; sed minori damno & temporis spacio: vigesimo-primo enim Julij 1586 navem conscendit, & decimo quinto Septembris 1588. in patriæ portum Plimmouth, undè prius exierat, magnis divitijs & cum omnium admiratione reversus est.* Iudocus Hondius.

Portus Novæ Albionis

Portus Iuvæ Majoris

DIEV ET MON DROIT

AMERICA

ASIA

EVROPA

AFRICA

MAGELLANICVS OCEANVS

AETHIOPICVS OCEANVS

TERRA AVSTRALIS

NOVA GVINEA

BRASILIA

PERV

CALIFORNIA

ÆQVINOCTIALIS LINEA

TROPICVS CANCRI

TROPICVS CAPRICORNI

CIRCVLVS ANTARCTICVS

CIRCVLVS ARCTICVS

GILOLO IN

Non immerito, amice lector, formam navis F. Draci hac tabula adjunxi: plurimum namque eam roboris putavi, non solum hujus magnificentiæ, non sol & ac horarum spatio in septuplum illius, excelle præterea nave & regionis vbi: ipsi navium illæ perficiebantur ad minimum, 8100 milliarium Germanicorum.

Struxere in Anglia mirandum navis illa, perpetuæ memoriæ causa, Deiformis ad Tamesim, vrbi...

In hac tabula varietatem forti aliquis, nos eadem navis fuisse reliquisse: eorum cum sit ostendere nobis [illegible] peregrinationes Draci & Thom. Caundishi designare, videbamur superuacui arbitrare loca digni hos, nisi postea etiam universalis historia memoria illustrari, sperare, nunc omnium omnibus ubique occupata. Quæcunque lectori sufficiat nos loca ab eo visa aut lectoris ora in propria ipsius navigatione adjecisse.

Portus Iuvæ Majoris

The Christian Knight Map

2 **HONDIUS, Jodocus**

Typus Totius Orbis Terrarum, In Quo & Christiani militis ceramem super terram (in pietatis studiosi gratiam) graphice designatur. a Iud. Hondio caelatore. [together with] Spirituale Christiani Militis Certame Quod is in se habet lex namque dei in illo est adver svs legem peccati.

Publication
[?Amsterdam, c1597].

Description
Broadsheet engraved map, here together with the broadsheet engraving by Hieronymous Wierix after an original drawing by Maerten de Vos upon which the figures on the map are based.

Dimensions
370 by 485mm (14.5 by 19 inches).

References
Shirley 198.

The "Christian Knight" map of the world is the first map on Mercator's projection to be produced after the great geographer's death. Mercator's projection is one of the great intellectual inventions of man, solving the ancient classical problem how to map the spherical earth onto a flat sheet of paper, while preserving the bearings of the compass as straight lines. The projection was first used on a huge wall map made by Mercator, only three examples of which survive (BNP, Paris; Basle; and Rotterdam).

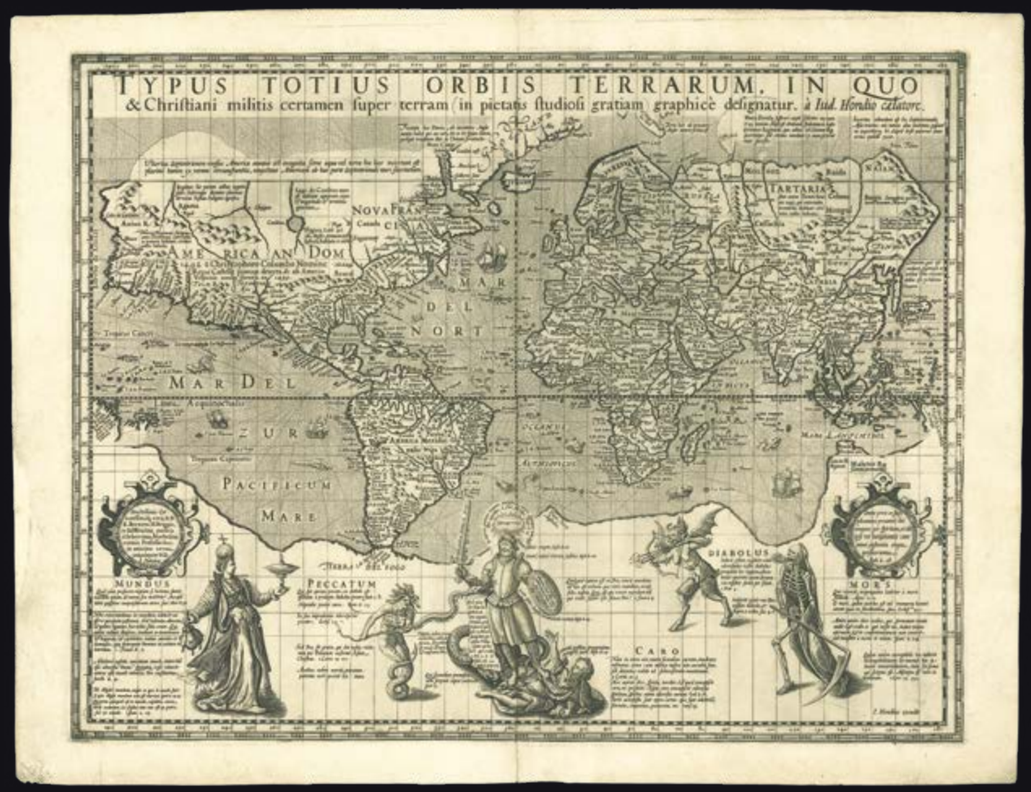
Mercator's projection severely distorts and exaggerates the size of regions far from the equator, as the scale increases from the equator to the poles. Greenland takes as much area on the map as Africa, while in fact Africa is fifteen times greater. Antarctica appears the biggest continent, although it is actually the fifth in size. But the fact that lines of true bearing or course are straight lines outweighs these distortions.

The map is legendary also for its allegories with deep philosophical levels, with the Christian Knight and King fighting the Rulers of Darkness. The map is famous for the depiction of Roanoke, the first English colony in America. John Milton owned an example of this map that inspired him for his 'Paradise Lost'.

Representing the three-dimensional spherical earth on a two-dimensional flat map can be done in infinitely many different ways, but is impossible without introducing distortions. In 1569 the great geographer and cartographer Gerard Mercator came up with the brilliant idea of the cylindrical map projection, which became the standard map projection ever since. Despite the distortion, it has the essential property that directions of the compass are preserved as straight lines on the map, making it ideal for navigation.

Mercator himself could not solve the mathematical calculations for his projection. It turned out that this required the "Integral of the secant function of trigonometry", which became one of the "outstanding open problems" of the sixteenth and seventeenth century, a famous problem also addressed by Isaac Newton but not solved until 1668 by James Gregory. But a numerical solution (by what we would today call Riemann sums) was developed by mathematician Edward Wright in London as early as 1596, specifically for the practical navigational purpose of constructing a perfect Mercator map.

Wright finally published his findings in 1599 in his famous work 'Certaine Errors in Navigation', but his draft manuscript of 1596 had already been used by his friend Jodocus Hondius for the "Christian Knight" map of the world. Hondius however employed Wright's calculations without asking permission. Although Hondius sent apologetic letters to his friend, Wright condemned Hondius's deceit and greed in the preface to 'Certaine Errors'. He wryly commented: "But the way how this [Mercator projection] should be done, I learned neither of Mercator, nor of any man els. And in that point I wish I had beene as wise as he in keeping it more charily to myself".



plurimi tamen ex rerum circumstantiis, conjectant Americam ab hac parte Septentrionali mari fuccinctam.

Regiones hæ parum adhuc cognitæ sunt, habentque dicuntur plurimas feras bestias. Indigine agrestes

Agama

Lago de Canibaz mare est dulcium aquarum cujus magnitudo & terminus ignoratur.

NOVA FRAN

Canada

CI

A

Cabo de Corientes

Anian R.

Canibaz.

Virginia Lanit. 46. ab Anglis primum 1585 lustrata, habitata et culta

Saguenay

Corte Imperialis

TIERA DE LABORADOR

Friisland

Estotiland

AMERICA AN DOM

1492 a Christophoro Columbo Nomine Regis Castelle primum detecta & ab Americo Vespuccio nomen sortita an. 1499.

QUIVIRA

JOLM RA

JOTONTEAC

Axa

Avacal

Mochelaga

M A R

DEL

N O R T

Tropicus Cancri

Marata

Nova Cuhacan

Mexicanus

VIRGINIA

Sinus

Hilpa nia

Ide C Verde

L. Solis

M A R D E L

Linea Aequinoctialis

Z U R

Peru

Picora

AMERICA Meridio: nalis

C. Frio

Tropicus Capricorni

P A C I F I C U M

M A R E

TIERRA DEL FOGO

Fretum Magellan

Tartaria

Mongul

Cassackia

Ung

TAN

JENDUC

Nagaia

Tur:

Chesta

Karakit

Lan hi

GUTH

CATHAIA

Baida

Colmac

Bargu

Corea

Iapan

Mare Maior

Mare de Sala

MEDITERRANEUM

Barba ria

Libia Deser.

Interior

Nubia

Anzica

Abanga

Aya man

Golfo de Ben gala

INDICUS OCEANUS

OCEANUS

AETHIOPICUS

Aequator

MARE LANTCHIDOL

Philippinæ I.

Mindanao

Lucach Regnum

Maletur Reg

scatens aromatibus

Dochissimis Or: natissimisq; viris, D.D. R. Brewero. H. Briggio, et Ed. Wrichto, medicis celeberrimis, Matheseos eximiis Professoribus, in amicitiæ veræ ... monumentum D.D. I. Hondius.

MUNDUS

Quid enim prosuerit cuipiam si lucratus fuerit mundum totum, & animæ suæ mulctetur? Aut quæ dabit quisquam compensationem animæ suæ? Marc. 8. 36

Volunt enim extollimur in mundum, videlicet nec ferre quicquam possumus. Sed habentes alimenta, & quibus tegamur, hæc nobis satis erunt. Qui autem volunt ditescere, incidunt in tentationem & laqueum, & cupiditates multas inutiles et nocivas, quæ demergunt homines in exitium et interitum. 1. Tim. 6. 7.

Adulteri nescitis amicitiam mundi, inimicitia est adversus Deum? Quicunq; ergo voluerit amicus esse mundi inimicus Dei constituitur. Jacob. 4. 4.

Nolite diligere mundum, neque ea quæ in mundo sunt: si quis diligit mundum non est charitas patris in eo, quoniam quicquid est in mundo, concupiscentia carnis,

PECCATUM

Qui dat operam peccato, ex diabolo est: quoniam à principio diabolus peccat. 1 Joan 3. 8.

Stipendia peccati mors: Rom. 6. 23

In sua imprudentia intercipietur peccator, Eccles. 23. 7.

Sed Deo sit gratia, qui dat nobis victoriam per Dominum nostrum Jesum Christum. 1 Corin 15. 57.

Aculeus autem mortis, peccatum: potentia vero peccati lex. ibidem

Qui secundum promissionem serpenti caput contrivit Gen. 3.

SPIRITUS

Sistite gressus impressionis vestræ, & sumite scutum fidei, in quo possitis omnia tela nequissimi ignea extinguere. Eph. 6. 16.

Calcem salutis accipite. Eph. 6. 17.

State] induti thorace justitiæ Eph. 6. 14

Quodquod natum est ex Deo, vincit mundum: & hæc est victoria quæ vincit mundum, nempe fides nostra. Quis est qui vincit mundum nisi qui credit Jesum esse filium Dei? 1 Joan. 5. 4

Stante pede, Lumbis circumcinctis veritate Eph. 6. 14.

Ecce pono in Sion lapidem in fundamentum angulare, electum, pretiosum: & qui credit in eum non confundetur. Vobis igitur qui honorem credidistis. 1. Pet. 2. 6 et Psal. 118. 22.

CHRISTUS

Pollutio autem et maculatio ejus est cor & conscientia. Tit. 1.

CARO

Calceatis pedibus præparationem evangelii pacis. Eph. 6. 14

CARO

Nam in carne non tamen secundum carnem, incedentes militamus: arma enim militiæ nostræ non carnalia sunt, sed divinitus valida ad subversionem munitionum. 2 Corin. 10. 3

Hoc autem dico, Spiritu incedite, & quod concupiscit caro, ne perficite. Nam caro concupiscit adversus spiritum, spiritus autem adversus carnem: Gal 5. 16.

Porrò manifesta sunt opera carnis: quæ sunt adulteria, fornicatio, immunditia, proteruia, etc. vers. 19.

DIABOLUS

Sobrii estote, vigilate: nam adversarius vester diabolus tanquam leo rugiens, obambulat quærens quem devoret. Cui resistite firmi per fidem. 1. Petr 5.

Subjicite igitur vos Deo, resistite diabolo, et fugiet a vobis. Jac. 4. 7

MORS

Qui vicerit, nequaquam lædetur à morte secunda. Apoc 2. 11.

O mors, quam acerba est tui memoria homini utenti pace in facultatibus suis, Eccles. 41. 1

Amen amen dico vobis, qui sermonem meum audit & credit ei qui misit me, habet vitam æternam, & in condemnationem non venit: sed transibit a morte in vitam. Joan. 5. 24.

Quum autem corruptibile hoc induerit incorruptibilitatem & mortale hoc induerit immortalitatem, tunc fiet sermo qui scriptus est, Absorpta est mors in victoriam. 1 Cor. 15. 54.

Omni prece et supplicatione precantes omni tempore per spiritum, et illi ipsi rei invigilantes cum omni instantia atque perseverantia. Eph. 6. 18.

In addition to being a revolutionary map for its advanced projection, it is one of the best-known and mysterious of all maps, decorated with elaborate artwork and allegories with deep philosophical and ideological levels. The scenes at the foot of the map show the Christian Knight fighting the rulers of darkness: Vanity, Sin, Carnal Weakness, the Devil and Death. Hondius derived the scene from a very rare print, also present here, by Hieronymous Wierix after an original drawing by Maerten de Vos. Peter Barber, in "The Christian Knight, the Most Christian King and the rulers of darkness" ('The Map Collector' 48, 1989, 2-8) makes a convincing case that portrait is that of Henry IV of France and that the purpose behind the maps production was to rally protestants in England and throughout Europe to the side of Henry IV of France at the moment of crisis in his struggle against Spain and the Catholic powers of Europe.

The map is also famous for its up-to-date mapping, including Walter Raleigh's lost colony of Roanoke, and showing the results of the circumnavigations by Drake and Cavendish.

Only six other examples are recorded today: Ann Arbor, William L. Clements Library (Maps 8-C-19); London, The British Library (Maps 188.k.1 [5]); London, The Royal Geographical Society (264 H 14 [4]); Nürnberg, Germanisches Nationalmuseum (Qu. 4 H 2229)1; Wells-next-the Sea, Holkham Hall (Innys Collection) UK; Wien, Österreichische Akademie der Wissenschaften (Woldan Collection [K-V(Bl):WE 49]).

The Great Southern Continent

3 TEIXEIRA, Luis

Magna Orbis Terrarum Nova universalis et accurata tabula Geographica ac Hydrographica deli nata in hauc ajcrem formam manu celeberrimi regiae Majesatis cosmographi Ludovici Texeirae.

Publication
Antwerpiae, apud Joannem Baptistam Vrient, 1604.

Description
Engraved map, printed on twelve sheets, flanked by four sheet letterpress description annotated with several woodcut animals, with fine contemporary hand-colour heightened gold, trimmed to neat lines, laid on linen, extensive areas of restoration. A full conservation report is available on request.

Dimensions
1670 by 2970mm (65.75 by 117 inches).

References
Schilder, Günter, 'Monumenta Cartographica Neerlandica', III, pp. 1-102; ibid. pp. 39-51, No. 5 and No. 6; Shirley, Rodney, 'The Mapping of the World', No. 183 (Plancius 1592), No. 243 (van den Ende/BNF), No. 248 (Teixeira); Destombes, Marcel, 'La Mappemonde de Petrus Plancius gravée par Josua van den Ende 1604', Hanoi, IDEO, 1944, Publications de la Societé de Géographie de Hanoi; Destombes, Marcel, 'Quelques rares Cartes nautiques Néerlandaises du XVII Siècle', in: Imago Mundi 30, 1978, pp. 56-70. Woodward, David (ed.), 'History of Cartography', vol. 3, part 2, pp. 1347-1351.

A spectacular wall map of astonishing beauty made at the beginning of the Dutch Golden Age.

Cartography

The present map draws on the cartography of Luis Teixeira (fl 1564-1613) - whose name appears in the large pasted title - a Portuguese cartographer from a famous mapmaking dynasty. He worked in Lisbon and the Portuguese colonies, but was also a friend of and collaborator with Dutch cartographers, contributing a map of Japan to Abraham Ortelius's atlas. Ortelius and Cornelis Claesz published five of his maps between them, and all were specifically advertised as based on his work, indicating that he was highly respected in Amsterdam.

The map is based upon a simple cylindrical projection and follows very closely the 1592 wall map drawn by Petrus Plancius, "a milestone in the emergence of Dutch cartography [and] the first large wall map of the world to be published in the north" (Schilder). The work was engraved by Baptista and Jan van Doetecum and is known only in a single extant example: that in the Colegio del Corpus Cristi in Valencia, Spain. Plancius drew heavily on Mercator's 1569 world map, as well as contemporary manuscript maps by the Portuguese cartographers Pedro de Lemos and Bartolomeo de Lasso. The present Teixeira map shows a number of significant improvements over Plancius's prototype: the redrawing of Guiana following Sir Walter Raleigh's exploration of 1595; the insertion of the Davis Strait, Novaya Zemblya, and the tributaries of the Congo; and amendments to the southern parts of South America and Africa. This updated geographical information was derived from accounts of voyages collected by Linschoten, De Bry, Hulsius, Claesz and others.

The map is noteworthy for its portrayal of a vast southern continent, and its depiction of the Southern Pacific at the dawn of Dutch exploration of southeast Asia and Australasia. The true form of the island of New Guinea had not yet been ascertained, and so, bizarrely, it appears twice: once as an island on the left hand side of the map, and again as part of the mythical continent of Magellanica on the right. The Gulf of Carpentaria is tantalizingly hinted at in the sweeping bay in Magellanica at the far right of the map.

The myth of the Great Southern Continent was propagated by the belief that, in order to balance the earth, there must be a landmass in the southern hemisphere of a size commensurate with that in the north. It was, in part, this erroneous assumption that spurred Dutch exploration of Australia in the seventeenth century, and Captain Cook's voyages over one hundred years later. It was not until the twentieth century, and the explorations of Captain Scott and Roald Amundsen, that the lands of the southern hemisphere were finally charted with any degree of accuracy.

MAGNA ORBIS TERRARUM NOVA

universalis et accurata tabula Geographica ac Hydrographica figura

...tata in hanc formam ...orem Iohannis Matha celeberrimi regiæ Majestatis cosmographi Ludovici Texeira ... Dom. ...

DIVISIONIS ORE...

OCEANUS OCCIDENTALIS

MARE DEL NORT

OCEANUS ETHIOPICUS

OCEANUS ORIENTALIS

MARE PACIFICUM

AUSTRALIS

MERIDIES

Towards the lower corners of the map are representations of the northern and southern hemispheres, and along the bottom of the map are ten small panels containing detailed maps of Magellan's Strait (according to Drake in 1579, Noort in 1599, and De Weert, also in 1599); of Rio de la Plata; Northern Europe; Novaya Zemlya (according to Barentsz in 1598), and the straits of Sona (off Java); Anian; Manilla; and Gibraltar. Below the map, printed on separate strips, are long engraved panels presenting the four continents, each personified by a woman riding a symbolic mount. Background scenes show the typical architecture or dwellings of each region, indigenous animals, and the local peoples engaged in battle. These scenes relate to the text panels flanking the map, which are printed in letterpress interspersed with depictions of local flora and fauna. This text is trimmed from the only known institutional example of this map, making the present example, together with a further privately held copy, one of only two known maps surviving in its original form.

Publication

The existence of an extremely large wall map of the world by Luis Teixeira, sold by Jean Baptiste Vrients and Cornelis Claesz, is recorded by Schilder in 'Wall Maps of the World published in Amsterdam before 1619' (MCN, vol. III, p. 39 No. 5), and Shirley in 'Mapping the World' (248). Although neither Schilder nor Shirley record any extant examples, the evidence for its production comes from two contemporary sources; first in the archives of the publishing house of Plantin-Moretus:

"On 14 December 1604 the Antwerp publisher and map dealer Joan Baptista Vrients delivered to Balthasar Moretus several maps of the world, among which were the maps of Teixeira: 'Adi 14e Decembre [1604], 2 Groote Mappa Texerae 6 fl., 2 Cleyn Mappa Texeirae 3 fl. 10'" (Schilder)

And second in a catalogue by Cornelis Claesz:

"A much more detailed description of Teixeira's world maps is provided by Cornelis Claesz in his catalogue of 1609. As was mentioned in the description of map no. 1 [i.e. Plancius's world map of 1592], this is not a stock list, but a catalogue comprising only of the engravings and maps that were printed from copper plates owned by Cornelis Claesz. In the section 'All kinds of large maps' two maps of the world by Teixeira of different sizes were offered for sale, whilst the customers could choose the language in which he wanted the accompanying description. 'Mappa Mundi Lodovici Tessairae, 22. large folios in Latin, Italian, Spanish, French, English, Dutch and German" (Schilder).

Although neither of the sources refers to a date of publication, the Spanish writer Leon Pinelo referred in 1629 to two Teixeira maps dated 1598 and 1604 respectively. Whether or not they were two unique maps, or simply different editions of the same work, is unclear.

As well as bearing the names of Teixeira and Vrients, the present map also carries the name of the engraver Joshua van den Ende. Both Shirley (243) and Schilder (MCN III, p.45 No. 6), record a large wall map on twelve sheets engraved by van den Ende, and dated circa 1604. The sole institutional copy referenced by both Shirley and Schilder – in the Bibliothéque Nationale in Paris - is undated, untitled, and unsigned by any author or publisher. Only van den Ende's name, as the engraver, appears on the sheets. After consultation of the BNF map, it is clearly printed from the same plates as the present example. The discovery of the present work therefore allows us to confirm Schilder's date of 1604, and to add both Vrients as vendor and Teixeira as the work's cartographer. It also allows us to correct the map's erroneous attribution to Willem Blaeu. The editors of the 'History of Cartography', Destombes (in his monograph on the BNF's van den Ende map) and Schilder all suggest that Willem Blaeu may have published the map, for three reasons. First, neither Hondius nor Claesz in his 1609 catalogue mention such a map; second, van den Ende is known to have engraved much of Blaeu's earliest published work; third, in 1604 Claesz and Plancius' privilege for their 1592 wall map ended, thus allowing Blaeu (or any other publisher) to reproduce the map.

However, with the discovery of the present work, we can conclude that it was in fact Vrients, in association with Claesz, who decided to publish the new map in 1604, updating the hugely successful Plancius map of 1592 with the latest developments from Teixeira.

Rarity

Dutch world wall maps from this era are incredibly rare. Due to the rapid rate of discovery at the beginning of the seventeenth century "many maps soon lost their value; the owners replacing the obsolete maps with new ones. This development is one of the causes of the great percentage of losses which wall maps of the world suffered; they are extremely rare nowadays" (Shirley).

The present work is only the third surviving, and second complete, example of the Teixeira/Vrient map of 1604. The example in the BNF lacks the accompanying text and title. Schilder records five examples prior to the present map in his census of Dutch world wall maps published in Amsterdam before 1619 (MCN III, p. 19-102):

1. PLANCIUS, Petrus. 'Nova et Exacta Terrarum Orbis Tabula Geographica ac Hydrographica'. Amsterdam, 1592. Map on 19 sheets. One recorded example, Collegio del Corpus Cristi in Valencia.

2. LANGREN, Hendrik van. 'Nova et Accurata, Totius Orbis Terrarum Geographica et Hydrographica'. [Amsterdam, c.1600]. Map on (?)20 sheets. One recorded example Stadtbibliothek of Breslau, now lost due to military action during World War II.

3. CLAESZ, Cornelis. [No Title] [Amsterdam, Cornelis Claesz., c.1602]. Map on four sheets. No known extant example of the first edition.

4. HONDIUS, Jodocus. 'Nova et Exacta Totius Orbis Terrarum Descriptio Geographica et Hydrographica'. [Amsterdam, Cornelius Claesz, 1603]. Map on four sheets. No known extant example of the first edition.

5. TEIXEIRA, Luis. [No Title] [Amsterdam, Joan Baptist Vrients, (?) 1604]. Map on nine sheets. No known extant example of the first edition.

As the list shows, the present work is only the second surviving example from the first twelve years of world wall map publication in Amsterdam. In fact, of the seven further maps that Schilder goes on to list as published before 1619, only four are known to exist in their first edition.

The Route to the East

4 **GOOS, Pieter [and] JACOBSZ, A[nthonie]**

[The route to the East Indies - three sea charts printed on vellum] [1] Wassende graade Paskaart vertonende alle de Zeekusten van Europa [; 2] West-Indische Paskaert waer in de graden de breedde over weder zyden vande middllyn wassende soo vergrooten, dat die geproportioneert syn tegen humne nevenstaende graden der lengde [; 3] Oost Indien.

Publication
[1] T' Amsterdam by Pieter Goos op t'water inde Vergulde Zee Spiegel [; 2] Beschreven door A. Jacobsz [; 3] T' Amsterdam by Pieter Goos op het water inde Vergulde Zee Spiegel c1646-1665.

Description
A set of three engraved maps, each printed on a single, large, vellum skin with fine original hand-colour, each chart with remnant mount perforations at sheet edges.

Dimensions
(to neatline):
1. Europa - 695 by 876mm
2. West Indische - 710 by 887mm
3. Oost Indien - 686 by 853mm

References
Destombes, Marcel and Gernez Désiré, 'La West Indische Paskaert de Willem Jansz Bleau' in 'Un atlas nautique du XVI° siècle à la Bibliothèque royale de La Haye (Pays-Bas)', Lisbon, 1961. Jonkers, A.R.T., 'Parallel meridians: Diffusion and change in early modern oceanic reckoning, in Noord-Zuid in Oostindisch perspectief', The Hague, 2005. Schilder, Günter and Kok, Hans, 'Sailing across the World's Oceans – History & Catalogue of Dutch Charts Printed on Vellum 1580-1725', Koninklijke Brill NV, Leiden, 2019. Waters, D., 'Art of navigation', London, 1958.

A previously unrecorded set of the first large-scale printed 'Paskaerts' to show the entirety of the route from Europe to the East Indies on Mercator's projection - an apparently unique survival as a set.

The set should be seen as both the acme of the navigational achievements of the Dutch Golden Age, and the pivot point signifying the Dutch East India Company's (Vereenigde Oostindische Compagnie - VOC) acceptance of the dispersal of their hitherto arcane information into general commercial use.

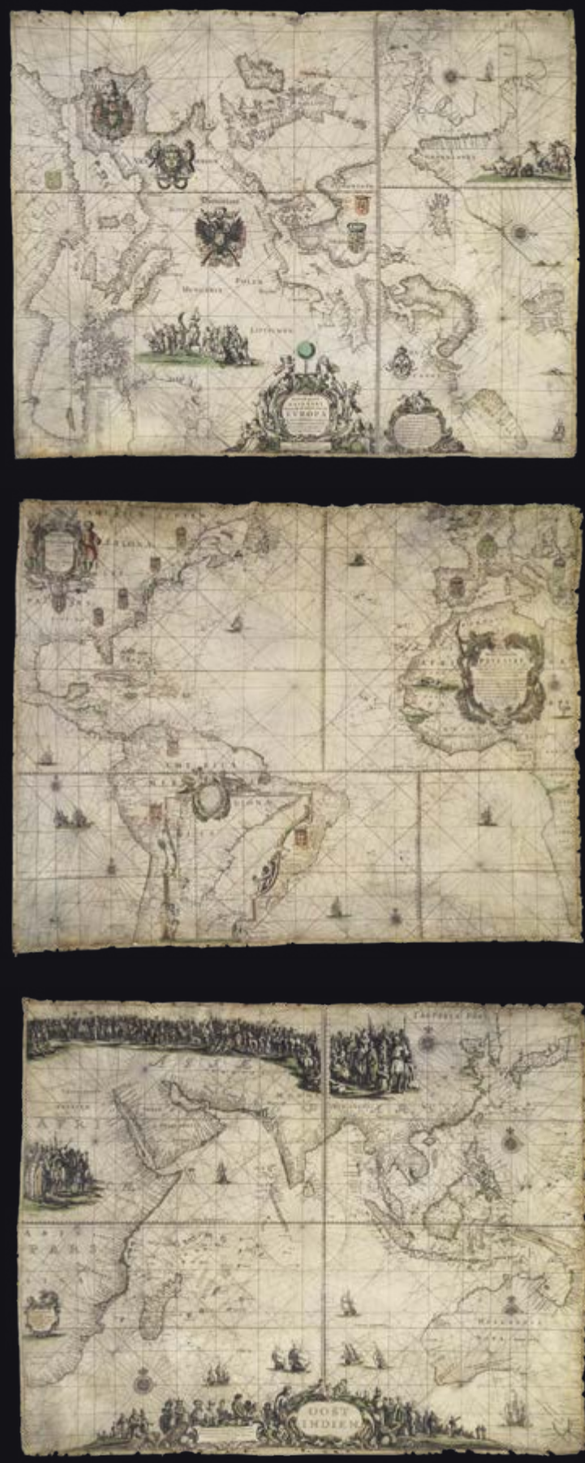
The 'Oost Indien','West Indische', and 'Europa' plotting charts, on vellum, show, for the first time, the route to the East Indies in a uniform format, on Mercator's projection, and with the prime meridian located on Tenerife. The 'Oost Indien' chart is also the first printed map to name all the seventeenth century Dutch discoveries in Australia.

Produced at the height of the "Golden Age", these charts present a rationalisation of the geographic discoveries and advances in navigation and cartography made by the Dutch over the preceding 60 years: from the foundation of the VOC in 1602; via Hendrik Brouwer's 1611 route to Indonesia; the first landfall in Australia in 1616; the adoption of Mercator's projection for trans-oceanic voyages; consensus on a prime meridian; and Tasman's voyage of 1642-1644. Prior to their publication, much of this information would have been the secret preserve of the VOC's monopoly.

The Spice Trade

Nearly 2500 years ago, Arab traders told stories of the ferocious cinnamon bird, or cinnamologus. This weighty fowl made its nest from delicate cinnamon sticks, the traders said. One way to get the cinnamon was to bait the cinnamologus with large chunks of meat. The birds would fly down from their nests, snatch up the meat, and fly back. The precarious cinnamon nests would collapse when the bird returned laden with its catch. Then quick-witted traders could gather up the fallen cinnamon and take it to market. As enticing as the tale is, the fabled cinnamologus never existed. The story was most likely invented to ward off curious competitors from attempting to seek out the source of the spice. For many years, the ancient Greeks and Romans were fooled.

It might seem odd that something as seemingly inconsequential as a spice – a food flavouring or something to burn and perfume the air – would need such jealous guarding with elaborate tall tales. But the world's demand for spices grew throughout the Roman era and into the medieval period, defining economies from India to Europe. The result was a lasting change to people's diets in Europe, which, with the arguable exception of the United Kingdom, became a lot less bland and monotonous. More important, in Europe, spices became another way to define what it meant



to be wealthy and powerful, which had a profound social, emotional and economic impact. As a result, the hunger for spices went well beyond their aromatic flavour; they became a new symbol of high social status.

The demand for spices gave rise to some of the first truly international trade routes and shaped the structure of the world economy in a way that can still be felt today.

The Route to the East Indies

For nearly one hundred years, after Vasco da Gama discovered a sea route to India in 1499, the Portuguese and the Spanish were dominant in the eastern and western hemispheres respectively. This dominance was aided by a policy of extreme cartographic secrecy by both crowns, and returning ships were required to surrender both their charts and information on any discoveries made: all charts were state property, and illegal use or copying was punishable by death. However, smuggling often took place, and piracy by both English and Dutch vessels meant that, eventually, the routes to both the "Old", or East, and "New", or West, Indies became available to northern Europe. Using this purloined information, the British East India Company (EIC) and Dutch Vereenigde Oostindische Compagnie (VOC) were established - in 1600 and 1602 respectively - to cash in on the lucrative trade in nutmeg, pepper, cinnamon, cloves, and other spices. These monopolistic giants continued the tradition of jealously guarding the secret charts that laid the path to the source of their immense wealth and power. Both organisations employed teams of chartmakers or hydrographers to record the most up-to-date navigational information for speedy distribution in order to obtain commercial advantage with the quickest routes to the most profitable markets. The principal vector for this information was the 'Paskaert'.

Paskaerts

The large format long-range plotting charts of the journey (or passage, hence 'paskaerts'), were initially unique manuscript charts, amended and issued to their ships one at a time. However, as operations grew in size, printing became a convenience, either on paper or on vellum.

Vellum charts were often preferred as they were more durable than paper and had the advantage that they could be repeatedly re-used for laying down tracks for each voyage. Unlike paper, a vellum sea chart could be wiped clean of the plotted tracks of each voyage after its completion, insuring a clean template for the next expedition. Further, vellum charts were easily rolled and kept in a metal tube.

Paskaerts existed in a number of versions: the equal degree plane chart, the unequal degree plane chart, the spherical, and charts on Mercator-projection.

"Although already available after 1600, the Mercator charts with their 'waxing degrees of latitude' were little liked by sailors, who regarded them as 'difficult'. Nonetheless, they were superior to equi-rectangular (plane) charts and more suitable to ocean voyages" (Kok and Schilder, p.94).

The West Indische Paskaert

In c1630, Willem Blaeu, who was, himself, chief hydrographer to the VOC, published his 'West Indische Paskaert':

"Blaeu's West Indische Paskaert in Mercator-projection is a keystone in the cartography of the Atlantic ocean in the seventeenth century. In the title it says clearly that this chart was intended for navigating the areas of Africa and America where the Dutch West India Company's monopoly applied. The South American continent is completed all the way down to Cape Horn by means of an inset chart" (Kok and Schilder).

Campbell says that only "a few examples at most" of each state have survived. The title indicates that the Paskaert was designed to show the area chartered to the West India Company in 1621. Destombes and Gernez suggest that the lack of a privilege on the first state indicates that it was used exclusively by the company and not available to the general public. However, it would appear that the chart's existence was no secret and, at some point after 1630, it was revealed to the wider public. Blaeu's chart:

"[the] earliest printed chart of the Atlantic… became immediately the standard chart for navigation to America and the Cape of Good Hope" (Waters).

Destombes and Gernez further praise the 'West Indische Paskaert' as "an extremely interesting chart because it is one of the earliest engraved and printed to include latitude… this scientific and artistic document of the first order marks an important date in the history of nautical cartography and is one of the most important contributions that the Lowlands produced in the XVII century".

After Blaeu, no fewer than ten publishers brought out twenty one editions of the 'West Indische Paskaert', either by printing them from the same copper plate or from copies with the aid of new copper plates. Chief amongst these was Anthonie Jacobsz, author of the 'West Indische Paskaert' in the present set:

"… it appears that among Blaeu's followers, Anthonie Jacobsz. Should be especially mentioned. He was the only one who strived to improve this long range plotting chart, where possible, and the only one who produced original work" (Kok and Schilder).

Determination of longitude at sea was not possible without a considerable margin of error until the mid-eighteenth century. One of the methods that was used instead was dead reckoning, from the last point of land sighted. Jacobsz improved Blaeu's original by shifting the whole map eastwards one degree within the Canary Islands to move the

location of the prime meridian from Ferro to the sailor's preferred landmark of the 3,718 metre peak of Pico de Teide on Tenerife, in order to facilitate dead reckoning. He also included an inset of Scotland and Ireland to assist with the northern navigation.

The final reveal – the Oost Indien Paskaert

Despite the success of Blaeu's chart and its successors, the VOC would keep the final piece of the puzzle – the navigation of the Indian Ocean and the all-important route to the East Indies – hidden from general release until sometime later.

It was not, in fact, until c1658, that Pieter Goos, a private Amsterdam publisher, decided that the information initially restricted to VOC use only had entered the public realm to a sufficient degree that he felt emboldened to offer a printed chart of the Indian Ocean for general release. Goos' 'Oost Indien' chart shows the VOC shipping lane outbound from Cape of Good Hope to Sunda Straits, and, for the first time, names all the Dutch discoveries in Australia, from the first landfall in 1616, to Abel Tasman's voyage of 1642-1644.

This chart, on its own, however, did not detail the entirety of the route to the East Indies. In order to complete the navigation, two further charts would be required – the aforementioned West Indische Paskaert, and, for the beginning of the voyage, a European chart to assist with the tricky navigation from the Dutch ports and out into the Atlantic.

A set of connected charts

The potential demand for a uniform series of charts detailing the route to the East Indies was not missed by Pieter Goos and, in c1658, his intention to publish a chart of Europe on Mercator's projection is recorded in a notorial agreement dated 17 July 1658. In this agreement, the publisher Gerrit van Ghoesbergen states his intention to produce a manuscript chart by Dirck Rembrantsz [van Nierop] with Pieter Goos. Having published both an East Indian Paskaert, and a European Paskaert, one might suspect that Pieter Goos would embark upon his own 'West Indische Paskaert' on Mercator's projection.

The survival of the present set of three charts, combined with a careful examination of both the format and composition of the charts suggests an alternative: Goos produced both his 'Oost Indien' and 'Europa' charts following on from, and as companions to, Anthonie Jacobsz' version of the 'West Indische Pascaert'. The evidence for this is fivefold: all three charts are landscape in format; all three charts are on Mercator's projection; all three charts are printed from a single, large, copper plate of similar dimensions; all three charts take Tenerife, not Ferro as their prime meridian; and all three charts overlap geographically and allow navigation from one to the other.

Indeed, of the twenty one editions that follow Blaeu's 'West Indische Paskaert', all bar Jacobsz's chart are between 755 and 780mm tall, whereas Jacobsz's chart is noticeably shorter at 700mm. The range of European Pascaerts by all other publishers, according to the dimensions given by Kok and Schilder, is between 605 and 710mm tall. Goos's comparable chart on Mercator's projection is here at the larger end of that range at 695mm, bringing it neatly into line with both Goos's 'Oost Indien' at 710 by 870mm, and the 'West Indische Pascaert' at 700 by 880mm. These slightly tighter dimensions permitted the mapmaker to use slighter smaller skins, making sourcing of materials easier and cheaper, whilst, at the same time, retaining sufficient scale to plot a course.

The idea for a uniform sequence of charts may well, of course, have been that of Anthonie Jacobsz himself, as he published two different 'West Indische Paskaerts'; one in c1646, and a second – the present example – in c1650. The main differences between the two being a shift in the prime meridian, the inclusion of an inset of Scotland to facilitate navigation in the north, and a format that more closely matches that required for charts of Europe and the Indian Ocean. Jacobsz, however, died in 1650, and no record has, thus far, been discovered of his intention to publish the additional charts.

Further, evidence that Goos issued the three charts as a set is provided by an advertorial included in Johannes van Keulen's 'De Groote Nieuwe Vermeerdere Zee-Atlas ofte Water-Werelt' of 1688 that tells of four vellum charts that are now available from him and that these charts are printed from plates formerly in the possession of Goos.

The survival of the present set suggests that Pieter Goos made the set available at some point after the publication of the first state of the 'Oost Indien' chart in 1658, and definitely by 1665 (the date of the 'Oost Indien' chart in the present set). Therefore, about sixty years after the foundation of the VOC, a uniform set of connected plotting charts on Mercator's projection was finally available for purchase by boats heading East.

Description of the Individual Charts

The Chart of Europe

The chart of Europe is separated in two parts at 61º North by a double longitude scale. The northern part is displaced relative to the southern part by c39º counting in the east. The main chart covers the area to the west of Ireland, still showing the Azores whilst Cyprus in the east is shown at the easternmost limit, retaining part of the Black Sea. In the north-south direction the main chart runs from southern Sweden down to the north coast of Africa. The secondary chart in the north is compressed by a factor of about three in order to ensure transfer of navigation to the 'West-Indische Paskaert'. This has the convenient side-effect of making

both parts of the map similar in dimension, and so permits both to be displayed on a single piece of vellum. This section covers the area from Buttons Bay in the west to just part Nova Zemlya in the east. The secondary chart is limited to the north by a line north of Spitzbergen, passing through mid-Greenland to the West.

The chart may be dated from the notarial agreement between Gerrit van Ghoesbergen, Dirck Rembrantsz van Nierop, and Pieter Goos mentioned above. This agreement lays down a minimum price (2½ Guilders) for the product.

A later state of the chart, published by Van Keulen, played a role in the quest for longitude. In 1687 the horologist Christiaan Huygens (1629-1695) was commissioned by the VOC to supervise an experiment with two of his pendulum clocks for the purpose of determining the correct longitude at sea. The ship 'Alckmaar' was dispatched to the Cape of Good Hope; on the outbound voyage the experiment failed because of mechanical problems with the clocks and because Thomas Helder, one of the pilots in the project died. Huygens used a then common chart for the southern part, but for the area north of 27° he relied on the present chart. According to Huygens's report to the VOC, the experiment was successful in principle. The official report is on file in the National Archives in The Hague.

Orientated with West to the top. The primary compass rose is located over the Öresund. Baffin Island is shown with a hypothetical northwestern coastline, as applies to the mainland coast opposite. The western part of Hudson Bay is labelled 'Buttons Bay'. Novaya Zemlya is shown.

Two large decorations are provided west of the Black Sea and in Greenland; the latter depicts a polar bear hunt, the former consists of an allegorical image figuring 'Europe' on a bull and a party of seventeenth century persons, using various tools, including a cross staff.

Latitude scale on the southern part 30 degrees N - 61°20' N, sub-divided per full degree and per two German miles. Longitude scale on the southern part: 000-057° 40' minutes East.

The Chart of the Atlantic

A scale of 0-150 German miles appears just south of the equator at 353 degrees east.

A double latitude scale split at the equator, located in mid-ocean with German miles from the equator posted along the scale: 53°20'N-37°10'S, sub-divided per degree, for 20° and two German miles. The dual longitude scale is provided along the equator from 270°E to 040°30'E, sub-divided per degree and in 20'. The prime meridian runs over Tenerife.

With two inset maps; one in South America, showing the continuation of the continent down to Cape Horn. The other in the upper right, depicting northern England and Scotland on a scale different from that of the main chart.

The South American inset has a dedicated latitude scale, centrally through South America, showing the continuation of the main scale down to 58º40'S, again in German miles along the scale. A longitude scale is not provided for this inset. The inset is ornamented at the lower left with a Patagonian family group, and its cartouche is flanked by a Native American with a shield and spear on the left, and an African figure bearing a bow and arrow on the right.

The Scottish inset has a dedicated latitude scale from 53ºN to 62º40'N, and a dedicated longitude scale ranging from 0º-022E.

In several countries coats of arms are displayed, including those of France, the Dutch Republic, England, and Spain on the north eastern seaboard of north America. Other decoration includes various ships, a sea monster at lower left and various animals dotted around the interior of Africa.

The cartouche is decorated with the Lootsman family emblem – a sailor holding a lead and line, and the official coat of arms of the Dutch West India Company.

The present chart is Jacobsz's second 'West Indische Paskaert', and represents a considerable improvement on both Blaeu's original, and Jacobsz's first attempt.

The required change in longitude provided the opportunity for a number of corrections. An inset was added to provide the capability for sailing north around Scotland, facilitating better use of prevailing winds and catering for problems of politics and piracy brought on by sailing too close to English harbours.

The Chart of the Indian Ocean

The chart shows a practically complete outline for Australia, except for the East and Southeast coasts.

Latitude scale in mid-ocean just east of Ceylon from 45ºN to 35ºS, subdivided in full degrees and 20'. The equivalent number of German miles from the equator is posted on its left. The latitude scale is continued at the very left in full degrees without German miles down to 46º20'S. A dial longitude scale is provided along the equator from 37º20'E to 166º20E, sub-divided in full degrees and in 20'.

Careful comparison with the 'West Indische Paskaert' shows that the prime meridian runs through Tenerife. This detail seems to have been overlooked by previous bibliographers, who suggest that the prime meridian runs through Ferro, although Kok and Schilder are aware of some inaccuracy in this and state (incorrectly) that "[t]he prime meridian runs over Ferro in the Canary Islands, within the tolerance of longitudinal presentation".

The chart is decorated with two large scenes at the top and the bottom, whilst a smaller one is situation at the left just above the equator. The interaction between the Europeans and Asian people is depicted with reference to trade in general.

New Holland: the Dutch Discoveries

In 1602 the States General granted the newly-formed United East India Company (VOC) a monopoly of Dutch navigation in the vast area east of the Cape of Good Hope, and to the west of Estrecho de Magallanes: the combination of the Pacific and Indian Oceans. The Company immediately centred its operations on the Malay archipelago, and in a remarkably short time established a trading empire that extended from Southern Africa to East Asia. Voyages of exploration to seek out new commercial opportunities were an integral part of the Company's activity, with the direction of voyages often determined by reports heard in the East, of countries and islands that offered great riches.

This desire to open new trade led the merchants to undertake a number of voyages to the south land shortly to be named 'Nova Hollandia', but not all Dutch discoveries of its coasts reflect this conscious purpose. Much of the knowledge of its western and southern regions came from accidental discovery made as a consequence of masters following the VOCs instruction in 1616, that they use the 'Brouwer route' and sail one thousand German miles directly east after passing the Cape of Good Hope before turning north for Bantam, via the Sunda Straits. Given the prevailing difficulties in measuring longitude accurately, and, therefore, knowing the exact distance covered, this injunction led to a series of unintended sightings which played a part in the "unveiling" of the southern continent.

The chart reflects the results of Dutch explorations in the 1640s, including those of François Jacobsz, Visscher, Abel Tasman, and Maerten Gerritsz. Vries. These comprise the improved depiction of the Gulf of Tonking, the additions in the area around Japan, and the results of the discoveries as manifest as the south coast of Australia, and those present at Australia's north coast, in particular on the shores of the Gulf of Carpentaria. Just clear of the decorative cartouche, the islands of Amsterdam and St Paul may be seen, delineating the VOC shipping lane outbound from Cape of Good Hope to Sunda Straits.

This, second, state of the chart includes the islands of Dina and Marseveen. These islands were discovered by the VOC ship Maarsseveen under the command of Barend Barendsz Lam during the spring of 1663. The islands are situated southeast of Cape of Good Hope and are currently named Marion Island and Prince Edward Island.

The Mapmakers

Anthonie Jacobsz (c1606-1650)
Theunis or Anthonie Jacobsz was the founder of a flourishing printing and publishing house in Amsterdam. As there was more than one printer of the same name, he added the adjective "Lootsman" [pilot] to his, and his sons took this as their surname.

Pieter Goos (1616-1675)
Son of the engraver, Abraham Goos (1590-1643). "He was one of the best known maritime booksellers of Amsterdam… [In] the imprint of his works, Pieter Goos is always mentioned as a bookseller, never as a bookprinter… The well-made pilot guides and the beautiful sea-atlas reflect a high professional standard. The many editions published over 25 years is an indication of the customers' appreciation" (van der Krogt).

He bought the copperplates of the famous guide book for sailors, 'De Lichtende Columne ofte Zeespiegel' (Amsterdam 1644, 1649, 1650), from Anthonie Jacobsz.

There is some further evidence that the Jacobsz (Lootsman) and Goos family firms, despite being apparent competitors, cooperated on several occasions: the charts in a 1688 English edition of the Lootsman's 'Sea-Mirrour' in the Maritime Museum, Rotterdam are all by Goos, and a notary act of 1680 survives signed by Caspar Lootsman and Hendrick Goos – Anthonie and Pieter's sons – stating that they had made "since many years, a sea book of the Eastern, Western and Mediterranean Navigation called 'Stiermans Zeespiegel', 'Lootsman's Zeespiegel', and 'Nieuwe Groote Zeespiegel' respectively" (Koeman 223).

Goos published his own editions of this work in various languages, while adding his own maps. In 1666, he published his 'De Zee-Atlas ofte Water-Weereld', which is considered one of the best sea atlases of its time. Goos's sea charts came to dominate the Dutch market until the 1680s.

Rarity
We have been unable to trace any other set of the three charts, and the present examples have not been recorded previously. It appears that, until now, no bibliographer has made the connection between the shared format and prime meridian of the three charts, and the prospect that they were offered as a set. This prospect is re-enforced by the fact that there exists an advertisement for them (albeit in later states) in Johannes van Keulen's 'De Groote Nieuwe Vermeerdere Zee-Atlas ofte Water-Werelt':

"An advertorial included in Johannes van Keulen's 'De Groote Nieuwe Vermeerdere Zee-Atlas ofte Water-Werelt' of 1688 reports that four vellum charts [the present three charts, and his plane chart of Europe] are now available from him and that these charts are printed

from plates formerly in the possession of Goos. Both the European plane and Mercator charts are mentioned expressis verbis to be amongst these four: '… als mede Europa Plat en Europa Wassende graden, door Dirk Rembrandtsz. Van Nierop'. This statement is repeated in the impressum cartouche centrally at the lower edge: 'Seyn nu te Bekoomen by Johannes van Kuelen [!]…; the spelling errors are remarkable" (Kok and Schilder, p749).

Known individual examples of the three constituent charts are as follows:

Chart of Europe
In their 2019 census of charts printed on vellum, Schilder & Kok identify only two examples of the present chart:
1. One on vellum in Amsterdam Universiteitsbibliotheek (OTM:HB-KZL L.K. VI4)
2. An uncoloured example printed on paper in Paris, Bibliothèque nationale de France (Ge DD 2987 B(181))

Chart of the Atlantic
Schilder & Kok identify four examples of Jacobsz' second West Indische Paskaert chart:
1. Amsterdam Het Scheepvaartmuseum (S2680)
2. Den Haag, Nationaal Archief (4.AANW 00030)
3. Rotterdam, Maritiem Museum (N358)
4. New York, New York Historical Society (L4.4.14)

Chart of the Indian Ocean
Schilder & Kok's survey reveals seven recorded examples of Goos' chart: three in the first state:
1. Amsterdam Universiteitsbibliotheek (OTM: HB-KZL L.K.VI.4)
2. Paris, Bibliothèque nationale de France (Ge 2987 [9670 B]), uncoloured and printed on paper
3. Sydney, State Library of New South Wales (Dixson Library Cc 67/1)
And four examples of the second state, like the present example:
4. Greenwich, National Maritime Museum (250:1/2)
5. Paris, Bibliothèque de l'Institute de France (Ms 1288, nr 6)
6. London, Sotheby's, Travel, Atlases, Maps, & Natural History, 2010, lot 67 (missing about 25% at top, sold for £205,250)
7. American Private Collection (Richard B. Arkway Inc. New York, Catalog 62 [2005], nr 1 – very damaged)

Longhi's monumental and exceptionally rare double-hemisphere wall map of the world

5 **LONGHI, Giuseppe; and Frederick de WIT, [after]**

Nova Totius Terrarum Orbis Tabula.

Publication
Bologna, Olim a Friderico de Wit in lucem primum edita , nunc vero nouis relationibus auctior atque correctior studio, et impensis Iosephi Longi Bononiae. Carolus Scottus, sculpsit, [c1675].

Description
Large engraved wall map on 12 sheets, joined and mounted on archival paper, skilful facimile reinstatement to areas of loss to printed border at sheet edges. A full conservation report is available on request.

Dimensions
1258 by 1880mm (49.5 by 74 inches).

References
Cesari, 'New Evidence for the Date of Five Rare Dutch-Italian Wall Maps: F. de Wit's World Map and W. J. Blaeu's Four Continents', Imago Mundi , 2012, Vol. 64, No. 1 (2012), pp. 41-59; Shirley cf 471.

"One of the most active map printer-publishers in Bologna in the later seventeenth century. Longhi's cartographical enterprise - the publication of ten large multi- sheet wall maps in a single decade - must stand as a unique achievement in Bologna's publishing history" (Mariarosa Cesari).

Impressively proportioned and beautifully decorated, Longhi has incorporated into the geography of his map important revisions that surpass the ambitions of its closest relatives. The map includes the addition of a tentative coastline of "Terra Jessi" between North America and Japan, incorporates the coastline of the large Antarctic continent, divides the large island in Hudson's Bay into three, and adds the "Desertum Amo" (pocked to resemble sand) in northern China.

In spite of these innovations, the imprint to Longhi's map humbly acknowledges his debt to an earlier twelve-sheet map of the world, published by Frederick de Wit in 1660 – 1661: "Published for the first time by Frederick de Wit, now improved with the latest reports and further revised with accuracy, [and consigned to press] at the expense of Giuseppe Longhi in Bologna. Carlo Scotti engraved [it]".

In fact, Frederick de Wit's (1630-1706) first world map, 'Nova Totius Terrarum Orbis Tabula Auctore F. de Wit' (1660), had been printed on a single sheet. This was followed soon afterwards by a large wall map, printed on twelve sheets, 'Nova totius terrarum orbis tabula' (c1661). It was this map that Longhi used as a model for his wall map of the world. In turn, de Wit had based his map on Joan Blaeu's twenty-one sheet map of the world published in 1648. De Wit had apprenticed with the Blaeus when he moved to Amsterdam in 1648, and may well have worked on their monumental map.

While clearly drawing on some aesthetic elements of de Wit's map, Longhi made subtle and significant changes to the border that reflect cultural differences between the time and place of the maps' separate origins. The combined effect is to give Longhi's map a more scientific aspect: new detailed polar projections have been placed between the celestial hemispheres and the Copernican and Braheian hemispheres, in the lower border; most of the more fanciful elements of de Wit's map, which included putti and garlands, have been replaced by scenes from the natural landscape of the nationalities that people the corners of the map; de Wit's map was prominently dedicated, beneath his arms and portrait in a plinth on the map, to Prince Johann Maurits of Nassau-Siegen, in Longhi's map this has been replaced by an armillary sphere.

Publication date
Longhi issued his map without a date, however Cesari draws on circumstantial evidence to date the map after 1675, the year that Giovanni de' Rossi issued a very similar twelve-sheet map in Rome. While the geography expressed is the same, there are significant differences to the border: the legend "Copernici Herronea Hipothesis" has been omitted from the Copernican

diagram on Longhi's map, suggesting that, "by the late seventeenth century, Bologna, although a papal city, enjoyed a greater measure of intellectual and scientific freedom than Rome" (Cesari); the dedicatory portrait of Queen Christina in de' Rossi's map has been replaced by an armillary sphere in Longhi's; and at the bottom of de' Rossi's map, the long panel beneath the celestial hemispheres is blank on Longhi's.

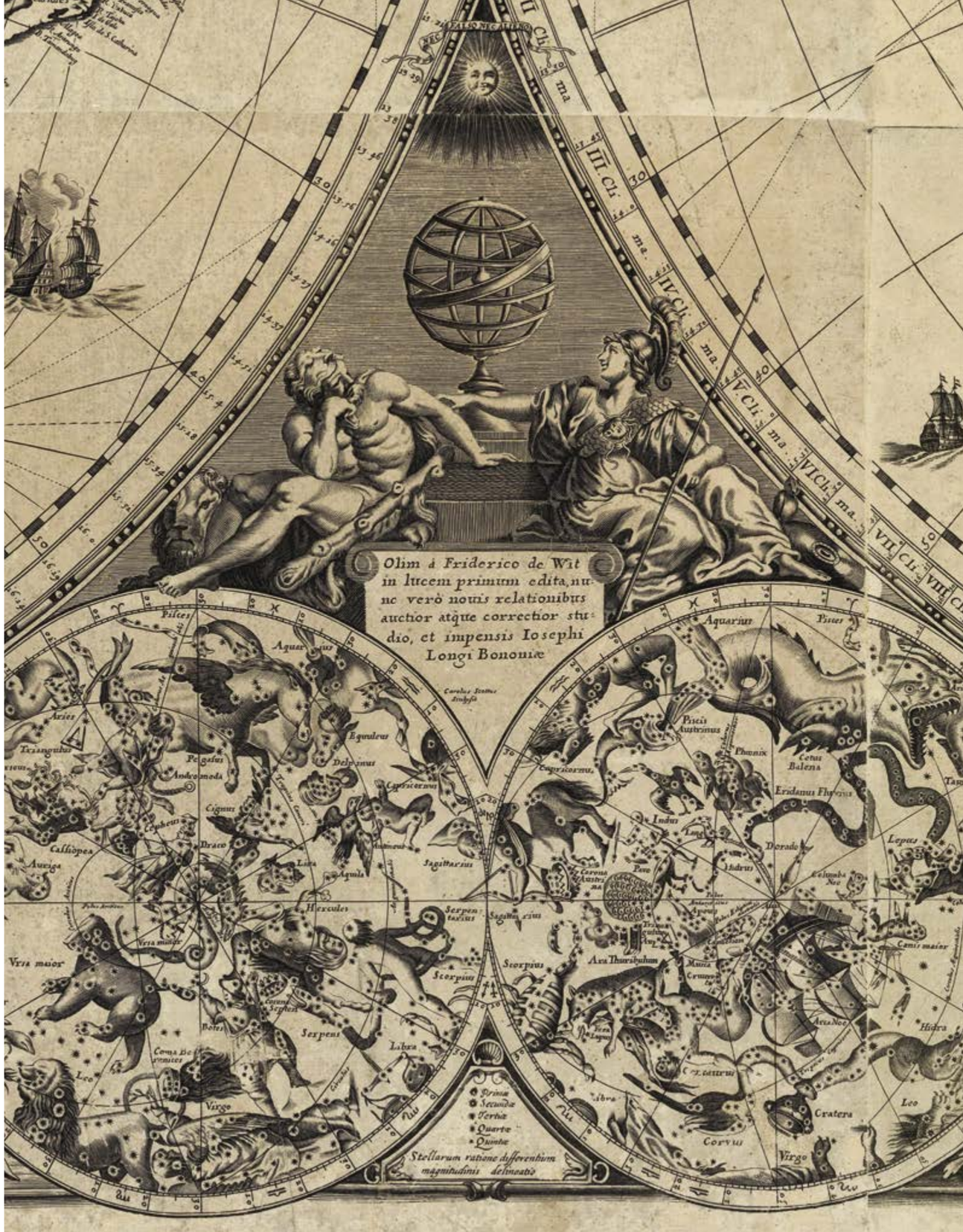
De' Rossi's map is known in only one example, sold at Sotheby's London sale, 15 April 1980, lot 551. He dedicated his map to Queen Christina of Sweden beneath an engraving of the Queen's impresa, featuring the smiling sun with the motto "Nec falso nec alieno". This strongly suggests a date shortly afterwards for Longhi's map. Shirley reports that it "is uncertain whether the De Wit-Longhi issues pre-date the De Wit-De Rossi map or are later. A detailed examination of one of the De Wit-Longhi copies in the University of Kansas kindly undertaken for [Shirly] by Professor T.R. Smith disclosed no trace of any erasures or previous imprints. It could be that two very similar but distinct sets of plates are involved, although this seems unlikely" (Shirley).

Only six other examples of Longhi's map are known, five of which are institutional: at Kansas University, the Newberry Library in Chicago, the Maritime Museum at Rotterdam, the Istituto Geografico Militare in Florence, and in Bologna, in the archive of the Opera Pia dei Poveri Vergognosi.

Giuseppe Longhi (1620-1691)

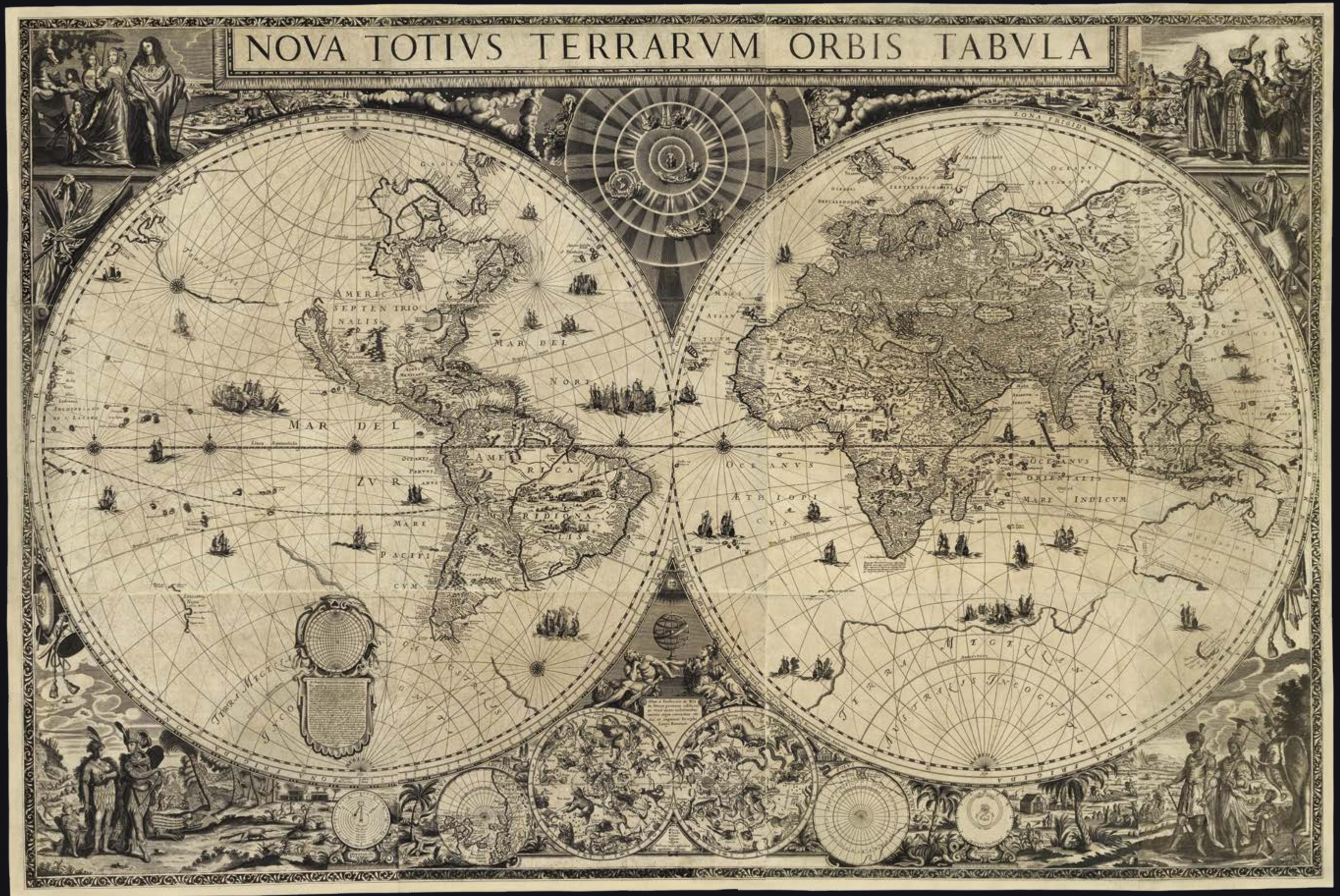
Longhi was one of the leading book and print publishers and sellers in Bologna, "well known for his entrepreneurship and the variety of his productions. These included illustrated works such as academic theses, encomiastic lyrics, comedies, and historical and geographical texts, which often concerned local topics. Towards the end of his career, he became "archiepiscopal printer" under the Archbishops of Bologna Girolamo and later Giacomo Boncompagni. Longhi was active in publishing for some forty years, from 1650 to his death in 1691, during which he changed the location of his workshop at least three times. In the last three decades of the seventeenth century, when he embarked on the wall maps discovered in Opera Pia, he was occupying a group of small rooms in the Vicolo della Scimia. In 1677, he rented a house from the church of San Petronio, and in 1682 he moved his workshop to Palazzo Montecuccoli in Via Orefici, where he also lived" (Cesari).

In addition to his wall map of the world, Longhi published two issues of his version of Blaeu's wall maps of the four continents. The first set appeared in 1672-1673 (state 1) and then again between 1677 and about 1680 (state 2). In the meantime, he published two issues of Greuter's very large wall map of Italy between 1675 and 1676. All these maps were engraved by Pietro Todeschi, who worked extensively with Longhi over many years.



Carlo Scotti (fl 1667-1693)
For his wall map of the world, Longhi chose Carlo Scotti as his engraver. He is recorded as working in Venice (1667), Bologna (1685) and Modena (1693). While in Bologna, "Scotti was employed by several publishers, as can be seen from engravings bearing his name in local print collections. An analysis of the graphic style of Longhi's de Wit map suggests that, for the engraving of the new plates, Scotti was helped by at least two other artists. The high quality of his own work is recognizable in the allegorical scenes in the corners of the map; an engraver of average competence produced the armillary sphere and the figures of Hercules and Minerva; while an artist of modest skill was responsible for the astronomical circles and the background of the allegorical corner scenes" (Cesari).

NOVA TOTIVS TERRARVM ORBIS TABVLA



Lodewijcksz “virtually unobtainable” map of the Malay Peninsula and surrounding islands

6 LODEWIJCKSZ, Willem

Nova Tabula, Insularum Iavae, Sumatrae, Borneonis, et aliarum Malaccam usque...

Publication
Amsterdam, Cornelis Claeszoon, 1598.

Description
Engraved copper-plate chart with seven inset vignettes accompanied by text, small pencil manuscript annotation in upper left cartouche, loss to right margin expertly repaired in facsimile.

Dimensions
397 by 562mm (15.75 by 22.25 inches).

References
Gray, ‘The ‘Secret’ Map’, (2014, State Library of NSW); Shirley, ‘An Unusual Collection of Maps in a pre-Overton Atlas’, (1979, The Map Collector).

The most detailed map of the Malay Peninsula, and the islands of Sumatra, Java, and Borneo published in the sixteenth century.

A seminal map of the region depicting the area on a hitherto unprecedented scale, and illustrating the Dutch Republic’s growing interest in the area. A map so detailed that the Dutch authorities attempted to suppress its publication. The work not only presents a great deal of new information for the first time, especially to the north coast of Java and Straits of Sunda, it is also one of the earliest charts to show Singapore, as C. de Cincapura, as an island off the Malay Peninsula, and the first in such detail.

At the end of the sixteenth century, Cornelius de Houtman led the first Dutch expedition to Indonesia, parts of which were then under the control of the Portuguese. To avoid detection, the Dutch fleet shunned the well-sailed route of the Malacca Strait in favour of the unknown Sunda Strait, which runs between Sumatra and Java. They were the first to use this route, mapping much of the coast as they went. The present chart identifies the names of many ports and settlements along the Strait. In fact, this chart is the first to show an accurate, detailed depiction of Java’s north coast. Not only does it present the shape and location of the islands, but it also pictorially represents important settlements with illustrated buildings. Potential obstacles, such as rocks and reefs, are shown in the ocean, while along the upper margin and in the lower left corner, vignettes depict the experiences of the Dutch fleet. From these illustrations and the accompanying Latin text, the crew seems to have learned much about the culture and nature of the region, from the political customs of certain tribes to the wide variety of fish that inhabit the surrounding areas. They also attest to the well-established presence of Chinese merchants in Java at this time.

One of the ships that made up the Dutch Fleet, was the vessel on which Willem Janszoon made the first recorded European landing on Australia. He sailed the *Duyfken* from Java to the western shore of Queensland in 1606, marking an historic moment in European exploration. The *Duyfken* was the smallest of the four ships led by de Houtman, shown here centre right, sailing to the north of Madura. Their expedition opened up the Indonesian islands to the European spice trade, which played a major role in the emergence of the Dutch East India Company.

After returning to the Netherlands in 1598, an account of the voyage was published by Willem Lodewijcksz, who had been a clerk on board the *Mauritius*. This chart, which celebrates the achievements of the Dutch fleet, was originally intended to be published in this account. However, it was hastily suppressed by the merchants that financed de Houtman’s expedition, who feared that its unique and up-to-date information, could be utilised by potential competitors. It seems that this was a last-minute decision, as Chapter 18 of the account still states that “here follows

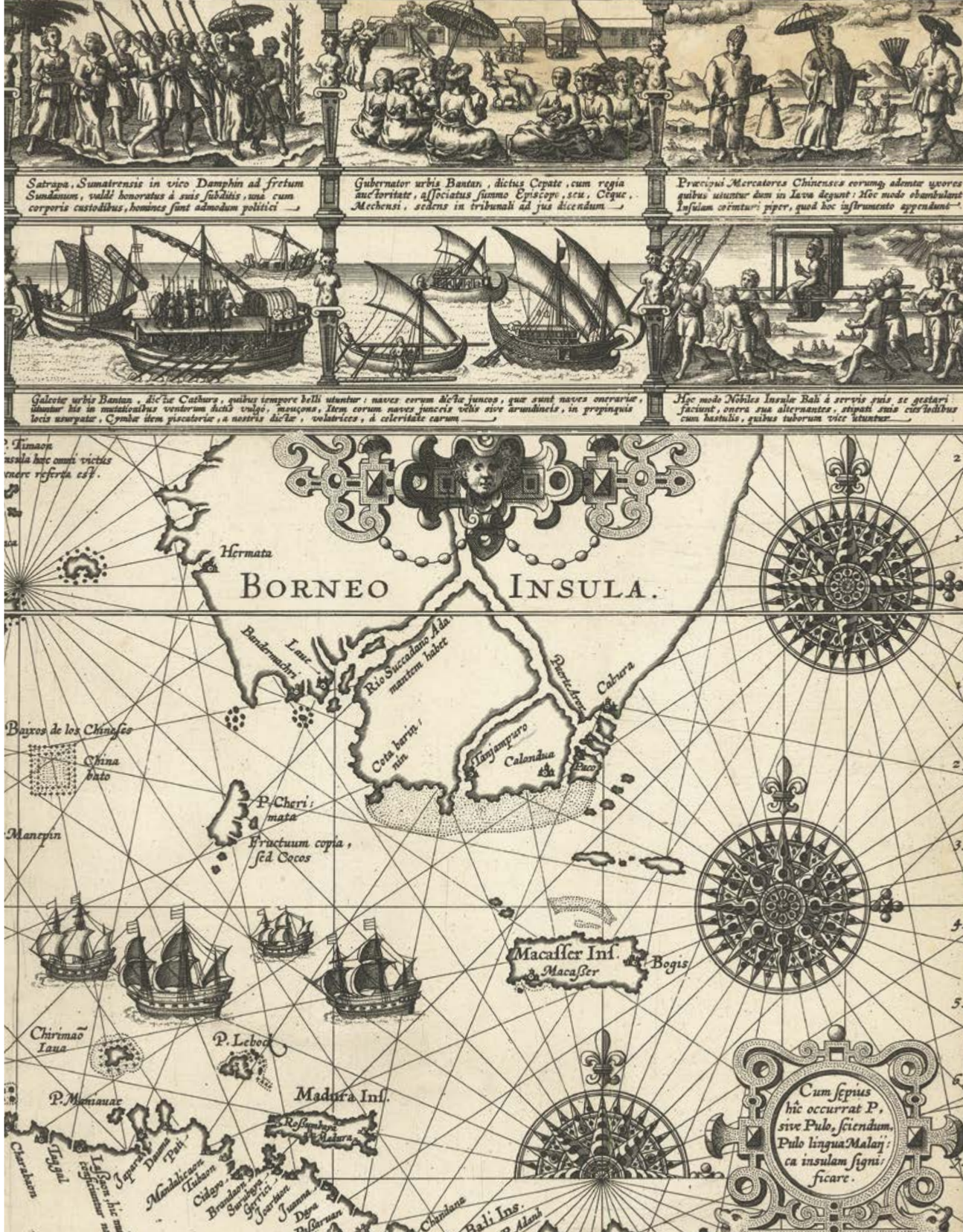
the chart of Java and Sumatra". However, the precaution was too little too late, as the very same year, Theodor de Bry published a smaller chart based on Lodewijcksz's, to be inserted into his 'Petits Voyages'. De Bry's example does, however, contains a degree error, which means the northern coasts of Java and Bali lie one degree further north than they do on Lodewijcksz's map.

Rarity

Due to the chart's suppression by the Dutch merchants, the work is exceedingly rare with only sixteen known institutional examples. Only two of those examples are contained in non-European institutions: The James Ford Bell Collection, Minneapolis, and the State Library of New South Wales, Australia, which is the only example in the southern hemisphere.

Provenance

This particular example belonged to map-collector and cartobibliographer Rodney Shirley, who acquired it as part of a unique pre-Overton atlas, in the mid-twentieth century.



Cum scripsissem in hac tabula reperiri Puri nihilum, Puro idem significare quod fretum, ut Cinca Puro, id est fretum Cinca, quod oppidum est Tanjampore, et alia multa.

Pulo Champida, abundans fructibus, et aqua recenti, attamen inhabitata.

Satrapa, Sumatranus in vico Damphin ad fretum Sundanum, valdè honoratus à suis subditis, una cum corporis custodibus, homines sunt admodum politici.

Gubernator urbis Bantan, dictus Cepate, cum regia auctoritate, associatus summo Episcopo, seu, Cleque, Mechensi, sedens in tribunali ad jus dicendum.

Praecipui Mercatores Chinenses eorumq; adeunte tempore quibus utuntur tum in Iava degunt: Hic modo ebenum ad Insulam oriunturi piper, quod hoc instrumento appendunt.

Galeotae urbis Bantan, dictae Cathurg, quibus tempore belli utuntur: naves earum dictae funcos, quae simul naves onerariae, simulq; hic ut mutuantibus ventorum beneficio vehi sive arundineis, in propinquis locis usurpatae. Gerebat item piscatoriae, a nostris dictae, volatrices, ad celeritatem earum.

Hoc modo Nobiles Insulae Bali à servis suis se gestari faciunt, contra suas aliquantisper, stepam suam circa dictos cum hastulis, quibus tuberum vice utuntur.

Cum scripsissem hic occurrat P. sive Pulo, scicndum Pulo linguae Malaycae insulam significare.

Hispanicae leucae 17. uni gradui competentes.
Miliaria Germanica, quorum 15. uni gradui respondent.

Nova tabula, Insularum Iavae, Sumatrae, Borneonis et aliarum Malaccam usque, delineata in insula Iavâ, ubi ad vivum designantur vada et brevia scopulique interjacentes descripta a G.M.A.L.

Nieuwe caerte op Java ghetreckent, van de eylanden van Java, Sumatra, Borneo tot Malacca toe, daer in dat alle de ligghende eylanden naer t'leven gestelt, ende op haer plaetse geleyt zyn door G.M.A.L.

Formae piscium avium aeq; in hoc Indico Oceano repertarum, quarum proprietates plenè describuntur in itinerario, in Iavam Insulam.

S. Nicubar
I. Lagabara
P. Gamalo
Pulo Mascia
Pulo Botun
Pulo Pr. maen
Pulo Sambilão
Pulo Carras
Pulo Champida
Cuda
Teraon
Barnar
Gusalan
Bera
Patane
P. Capas
Patingara
Paham
Pahan
Aqui se perdeo Affonso d'Albuquerque
Pola Apolevira
Pacem
Ambara
Costa do Pracel
Isola Daru
Terra Daru
P. Solengior
P. Parcelar
P. Tiga
Malacca
R. Mayor
Muar
Aurea
Tanjam
Jcor.
P. Timaon
Insula hac omni victus genere referta est.
Pedra branca
Hermata
BORNEO INSULA.
Bancalis oppidum piscibus abundantis, adeò ut cum sal advehitur ad piscis eorum sabendum, ex uno sex effici possint.
Bancalis
Estrecho de Sabon
P. Pandeiro
Bintan
Ins.
Siagus
Segels do Canal
Compar.
Andragiri
Lin ga
Jambe
Acalen tigas
Sperriamon
Baros
Tlenbuuan
Batto mayo
Palimban
Bocas de Palimban
C. de Lazapara
Banca
Lampon
Andepuro
Anarelhas
Manancabo
Batambas
Golpho de batalha
Ticos
C. das Correntes
Pulo Pungiuan
P. Cercata
Ilfesucar.
Juncalan
Mataran
IAUVA INSULA.
Baixos de Tristan de Tayda
Baixos
Biraen
Macepa
Yola Douro
P. dos Limoes
Acquinoctialis
Baixos de los Chinefes
China Pato
P. Cheri mata
Fructuum copia, sed Cocos
C. de Manrayn
Hantu
Cabura
Cabo Jarin
Calombu
Macasser Inf.
Macasser
Bogis
Chirimão Iaua
P. Lebock
P. Monauay
Madura Inf.
Rossemboa
Madura
Chiridam
Tagal
Mandhicaua
Tidaya
Cidayo
Bromtan
Sarongan
Gressi
Jortan
Jamen
Dore
Pasaruan
Panarucu
Balambuan
Cabdare
Bali Ins.
P. Alas
Pulo Frigat
Fidyda
Core
Buna
Çambaua
Çambaua Insula

The Spice Islands Map

7 **PLANCIUS, Petrus**

Insulae Moluccae celeberrimæ sunt ob Maximam aromatum copiam quam per totum terrarum orbem mittunt...

Publication
Amsterdam, Visscher, 1617.

Description
Double-page engraved map.

Dimensions
380 by 540mm (15 by 21.25 inches).

A rare Visscher imprint of Petrus Plancius's seminal chart of the East Indies. The chart was instrumental in helping the Dutch break the Portuguese monopoly on the spice trade in the East Indies.

Following the successful Dutch rebellion against their Spanish overlords in 1579, the Dutch struck out to take a share in the lucrative trade in spices from the Far East. In 1592 Petrus Plancius, a cartographer and Flemish minister in the Calvinist Reform Church, sponsored a covert mission to obtain confidential Portuguese manuscript charts from Lisbon. The Houtman brothers, Cornelius and Frederick, acquired 25 manuscript charts by the Portuguese cartographer, Bartolomeu Lasso, from which Plancius compiled this map, engraved by Johannes Doetecum. It was first published as a loose sheet in 1595, but it was also bound into some copies of Linschoten's 'Itinerario' (see item 12).

Cartographically the map is a huge improvement on previous printed maps of Southeast Asia with the Sunda Islands, the Moluccas, and much of the mainland coast well-delineated. The large islands of the Philippines, such as Luzon and Mindanao, are well-drawn, and although the cluster of islands between them are crude, they are at least well placed and correctly named. Palawan is confused with the "Calamianes", a group of small islands to its east. To the southeast, a vast New Guinea has been tentatively assigned to a theoretical southern continent; Plancius confuses its west coast, present-day Irian Jaya, with the island of Seram (Ceriam), upon which he places the Guinean port of "Canam". This confusion was to be compounded by Linschoten a year later and was depicted by Rossi on his map of 1680. On the mainland the fictitious transpeninsula waterway is shown, as is a phantom lake, dotted with islands, west of Siam. Plancius curiously omits Singapore. At the bottom of the map he depicts the various commodities that the islands have to offer - the key to any prospective Dutch investor. These include cloves (Caryophilorum Arbor), nutmeg (nux Myristica) and red and white sandalwood (Santulum), sought after for their culinary and medicinal properties.

Petrus Plancius, or Pieter Platevoet (Flatfoot) (1552-1622)
Deeply religious, a keen scientist, and a proselytizer of both disciplines, Plancius was known to "frequently climb into the pulpit without having properly prepared [his] sermon,... switch then to subjects which have nothing to do with religion,... talk as a geographer about the Indies and the New World, or discuss the stars..." (Cunaeus of Leiden). Plancius was an avowed Protestant, and from 1576 followed the life of an itinerant preacher but settled in Brussels in 1578, and became a recalcitrant Calvinist. In 1585, when Alexander Farnese, Duke of Parma, took control of the city, Plancius, along with many other Protestants and intellectuals, was obliged to flee to Amsterdam, where he remained for the rest of his life.

As a result of his keen interest in historical and theological geography, Plancius's first work as a cartographer was to prepare five maps for the Dutch Bible of 1590. One of these maps, his double-page world map, 'Orbis Terrarum Typus De Integro Multis In Locis Emendatus auctore Petro Plancio 1594', was not included in the bible, but eventually issued separately. It shows the four possible sailing routes to the lucrative markets in Southeast Asia. In the meantime, in 1592, Cornelis Claesz had published a monumental version of Plancius's world map, engraved on twelve sheets, 'Nova et exacta terrarum orbis tabula geograpbica ac hydro-graphica', known only in two examples, one dated 1594 with a few corrections. Claesz was granted a privilege to publish the map for twenty years, and petitioned for a similar privilege to publish twenty-five additional maps which Plancius had obtained from Bartolomeo de Lasso, cosmographer to the King of Spain.

This windfall of previously secret information about sailing routes to the East and West Indies was augmented by a significant cache of Portuguese information and maps obtained, with Plancius's encouragement, by the De Houtman brothers, Cornelius and Frederick, on a secret mission to Lisbon; and from accounts provided by Jan Huygen van Linschoten, who returned from Goa in September of 1592. A Dutch venture to the East Indies was now possible.

Plancius became closely involved in equipping the expeditions with charts and navigational instructions, and took it upon himself to personally train the pilots. His instructions for the Eerste Schipvaart - First Voyage - on how to reach the East Indies are included in a surviving manuscript example of his 'Memorie...', dated 1594/95. Plancius also compiled his 'Insulae Moluccae celeberrimæ,...' (1594), a comprehensive chart of the East Indies, that improved significantly on its predecessors. Subsequently Plancius's interest in the Dutch exploration of Southeast Asia was formalized: he was an original investor in the VOC, and became their first hydrographer.

Schenk's rare wall map of Asia, known in only one other example

8 **SCHENK, Petrus**

Nova totius Asiae tabula.

Publication
Amsterdam, Petrus Schenk Excudit. Met Previlegie P. Tideman deliavit G V Gouwen fecit, [c1710].

Description
Engraved wall map on nine joined sheets, with contemporary hand-colour in outline.

Dimensions
840 by 970mm (33 by 38.25 inches).

References
Hall, 'Dictionary of Subjects & Symbols of art', 1991; Schilder,' Monumenta Cartographica Neerlandica', 1990, Vol. III, p. 168; Shirley, 'The mapping of the world', 1983; Wieder, 'Monumenta Cartographica', Vol. III.

A magnificent wall map of all Asia, extending from the Mediterranean and Arabia in the west to the Pacific and Australia in the east. The title appears in a separate decorative banner along the top; five vignettes of city views are attached along the bottom. An inset double-hemisphere map of the world surrounded by an elaborate allegorical cartouche, based on Joan Blaeu's world map of 1648 (see Schilder, Shirley 371, and Wieder vol. 3) appears lower left. Schenk's map of Asia derives from Jan Mathysz's set of the continents published c1655 (see British Library), which were also based on Joan Blaeu's world map of 1648 (Shirley 371): one of the significant differences being that on the main map Korea appears as peninsula, whereas in the vignette it is an island. The town views are also derived from Mathysz: Goa, a former Portuguese port on the west coast of India; Suratte, the first trading post of the British in India, from 1608, and a point of departure of pilgrims to Mecca; Batavia, present-day Jakarta, on the island of Java, and a significant port for the Dutch in the East Indies; Columbo or Colombo, the capital of Sri Lanka; and Jerusalem.

Petrus Schenk (1660 - c1718) was "active as an engraver and publisher from the 1680s. His name appears on the title-page of Robyn's 'Zee-Atlas' of 1683 and three years later a joint privilege was granted to him and his partner Gerard Valck. Koeman refers to a later privilege granted in 1695 to copy Sanson's maps, including a world map which Schenk was ready to print by 1696 or 1697" (Shirley). He was born in Germany but settled in Amsterdam in the 'Globe Kaart en Konstwinkel' on the 'Vijgendam', where he became a pupil of the engraver Gerard Valck (1651-1726). In 1687 he married Valck's sister Agatha. In 1694, Schenk and Valck acquired the plates for Johannes Janssonius's 'Atlas Novus', which they reissued under their joint imprint. Schenk had three sons who all became engravers. The eldest son, Peter Schenk the Younger, also a cartographer, continued his father's business in Liepzig. Younger sons, Jan and Leonard, remained in Amsterdam where they maintained the workshop established by their father. His daughter, Maria, married Leonard Valck, the son of Gerard, who continued his father's workshop. Philips Tideman (or Tiedeman) (1657-1708) was born in Hamburg, but settled in Amsterdam as a designer. He was a pupil of Gerard de Lairesse and worked for Nicolaas Visscher II and Carel Allard. Gilliam van der Gouwen was a Dutch engraver from Amsterdam and a pupil of Pieter Picart. Between 1681 and 1713 he worked for Allard, Visscher, De Wit and Halma.

Rare: Schenk's wall map of Asia is only known in one other example, as part of a set of continents, all of which are similarly rare, with only three examples of the map of America; and one of Africa known.

NOVA TOTIUS ASIÆ TABULA

Manuscript VOC chart showing the Philippine island of Mindanao, from the workshop of Gerrit de Haan in Batavia

9 **DE HAAN, Gerrit [after], possibly by Wigle SICMA**

Untitled Chart of the Celebes Sea.

Publication
[Batavia, after 1747].

Description
Manuscript chart, pen and black ink, and colour wash in outline, on two joined sheets of paper watermarked with Strasburg Lily within a shield, initials "VDL" beneath and countermark "IV" (closest to Churchill 405, dated to 1733, from the mill of Pieter van der Ley, son of Gerrit Pieters van der Ley who worked De Wever - the Weaver - and De Bonsem - the Polecat - mills at Koog aan de Zaan, Holland, from 1674 onwards), contemporary cataloguing notation on verso in ink: "No. 17" and "N de Mindanou".

Dimensions
990 by 685mm (39 by 27 inches).

References
Altic, Jesuit Contribution to the Mapping of the Philippine Islands: A Case of the 1734 Pedro Murillo Velarde's Chart', page 88; Schilder' Sailing for the East', pages 153 - 183; 231-232.

An elegant example of a Dutch East India Company [Verenigde Oost-Indische Compagnie] – VOC – manuscript chart from their Batavia workshop, under the direction of baas-kaartenmaker Gerrit de Haan, and a rare survival in superb condition.

Showing the route from present-day northern Sulawesi to the south coast of Mindanao, the second largest island in the Philippines, and of considerable interest to the Dutch. Since 1581 the Spanish had dominated Luzon, the northern and largest island in the Philippines, from their base in Manila, but had found it hard to colonise some of the most northern and southern sultanates, such as Mindanao.

This encouraged many VOC expeditions up the island chain in the Celebes Sea, from their bases in the Indonesian archipelago, in attempts to chase the Spaniards away in order to gain access to valuable trade with mainland China. The Treaty of Westphalia of 1648 ended the Thirty Years' War, and most of the local struggle, so that after the mid-seventeenth century, the former European enemies withdrew to their own separate Southeast Asian spheres of influence.

The cartography of the coast of Mindanao most closely follows that expressed by Francois Valentyn in his chart 'De Landvoogdy der Moluccos, met de aangrenzende Eylanden', from 'Oud en Nieuw Oost-Indien, vervattende een Naaukeurige en Uitvoerige Verhandelinge van Nederlands Mogentheyd in die Gewesten' (1724-1726), based on his own travels in the area and previously unpublished VOC charts and information. It does not reflect the cartography or toponyms of Pedro Murillo Velarde's iconic map of 1734, nor that of de Haan's 1761 chart of the Philippines held in the Dutch National Archives. However, the coastline of northern Sulawesi and the small northern islands is more detailed in the VOC chart, and supersedes that of Hendrick van der Burgh's chart of northern Celebes and the northern Moluccas, now in the BnF, illustrated by Schilder page 172 (undated).

"Apparently, Velarde's work did not receive much attention from Dutch cartographers, especially those of the VOC or related to it. In the early eighteenth century, the most acknowledged Dutch map of the Philippines was that of Francois Valentyn. Published about 1724, his chart of the archipelago was probably based on sources from the VOC's archive of maps to which Valentijn had access. Compiled ten years before Velarde's chart, Valentyn's works shows considerable shortcomings in the outlining of the islands. When Johannes II van Keuelen, the official hydrographer of the VOC, published his famous maritime atlas in 1753, ... for the presentation of the Philippines he included a chart that was still based on the outdated Valentyn's work. Having in mind that Velarde's

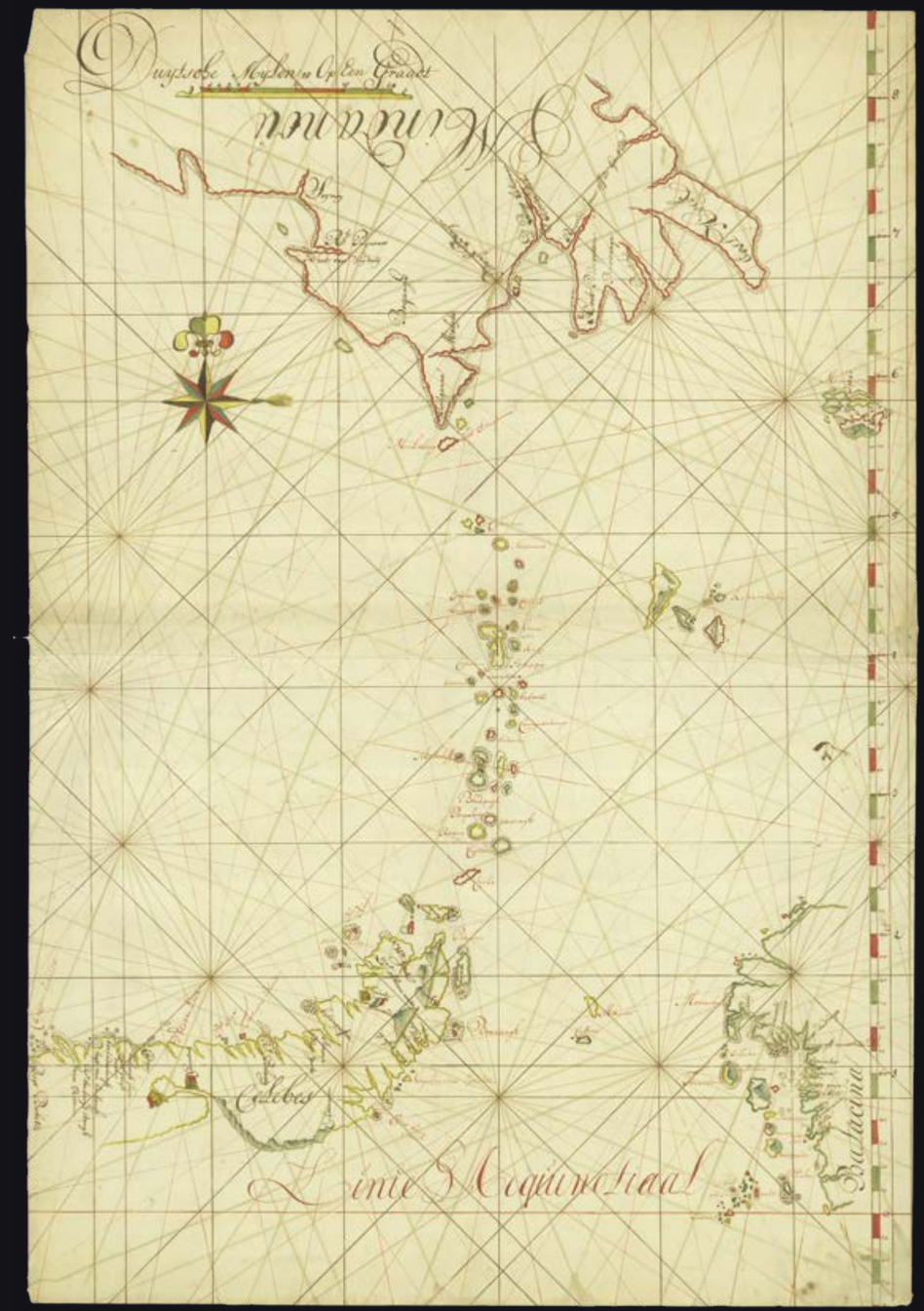
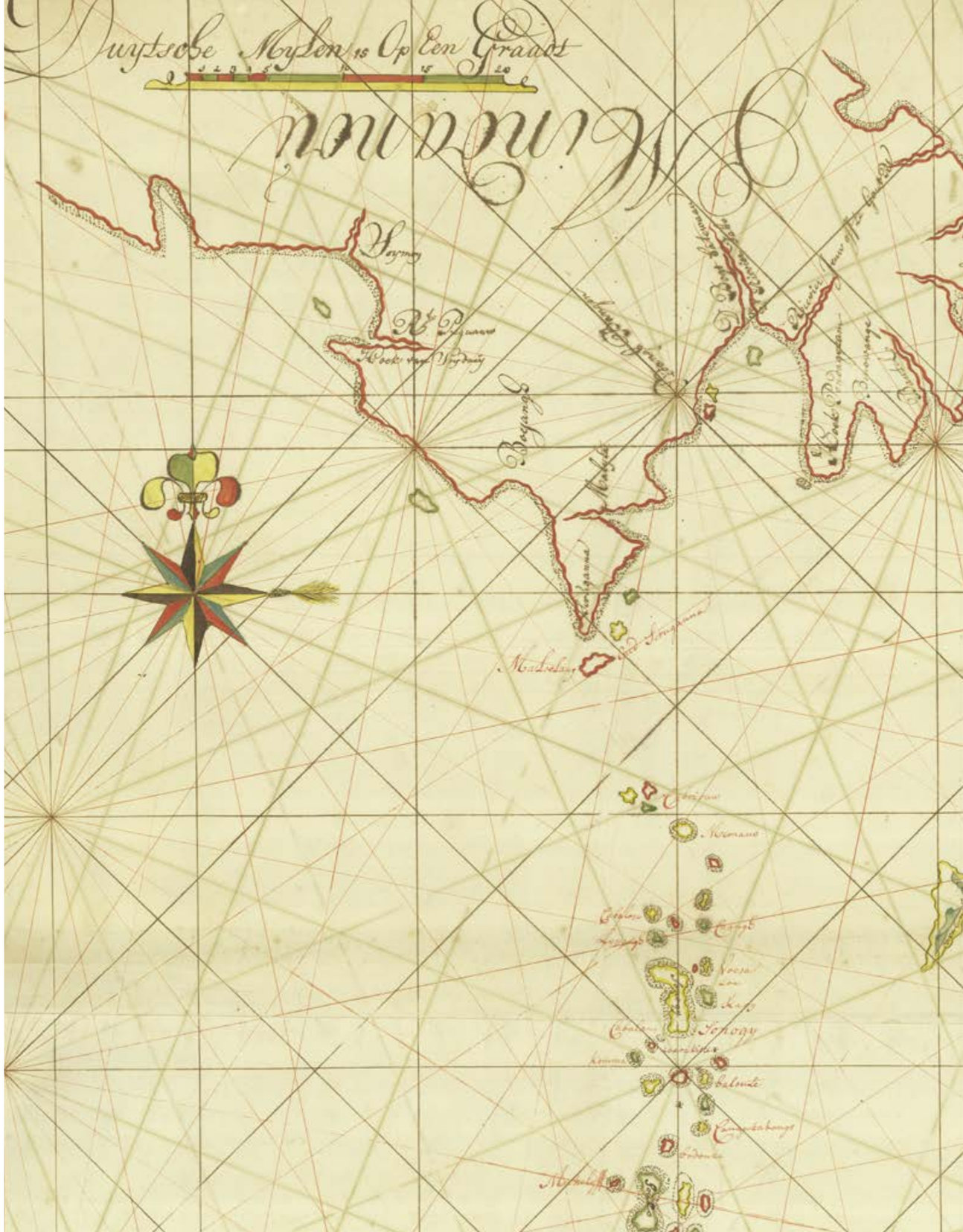


chart was already known in Europe, Keulen's decision of not updating his chart of the Philippines with Velarde's information can only be justified in the context of his vigilance about not making the newest information widely available" (Altic, page 88).

The fifteen, or so, place-names supplied for Mindanao are mostly Dutch transliterations of local toponyms, with one or two inventions of their own, and include a number that are not represented on Velarde's map. Working clockwise round the chart: the peninsula which Velarde names "Capo d Sn. Augustin" is here "Oost Hoek", now referred to as Parola Lavigan; Velarde's Punta Agūdat, is here Hoek Pondagytam, present-day Pantukan; Rio Tho, appears as "Rievier Jeussi offte Gout R.r", now Tagum-Libuganon; an unnamed river on Velarde's map is identified here as "D. Rievier Dabo", now the Davao River and site of a major city; Velarde's unnamed peninsula, is here identified as Siruganna, now known as Samal Island; Sanguiti on Velarde's map is identified as Boyang here, now known as Buayan; Saranga island is here called MaLoeLang ond Siruganna, now Talikud Island; Paigoan, is here R.r Peguan, now Pagadian Bay; Velarde's Simuay, is here "t Soymay", now Kumalarang.

The chart was undoubtedly produced by the kaaretenmakers-winkel (mapmaker's workshop) in Batavia. It is unsigned, but most closely resembles, in style, those produced by and under the direction of Gerrit de Haan, who was of baas-kaartenmaker (chief mapmaker) in Batavia from 1747-1769. For a brief period following Haan's tenure, Schilder records that Wigle Sicma, was baas-kaartenmaker there, and illustrates an elaborate receipt for charts, books and pilot's equipment, made out by him in the same distinctive cursive hand-writing that appears on this chart (see Ill 9.6 page 177). A chart of the Gulf of Thailand, which closely matches the current example, was offered at a Christie's auction in 1999. Also unsigned, and unattributed, its whereabouts is currently unknown.

The chart is drawn on Dutch paper with a watermark that dates to about 1733. It bears hand-drawn rhumb lines, and so pre-dates the measures, such as pre-printed compass lines, implemented later to minimize copying errors. In 1753, the sixth volume of the 'Zee-Fakkel, vertoonende de zee-kusten, eylanden en havens van Osst-Indien', depicting the sea coasts, islands and harbours of the East Indies, was printed by Johannes II Van Keulen. From the following year, each VOC ship departing Holland had this volume on board, with orders for the pilots to compare the charts and descriptions with their own findings. Discrepancies were to be reported to the publisher, who would update the printed charts, and the "name of the informer would be inserted into the Nautical Atlas in his memory and honour" (Schilder page 165). It is not surprising, therefore, that in 1755, Gerrit de Haan felt able to return 1163 parchment charts to Amsterdam from Batavia, having deemed them to be defective. It is highly likely that the current chart is one of these.



Although, overall, the VOC must have caused the production of many thousands of charts, some estimate as many as 55,000 in the course of 200 years of its dominance, less than one percent of that total is known to survive. They included "overzilers", or plotting charts for long-range voyages mostly drawn on vellum; and short-range navigation charts that describe coastal waters, roadsteds, harbour and river entries, and charts that show where accidents were prevalent, mostly drawn on paper. The current chart was produced for one of these shorter local voyages, so was drawn on paper to keep production costs to a minimum. The war of attrition on all VOC charts, but particularly those on paper, from conditions at sea, theft, official destruction, political intrigue, and the degenerative effects of time and environment, has been great. Additionally, the charts kept in the archive in Jakarta, that had not been decimated by climate and local fauna, were "cleansed" on the orders of Governor-General Herman Willem Daendels (1807-1810), making charts from the kaartenmakers-winkel there exceptionally rare.

VOC — Vereenigde Oostindische Compagnie — Dutch East India Company

The VOC and its subsidiaries were the first joint stock companies in history, and the forerunners of modern corporations; eventually giving rise to a multi-national global empire, where money, and the ability to manipulate and move it, becomes the principal resource and driving force.

For nearly one hundred years, after Vasco da Gama discovered a sea route to India in 1499, the Portuguese and the Spanish were dominant in the eastern and western hemispheres respectively. This dominance was aided by a policy of extreme cartographic secrecy by both crowns, and returning ships were required to surrender both their charts and information on any discoveries made. All charts were state property, and illegal use or copying was punishable by death. However, smuggling often took place, and piracy by both English and Dutch vessels meant that, eventually, the routes to both the "Old", or East, and "New", or West, Indies became available to northern Europe. Using this purloined information, the British East India Company — EIC — and Dutch Vereenigde Oostindische Compagnie — VOC — were established — in 1600 and 1602 respectively — to cash in on the lucrative trade in nutmeg, pepper, cinnamon, cloves, and other spices.

These monopolistic giants continued the tradition of jealously guarding the secret charts that laid the path to the source of their immense wealth and power. Both organisations employed teams of chartmakers or hydrographers to record the most up-to-date navigational information for speedy distribution in order to obtain commercial advantage with the quickest routes to the most profitable markets. The principal vector for this information was the "pascaert".

The publication of these pascaerts proudly makes proprietary information inviting and accessible to a new investor class. In joining the chase around the globe for a nutmeg, one of the smallest countries in the world created a vast empire by applying the principle of capital investment to their ventures, eventually driving the Spanish, the Portuguese, and even the English from the East Indies.

Manuscript VOC chart of the islands guarding the southern routes to the Spice Islands

10 **VEKE, Martinis van der**

De Neuwe Platte: Pas: Caart Strekkende: Van: Cumbava tot Tiemoor Anno 1747.

Publication
[Batavia], 1747.

Description
Manuscript chart, pen and black ink, and colour wash in outline, on two joined sheets of paper watermarked (lefthand sheet) with Strasburg Lily within a shield, initials "VDL" beneath and countermark "IV" (closest to Churchill 405, dated to 1733, from the mill of Pieter van der Ley, son of Gerrit Pieters van der Ley who worked De Wever - the Weaver - and De Bonsem - the Polecat - mills at Koog aan de Zaan, Holland, from 1674 onwards), and (righthand sheet) Strasburg Lily within a shield with crucifix "4" and "WR" beneath and countermark "IV" (closest to Churchill 406, dated to 1733, from the mill at Egmond in Holland), signed beneath the scale lower right.

Dimensions
985 by 680mm (38.75 by 26.75 inches).

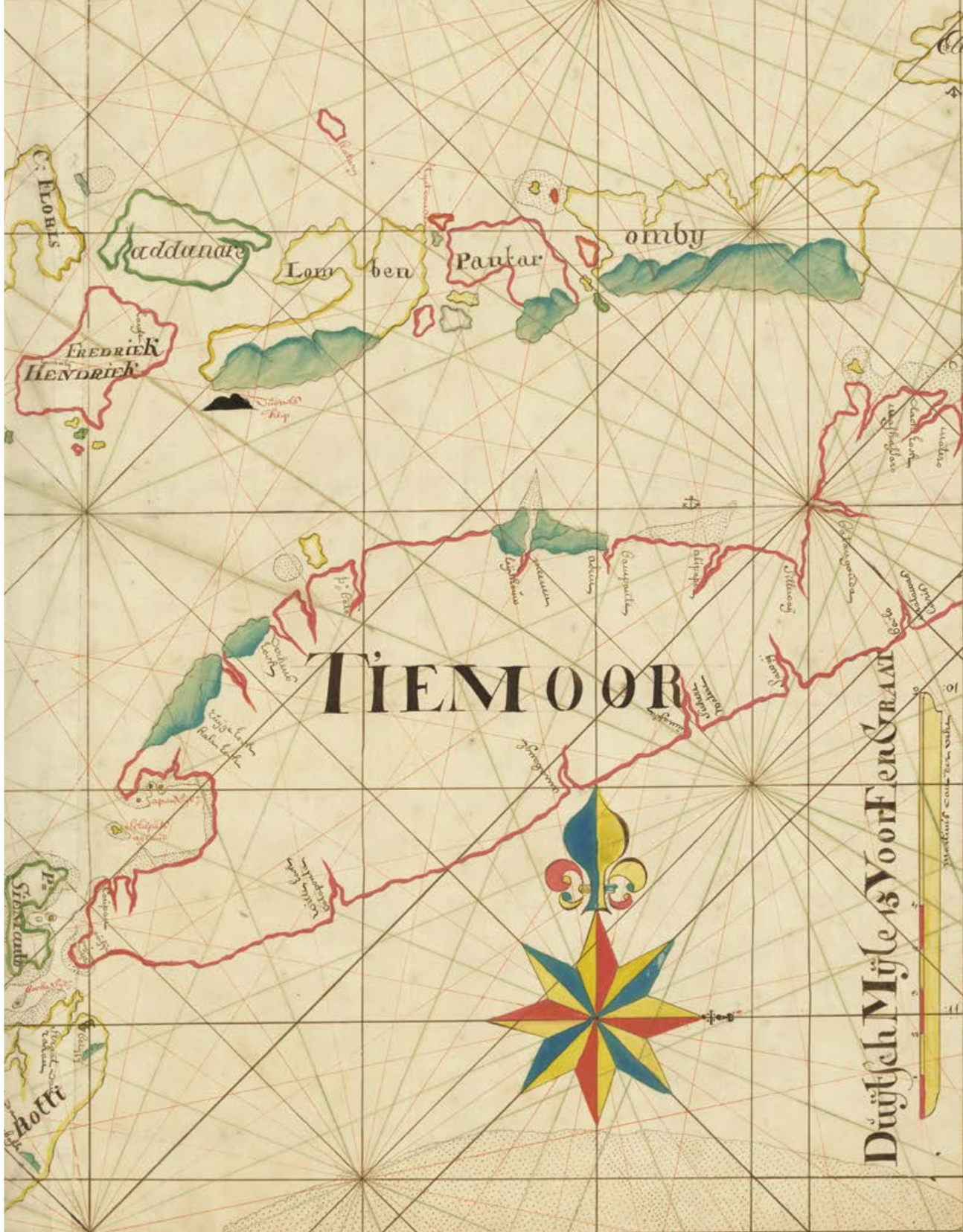
References
Campbell, p.44, no. 152; Schilder 'Sailing for the East', pages 153 - 183; 231-232.

The Portuguese first settled on Timor in 1520, and the Spanish arrived in 1522. The Dutch took possession of the western portion of the island in 1613. Thereafter, until the twentieth century, the Dutch and the Portuguese struggled for supremacy of the island, with East Timor being virtually all that eluded the Dutch domination of Indonesia. This large-scale and detailed chart shows the Lesser Sunda islands, the southernmost Indonesian islands, between the Banda Sea in the north and the Timor Sea in the south, just north of Australia. The chart includes present-day West Nusa Tenggara, East Nusa Tenggara and Timor, which guarded the southern routes to the Spice Islands.

Veke's cartography follows closely that expressed in Francois Valentyn's chart 'Kaart der Zuyd-Wester Eylanden van Banda', from 'Oud en Nieuw Oost-Indien, vervattende een Naaukeurige en Uitvoerige Verhandelinge van Nederlands Mogentheyd in die Gewesten' (1724-1726), based on his own travels in the area and previously unpublished VOC charts and information.

Campbell records that "Martinus van der Veeke (Velde, Vecke) came to Batavia from Rotterdam in 1727. He appears on the muster-rolls of the VOC between 1744 and 1749" (Campbell, p. 44, no. 152), and the style of his chart is very similar to that of Paulus Paulusz., baas-kaartenmaker (chief mapmaker) in Batavia from 1736-1747. Paulusz., or Paulson, was a Swede from Karlskrona. "On 13 May 1733, he set sail for Batavia as gunner on board the Delfland, which had been outfitted by the Amsterdam Chamber. Under way, the Governor at the Cape appointed him to the position of second pilot. The Delfland arrived in Batavia on 12 February 1734. After that, he served in 1734 and 1735 as a pilot on the ships Barbersteijn and Middelwout. In 1736, he was appointed head of the kaartenmakers-winkel, replacing the deceased baas-kaartenmaker, Frans de Put (1733-35), for a salary of 60 guilders. Paulus Paulusz was baas-kaartenmaker until 1747 (drawing a salary of 100 guilders in that year), when Gerrit de Haan succeeded him. At the same time, he was also pursuing a distinguished career for himself in the navy. In 1739 he became a ship's master, in 1745 an ensign and in 1749 a lieutenant at sea; thereafter he rose to the rank of captain at sea, and in 1750 to artillery major with a salary of 150 guilders. On 17 December 1745, Paulus Paulsz was appointed head of the Academie de Marine" (Schilder, plage 173). He is known to have undertaken a number of local surveying voyages, particularly along the south coast of Java in 1739, and it is very likely that the information in the current map is a direct result.

The chart is drawn on Dutch paper with a watermark that dates to about 1733. It bears hand-drawn rhumb lines, and so pre-dates the measures, such as pre-printed compass lines, implemented later to minimize copying errors. In 1753, the sixth volume of the 'Zee-Fakkel, vertoonende de zee-kusten, eylanden en havens van Osst-Indien', depicting the sea



De Nieuwe
PLATTE PAS: CAART
STREKKENDE VAN:
CUMBAVA tot TIEMOOR
Anno 1643

CUMBAVA

't LANDT VAN FLORIS
OFTE
EYNDE

't ZANDEL Bosch

TIEMOOR

Flores

Laddanare

Lam ben

Pankar

omby

Ende

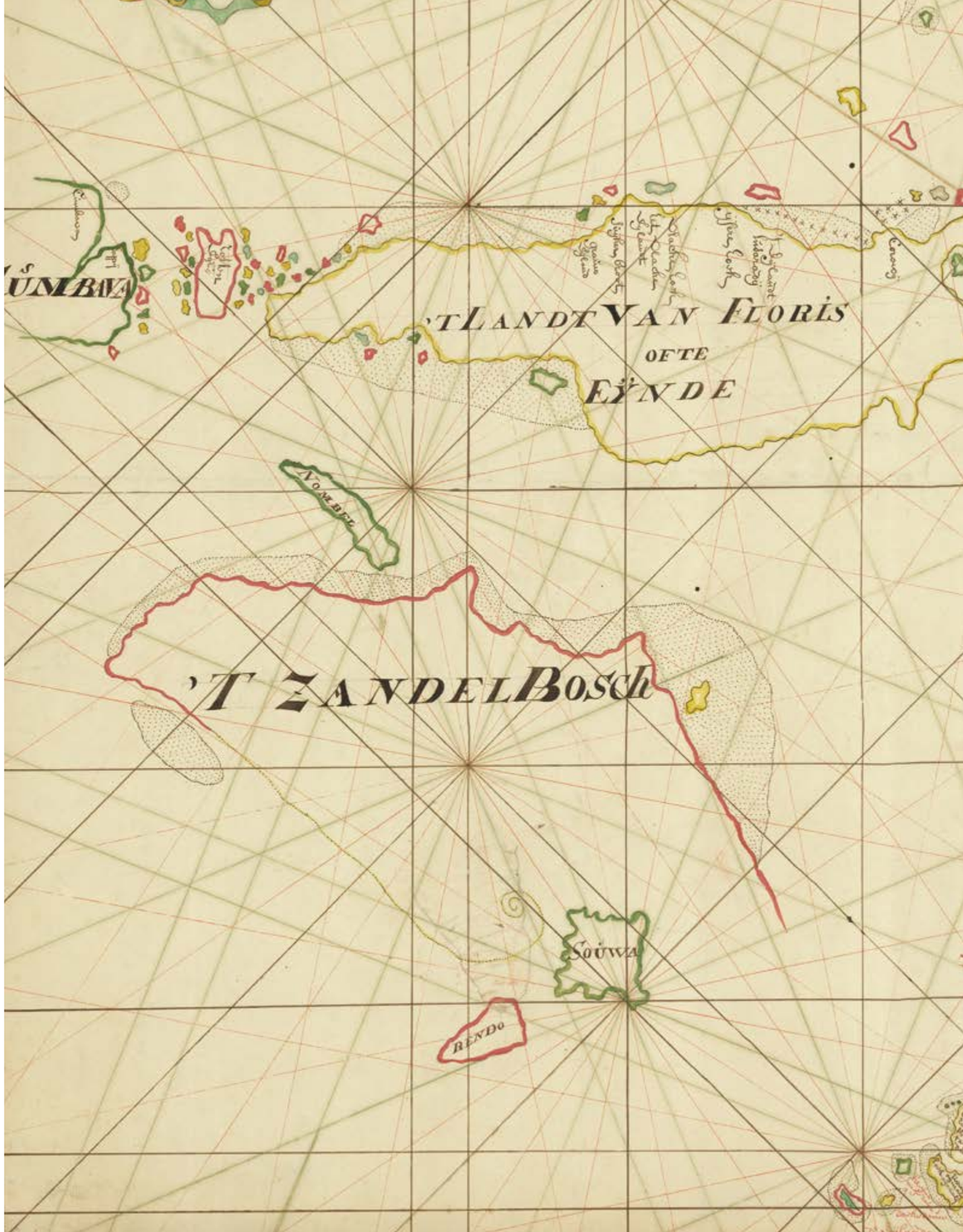
Solor

Rotti

Timor

Düytsch Mijle als Voor Een Graat

coasts, islands and harbours of the East Indies, was printed by Johannes II Van Keulen. From the following year, each VOC ship departing Holland had this volume on board, with orders for the pilots to compare the charts and descriptions with their own findings. Discrepancies were to be reported to the publisher, who would update the printed charts, and the "name of the informer would be inserted into the Nautical Atlas in his memory and honour" (Schilder p.165). It is not surprising, therefore, that in 1755, Gerrit de Haan felt able to return 1163 parchment charts to Amsterdam from Batavia, having deemed them to be defective. It is highly likely that the current chart is one of these.



Manuscript VOC chart showing Dutch settlements on the islands of Buton and Muna

11 **BERGH, Jan van den**

[Untitled Chart of Southeast Sulawes].

Publication
[Batavia, c1744-1746].

Description
Manuscript chart, pen and black ink, and colour wash in outline, on paper watermarked with Strasburg Lily within a shield, initials "VDL" beneath and countermark "IV" (closest to Churchill 405, dated to 1733, from the mill of Pieter van der Ley, son of Gerrit Pieters van der Ley who worked De Wever - the Weaver - and De Bonsem - the Polecat - mills at Koog aan de Zaan, Holland, from 1674 onwards), signed beneath the scale, lower left; contemporary cataloguing notation on verso in ink: "No. 21." and "Straat d Bouton"; some oxidation of black ink with minor loss.

Dimensions
525 by 715mm (20.75 by 28.25 inches).

References
Campbell p. 43, no. 149; Schilder 'Sailing for the East', pages 153 - 183; 231-232.

Buton was a strategic island on the route from Java and Makassar, in southern Sulawesi, to the Spice Islands. In 1613 the Sultanate of Buton entered into a contract with the VOC, in which the sultan La Elangi sought support for independence from the Sultanates of Makassar and Ternate. By 1669 the VOC had subjugated those Sultanates and Buton remained a relatively independent kingdom. However, the area was investigated by many interested parties, and the British Library holds a number of manuscript charts of the area dating from 1680. This large-scale, and very detailed chart, of the southern coast of present-day Sulawesi and the islands of Wowoni, Buton, Muna, and eastern Kabaena, shows the numerous Dutch settlements on Buton and Muna, and frequent soundings in the straits between the islands.

In terms of printed charts, Bergh's cartography closely follows that expressed by Francois Valentyn in the large, but small-scale, inset to his chart 'De Landvoogdy der Moluccos, met de aangrenzende Eylanden', from 'Oud en Nieuw Oost-Indien, vervattende een Naaukeurige en Uitvoerige Verhandelinge van Nederlands Mogentheyd in die Gewesten' (1724-1726), based on his own travels in the area and previously unpublished VOC charts and information. Louis Antoine de Bougainville (1729-1811), published the results of his survey in 1769, covering the same area, but with less detail. The cartography of Bergh's chart is almost identical to the inset 'Isles de Bouton et Pangesane', on Jan Barend Elwe's four-sheet map of 1792, 'Partie de la Nouvelle Grande Carte des Indes Orientales'.

Campbell records that "Johannes van Bergen arrived in Batavia from his native Rotterdam in 1742 and worked as a draughtsman in the period (1744-6)" (Campbell p. 43, no. 149). One Jan van den Bergh (1587-1660) was a Dutch painter of some note and a friend of Rubens; although it is unlikely he and this cartographer are one and the same person.

The chart is drawn on Dutch paper with a watermark that dates to about 1733. It bears hand-drawn rhumb lines, and so pre-dates the measures, such as pre-printed compass lines, implemented later to minimize copying errors.

BOUTON

Wanterny

Dt Duck Couton

Cabyna

CELEBES

Duytsch Mylen wegs Een graet

“all the knowledge and learning related to the East and West Indies” (Hill)

12 LINSCHOTEN, Jan Huygen van

John Huighen van Linschoten his Discours of Voyages unto ye Easte & West Indies. Devided into Foure Bookes.

Publication
London, John Wolfe, 1598.

Description
Folio (280 by 180mm), four parts in one volume, engraved title laid down, ten large double-page folding maps, and one half-page and folding, four woodcut maps in text, woodcut initials, factotums and head-piece ornaments, contemporary calf, rebacked to style.

Collation: A4, B6-I6, K6-Q6, R8, *s2, S6-U6, X6-Z6, Aa6, Bb4-Cc4, Dd2-Ii6, Kk-Pp6, Qq7; 1-197, [197]- 259 (ie 295), 307- 447, [451]-462.

References
Alden & Landis 598/57; Borba de Moraes I:488; Church 321; Hill 1025; Sabin 41374; STC 15691; Streeter sale I:31.

The very rare English edition of Linschoten’s ‘Itinerario’, first published in Dutch in 1595-1596, and translated from the Dutch by William Phillip.

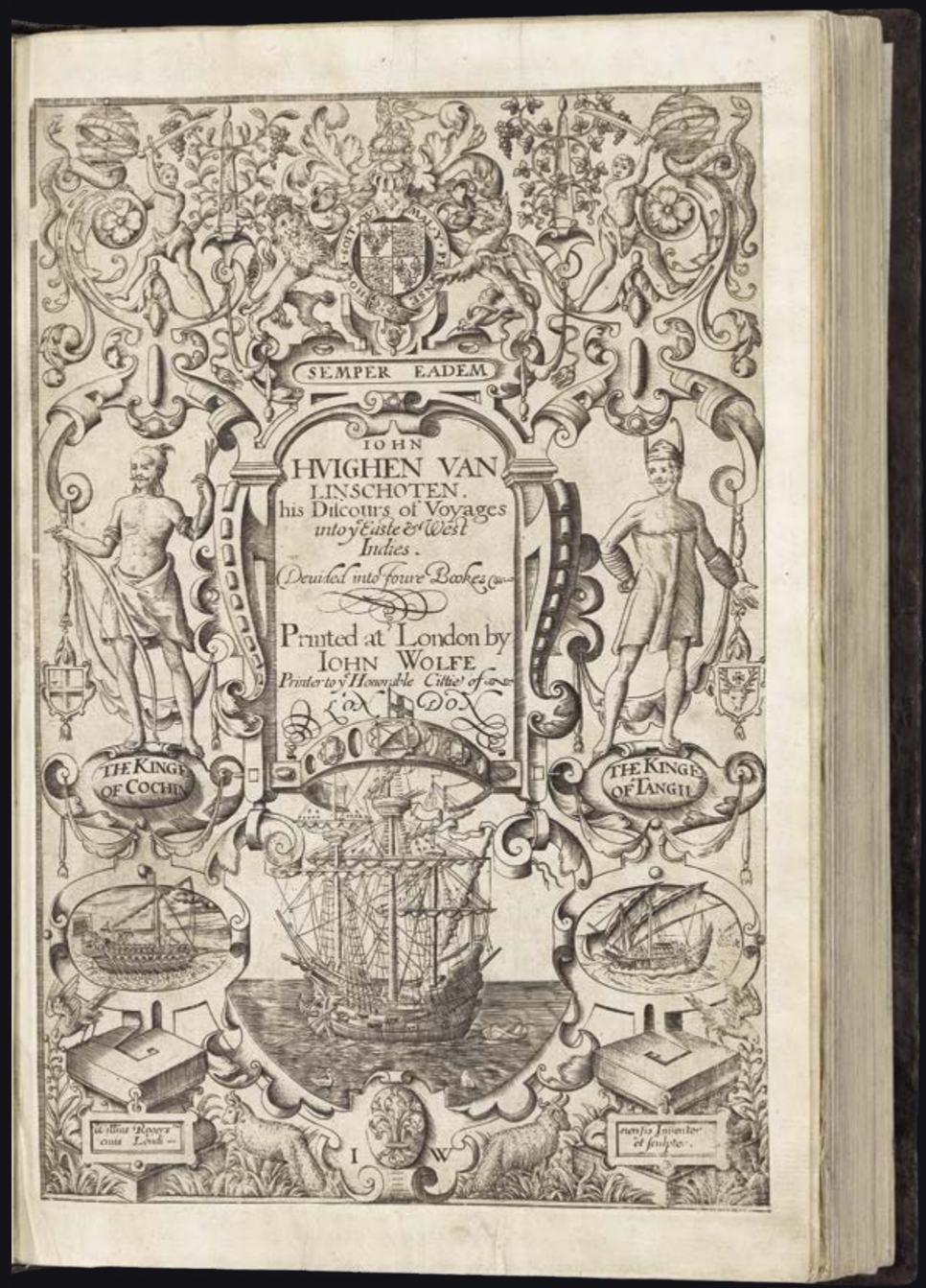
Linschoten’s ‘Discours’ is second only to Hakluyt’s ‘Principall Navigations’ in being the most important collection of sixteenth century voyages in English.

“This important work contains all the knowledge and learning related to the East and West Indies and navigations to those parts that was available at the end of the sixteenth century. It was held in such high esteem that for nearly a century a copy was given to each ship sailing to India as a guide to the sailing directions. The fact that most copies were in continual use is in no doubt the reason that fine copies, especially with all correct plates and maps, are so very rare” (Hill).

Linschoten (1563-1611) travelled extensively, he went to Goa between 1583 and 1589, and joined Willem Barents’s first and second voyages into the Kara Sea in 1594 and 1595, and he combined his first-hand accounts with translations of original Spanish and Portuguese documents. “Linschoten’s work, along with Hakluyt’s, served as a direct stimulus to the building of the vast English and Dutch overseas empires” (Hill). In fact, until its publication, no other book contained anything like the amount of useful information on the East and West Indies, and it soon became required reading for all navigators sailing to the East, with chapters on the coast of ‘Arabia Felix’, i.e., the southern coast of the Arabian peninsula, the island of Ormus, and Islamic India.

The book is divided into four parts. The first, concerning the East Indies, including eastern Africa and Arabia, and extending to regions as far east as Japan. The second book describes the navigation of the coasts of West Africa around the Cape of Good Hope to Arabia, together with the coasts of the New World. Book three, based on the discoveries of the Portuguese Royal pilot Diego Affonso, contains sailing directions from Portugal to India, and instructions for sailing in the East Indies from island to island. Similar instructions are given for the New World, particularly Brazil and Spanish America. Book four contains detailed information on the taxes, and other income, that the King of Spain extracted from his territories, both at home and overseas.

Most of the maps and views of the English edition are re-engravings of the plates of the original Dutch edition of 1595-1596, with captions in Latin and English.



INSVLÆ MOLVCCAE celeberrimæ sunt ob Maximam aromatum copiam quam totum terrarum orbem mittunt: harum precipuæ sunt Ternate, Tidoris, Motir, Machion et Bachion, his quidam adiungunt Gilolum, Celbiam, Borneonem, Ambonum et Bandam. Ex Insula Timor in Europam advehuntur Santala rubea & alba, Ex Banda Nuces myristicæ, cum Flore, vulgo dicto Macis Et ex Moluccis Cariophilli: quorum icones in pede hujus tabellæ ad vivum expressas poni curauimus

Imprinted at London by Iohn Wolfe, Graven by Robert Beckit

HIV: QVAN NAN SII INDIÆ REG EXTRA GANGE PARS MAIOR SINENSIS OCEANVS INSVLÆ PHILIPPINÆ ARCHIPELAGVS S. LAZARI TROPICVS CANCRI AEQVINOCTIALIS MARE LANTCHIIDOL BEACH NVX MYRISTICA CARIOPHILORVM ARBOR NOVA GVINEA Illas de las Velas Insula Salomones

Noua Guinea a nautis sic dicta quod eius littora, facierumque facies Guineæ Africanæ multum sunt similia. ab Andrea Corsali Florentino videtur dicta Terra de Piccaneos. Portum autem esse continentis Australis magitudo probabile facit

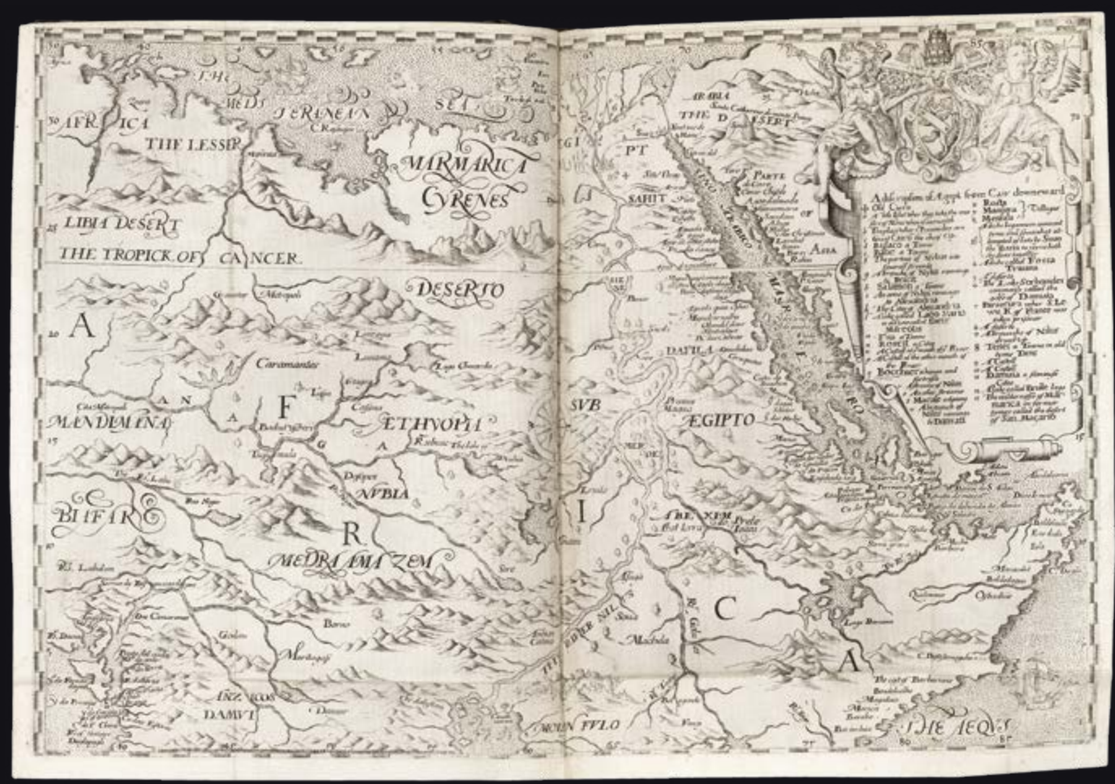
Geel Sandel Santalum flauum

Wit Sandel Santalum album

List of maps and views:

1. ORTELIUS, Abraham. Typus Orbis Terrarum.
2. [East Africa], 'The description or Caerd of the Coastes of the Countreys following called Terra do Natal,..', engraved by Robert Beckit, including the western half of the Indian Ocean along the coast of South Africa, all of Madagascar.
3. [Arabia and the Indian Ocean], 'The description of the coast of Abex, The Straights of Meca, otherwise called the Red Sea, the coastes of Arabia, Ormus and Persia…', engraved by Robert Beckit, extending from the Nile river and the eastern Mediterranean to the Gulf of Bengal and Sumatra. "The surprising fact about the representation of the [Arabian] peninsula is the close resemblance of the outline to that of a modern map when compared with other engraved maps of the time. There is a vague suggestion of the Qatar peninsula, which is not seen again until the nineteenth century" (Tibbets).
4. [Southeast Asia], 'The Trew Description of All the Coasts of China, Cauchinchina Camboya, Syao, Malacca, Arraacan, and Pegu,…', engraved by Robert Beckit, after the original engraved by Johannes a Doetechum extending from the island of Korea and Japan south of 'Beach' (Australia), Java, Timor, the Philippines, the Indochina peninsula, and most of the coast and much of the interior of China. Schilder Australia 18; Schilder Monumenta Cartographica Neerlandici VII, p 222ff; Suarez SE Asia fig 91.
5. [Africa], 'A discription of Aegipt from Cair downeward', engraved by William Rogers, a magnificent map of Africa after Pigafetta.
6. [West Africa], 'The description of the Coast of Guinea,…', engraved by Raygnald Elstrak.
7. [Mozambique], 'The description of the Islandes and Castle of Mozambique…', engraved by William Rogers.
8. [St. Helena].
   a) 'The Island of St. Helena full of Sweet and pleasaunt ayre fructfull ground and fresh water…',
   b) 'The true description, and situation of the Island St. Helena, on the East, North, and West Sydes', both engraved by Raygnald Elstrak.
9. [Ascention Island], 'The True Description of the Island of Ascention…', engraved by William Rogers.
10. [South America], 'The description of the whole coast lying in the South Seas of Americae called Peru…', engraved by Robert Beckit, showing the whole of South America, the Caribbean, Florida, the Gulf Coast and an extended Terra del Fuego.
11. [The Spice Islands Map], 'Insulae Molucca celeberrimae …', engraved by Robert Beckit, including the eastern coast of india, Borneo, Java, New Guinea and the Solomon Islands, after the original by Petrus Plancius who obtained his information covertly from the Portuguese maps of Bartolomeu Lasso.


VANGVE
CONGO
ZAIRE
CODA
COTTA
ANGOLA
MELINDE
NOCTIS LINE
DE MOEN HEMVGE
MONOMOTA
BOCAS DE CVAMA
THE
ISLE OF S. LAV
THE TROPICK OF
CAPRI
CORNE
AETHIOPICO
OCEANO
INDICO
CAPO DE BONA SPE
RANA
OCEANO


AFRICA
THE LESSER
MARMARICA
CYRENES
LIBIA DESERT
THE TROPICK OF CANCER.
DESERTO
Caramanlie
ETHIOPIA
NVBIA
MEDRAMAZEM
ZAGOS
DAMUT
MONTFLO
ARABIA
THE D
SAHIT
EGIPTO
SVB
DAHIA
Kingdom of Egypt
THE AEQV

Champa, Syao, Malaca, Arracan & Pegu, una cum
lorum descriptione ut sunt Samatra, Java utraq; Timora, Moluccas, Phi-
lippina, Luconja & de Lequeos dictæ, nec non insulæ Japan & Coreæ, re-
liquæq; omnes adjacentes. ubi etiam adnotavimus scopulos brevia, om-
niaq; vadosa loca & aquæ alta a quibus periculum navigantibus: Que-
madmodum singula hoc ævo à Lusitanis navium gubernatoribus compe-
rta, indicata, & in tabulas relata fuere. Eorum recentibus ac emen-
datis tabulis perquàm studiose hæc describi exprimiq; curavimus in eorum
hominum comodum quibus ista usui voluptatiq; esse consueverunt.

The trew description of all the Coasts of China, Cauchinchina, Cam-
boya, Syao, Malacca, Arracan, and Pegu, together with all
the Ilands there abouts, both great and smale, with the
Cliffes, Breaches, Sands, Droughts and Shallowes, all per-
fectly drawne and examined with the most expert Cardes of the
Portingales Pilots.

Printed at London by John Wolfe 1598

Grauen by Robert Beckit

The first atlas on Mercator's Projection from the library of Imperial geographer Wolfgang Engelbert, Earl of Auersperg

13 **DUDLEY, Robert**

Dell'arcano del mare, di D. Ruberto Dudleo duca di Nortumbria, e conte di VVarvich, libri sei...

Publication
Florence, Francesco Onofri, 1646-1647.

Description
6 parts in 3 volumes. Folio. Complete with half-titles, vignette title-pages, and all exceptionally fine engraved maps, plates and original moveable parts:

Volume I: (343 by 233mm),
Part I: 56 pages, 30 plates, including 24 folding, and 20 with volvelles, [3] leaves of tables (ephemerides)
Part II: 76, [2] pages, 12 plates, including 7 folding, and 5 with volvelles, 15 folding maps;
Part III: [4], 1-48, [4], 49-55, 8 plates (5 folding), 4 engravings on half-page, the first after plates 2, the second after plate 4, the other two between pages 16 and 17
Part IV: 39, [3] pages, 18 plates, including 15 folding;

Volume II: (478 by 343mm),
Part V: 36, [2] pages, 98 plates 150 illustrations, 24 folding plates including 15 with volvelles, 67 plates with 100 illustrations only on the recto and 9 with volvelles, 7 plates with 25 illustrations on recto and verso;

Volume III: (468 by 330mm),
Part VI: [2], 60, [2] pages, 132 folding maps including 59 of Europe, 17 of Africa, 23 of Asia and 33 of America, of which 80 are double-page (one closed tear to plate 26 in volume one, volume III with some very minor expert strengthening to some folds, some pale and insignificant marginal waterstains;

Uniformly bound in superb contemporary limp vellum, the title inscribed in brown ink at the head of each spine.

References
Phillips, Atlases 457; cf. Shirley, BL, M.DUD-1a–1e. Burden 266-267; Nordenskiöld 7; M. Bircher, The "Splendid Library" of the Counts of Auersperg in Ljubljana, in The German Book, 1450-1750, ed. by J. Flood and W.A. Kelly, London 1995, pp. 285-98; Lord Wardington, 'Sir Robert Dudley and the Arcano del Mare', The Book Collector 52 (2003), pp.199-211.

First edition of Dudley's magnificent and very scarce sea atlas, 'Dell'Arcano del Mare' (Secrets of the Sea), complete of all its six parts, which is extremely rare with this edition. The 'Arcano de Mare' is one the "greatest atlases of the world" (Wardington).

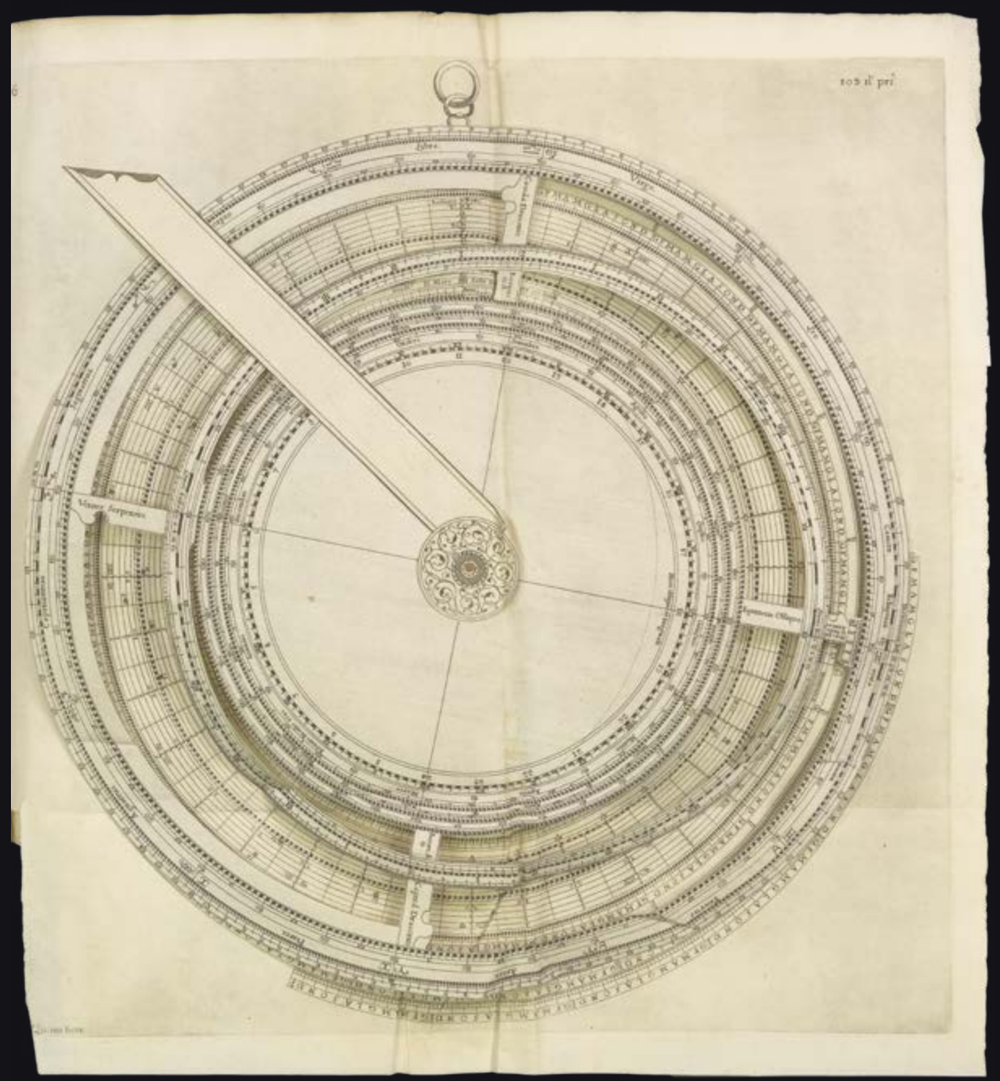
Dudley first published his magnum opus in 1646 when he was 73, it was not only the first sea atlas of the world, but also the first to use Mercator's projection; the earliest to show magnetic deviation; the first to show currents and prevailing winds; the first to expound the advantages of 'Great Circle Sailing' – the shortest distance between two points on a globe; and "perhaps less importantly the first sea-atlas to be compiled by an Englishman, all be it abroad in Italy" (Wardington). It was, as argued by Burden, "the only exception to the total dominance of Dutch sea atlas production [in the seventeenth century]".

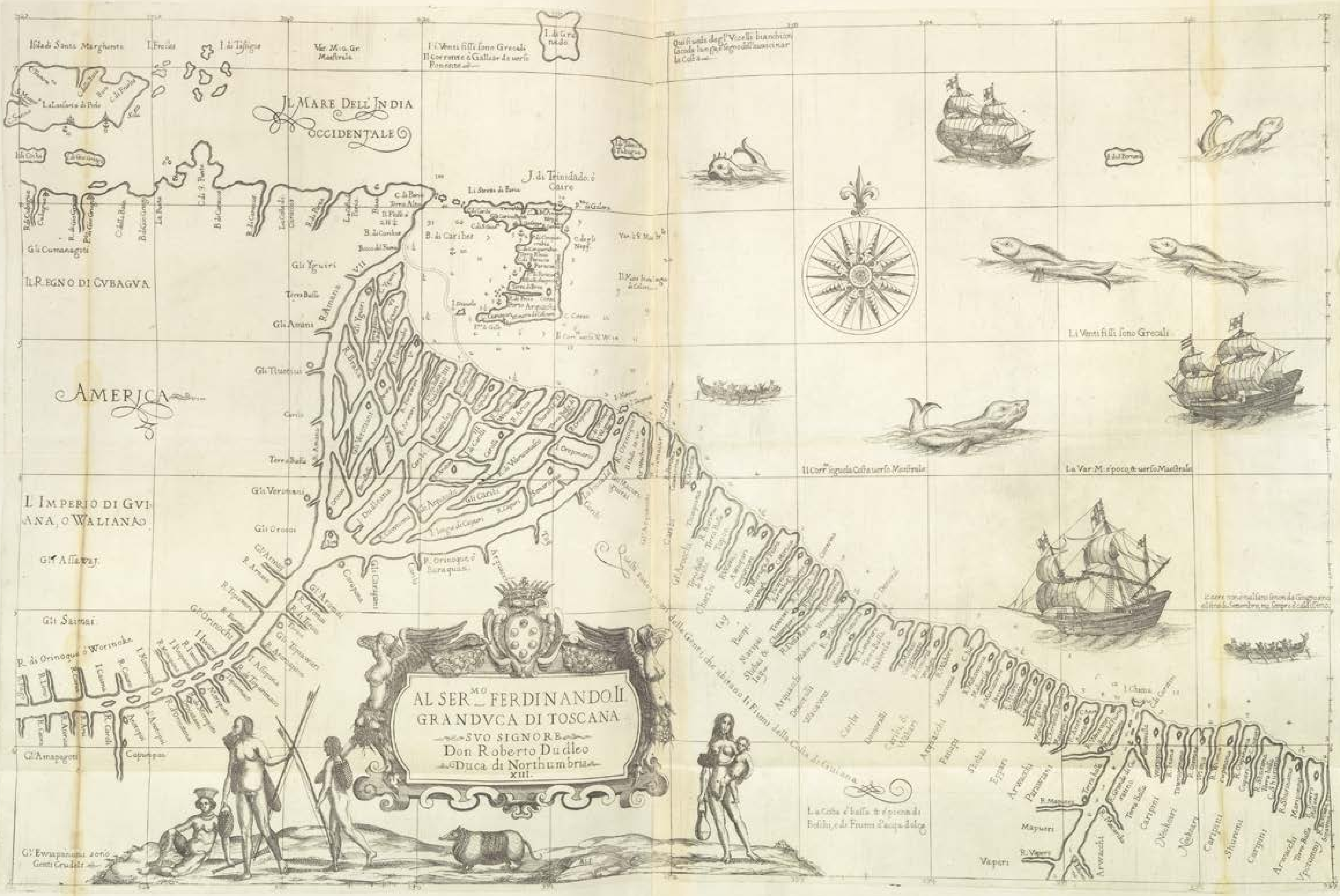
Robert Dudley (1573–1649) was the son of the Earl of Leicester (the one-time favourite of Elizabeth I) and Lady Douglas Sheffield, the widow of Lord Sheffield. Although born out of wedlock, Robert received the education and privileges of a Tudor nobleman. He seems to have been interested in naval matters from an early age, and in 1594, at the age of 21, he led an expedition to the Orinoco River and Guiana. He would later, like all good Tudor seamen, sack Cadiz, an achievement for which he was knighted.

His success upon the high-seas was not matched, unfortunately, by his luck at court, and at the beginning of the seventeenth century he was forced to flee, along with his cousin Elizabeth Southwell, to Europe. Eventually he ended up in Florence at the court of Grand Duke Ferdinand I of Tuscany, where he not only married his cousin and converted to Catholicism, but also help Ferdinand wage war against the Mediterranean pirates. In his spare time he set about his great life's work: the 'Arcano del Mare'.

The atlas is divided into six books, or sections: book one deals with longitude; book two covers errors in the then-existing sea charts, and includes the portolano for the Mediterranean and 15 general maps; book three deals with naval and military discipline, notably the former, and there is a long section on naval tactics, especially remarkable for a plan of the construction of a navy in five grades of vessel; book four describes the method of designing and building ships of the "Galerato" and "Galizaba" types and is concerned with naval architecture, giving the lines and dimensions of ships; book five is devoted entirely to navigation and methods of measuring the sun's declination and the relative positions of the stars; book six contains the sea atlas.

For the beautifully engraved charts, Dudley employed the services of Antonio Francesco Lucini. Lucini states in the atlases that the work took him 12 years to complete and required 5,000lbs of copper. The charts are by English and other pilotes, and it is generally accepted that the work




AL SER.MO FERDINANDO.II
GRANDVCA DI TOSCANA
SVO SIGNORE
Don Roberto Dudleo
Duca di Northumbria
XIII.
Isola di Santa Margherita
I. Frailes
I. di Tastigia
Var. Ma. Gr. Maestrale
Li Venti fissi sono Grecali
Il Corrente è Gallarda uerso Ponente
I. di Granado
Qui si uede degl' Vccelli bianchi con la coda lunga segno dell'auuicinar la Costa
IL MARE DELL' INDIA OCCIDENTALE
J. di Trinidado ò Caire
Li Streto di Paria
B. di Caribes
Gli Cumanagoti
IL REGNO DI CVBAGVA
Gli Yguiri
Gli Amani
Gli Tiuitiui
AMERICA
Terra Bassa
Gli Verimani
Gli Oronoi
I. IMPERIO DI GVIANA, O WALIANA
Gli Assaway
Gli Saimai
R. di Orinoque ò Worinoke
Gli Amapagoti
Capurepau
Gli Ewaipanumi sono Genti Crudeli
R. Orinoque ò Baraquan
Li Venti fissi sono Grecali
Il Corr.te seguela Costa uerso Maestrale
La Var. M. è poco & uerso Maestrale
Quelli sono i nomi della Genti che abitano li Fiumi della Costa di Guiana
La Costa è bassa & è piena di Boschi, e di Fiumi d'acqua dolce
I. Chana
R. Mapuerj
Mapueri
R. Vaperi
Vaperi
Arwacchi
Carijpini
Shureni
Caripini

was both scientific and accurate for the time. Dudley's sources included the original charts of Henry Hudson, and for the Pacific coast he used the observations of Henry Cavendish, the third circumnavigator of the globe and Dudley's brother-in-law. It is also possible that Dudley had access to Henry Hudson's notes and Sir Francis Drake's papers, although it is more likely that the important Carta prima Generale d'America was based on the maps of John Daniell, who at the time resided still in Florence.

The 15 maps including in Book Two consist of large-scale maps of the four continents.

The early and possibly original owner of this atlas was the Imperial geographer Wolfgang Engelbert (1610-1673), Earl of Auersperg and between 1649-1673, ruler of the Duchy of Carniola, now in Slovenia. He was author of the Orbis lusus pars prima, seu Lusus geographicus (Graz 1659), Engelbert collected in his palace in Ljubljana a splendid library, highly esteemed by his contemporaries. The library, which contained about 7,000 volumes, was rearranged and catalogued in the mid-nineteenth century by the historian Peter von Radics, who states that the collection "is unique in representing the well arranged and well chosen collection, to which no additions have been made, of an Austrian aristocrat of the seventeenth century" (quoted by M. Bircher, The "Splendid Library" of the Counts of Auersperg). In 1895 a severe earthquake led to the loss of the Ljubljana castle, but the books were undamaged and transferred along with the family's archives to Losensteinleithen Castle in Austria. The library eventually descended to family members in Uruguay who sold it by auction in 1982-1983.

Provenance

From distinguished library of the Imperial geographer Wolfgang Engelbert (1610-1673), Earl of Auersperg and between 1649-1673, ruler of the Duchy of Carniola, now in Slovenia, with his ownership inscription at the head of each title-page (I: 'Wolff. Engelb. S.R.I. Com. ab Aursp. Sup. Cap. Carniae'; II-III: 'Wolffg. Engelbertj S.R.I. Comitis ab Aursperg Sup. Cap. Carniae') and the date of entry into his library marked on each as 1656 'Cat. Inscriptus Anno 1656'; with the 19th-century armorial bookplate of his descendents, the Princes of Auersperg "Fuerstlich Auerspergsche Fideicommis- bibliothek zu Laybach" with shelf numbers in manuscript on the front paste-down of each volume.

PEGV

SIAM

ISIOPA

CAMBOIA

Pracel

OCEANO ORIENTALE

MARE DI SVMATRA

Idi Sumatra

Idi Burneo

MARE DI BORNEO

Carta particolare della Malacca con la costa sin'al Pegu e Cambaia con l'Isole di Sumatra e Burneo parte Tramontana con molte altre Isole e Isolette

Regno di Malacca

Varnulla

Paragoa

Calamianes

Forcades

Basas

Pulo Gomez

Pulo Condor

Pulo Timoa

Pulo Aor

Pulo Cocos

Pulo Cecera

Pulo Sion

Pulo Sirra

Pulo Cabo de Vilagan

Pulo Mimas

Pulo Anabas

Pulo Cambir

Pulo Timon

Pulo Pinao

Pulo Penang

Pulo Pisang

Pulo Cambing

Pulo Tiorato

Pulo Tioman

Pulo Aor

Pulo Timoa

Pulo Condor

Pulo Cocos

Pulo Cecera

Pulo Sion

Pulo Sirra

Pulo Cabo de Vilagan

Pulo Mimas

Pulo Anabas

Pulo Cambir

Pulo Timon

Pulo Pinao

Pulo Penang

Pulo Pisang

Pulo Cambing

Pulo Tiorato

Pulo Tioman

ASIA

MARE ROSSO

Aden

Barnagasa

Golfo d'Arabia

Costa Pericolosa

Adel

Zingi Po

Doara

Carta particolare che comincia con il capo Barbuts e finisce con il capo Cumana e mostra la bocca dell mare Rosso

Se longitudini Comincia dal Meridiano del Pico d'Acores

d'Affrica Carta XVII

Dos Hermanos

Corrente per Libeccio

IL MARE DI GVIANA

I. Carere, & Triangolare

LE SETTE ISOLE

I. Gowateri

I. Onoabarie

La Var. M.e poco ma Maestrale

Li Venti fissi sono Greco, e Le...

La Corrente và verso la Costa uerso Maestrale

Li Venti fissi sono Leuanti.

La Corrente và uerso Ponente

Acqua torbida, e fangosa

Arena Bianca

Var. M.a d un Gr. Maestrale

L'IMPERIO DI GVIANA, O WALLIANA

Quest'Isole inomidelle Genti, che abitano i Fiumi della Costa di Guiana

IL MARE DI AMAZONES

IL MARE DI BRASILIA

ALLA SER.MA SIG.RA PRINCIP.SSA D. VRBINO
GRAN DVCHESSA DI TOSCANA SVA SIG.RA
D. Roberto Dudleo Duca di Northumbria
XIIII.

Manoa è la Città principale di Guiana, è situata nel gran Lago di Parima 30. giornate lontano di Chiana

La Linea Equinoziale.

AMERICA.

Rio Grande, o Amazzone

La Brasilia Settentrionale

The largest chart of the Malacca Straits printed in the Eighteenth Century

14 **[?LARKEN, James or James MYNDE, after HERMANUS OHDEN, Pieter, and Gerrit de HAAN]**

A new and correct chart of the straits of Malacca, with the coast of malacca & part of the Island of Sumatra. Showing the Soundings, Islands, Rocks, & Sands, in the Straits from the Second degree of South Latitude, to degrees 30 Minutes of North Latitude.

Publication
London, W. and I. Mount and T. and T. Page, [1754-1761].

Description
Engraved chart on three sheets, with fine original hand-colour, sheet 3 with split to centre-fold skilfully repaired, watermark of Lubertus van Gerrevink and Jean Villedary, dated by Churchill 1766 (Churchill 411).

Dimensions
722 by 1587mm (28.5 by 62.5 inches).

References
C.A. Gibson-Hill, "Notes on the History of the Old Strait, 1580-1850, Journal of the Malayan Branch of the Royal Asiatic Society, Vol. 27, No. 1 (165), pp. 163-214; Malacca chart: Cartographic Items Maps K.MAR.VI.34.; China chart: Cartographic Items Maps K.MAR.VI.(33.); Sumatra and Java chart: Cartographic Items Maps K.MAR.VI.35.

The largest separately-issued chart of the Straits of Malacca and Singapore published in the eighteenth century; based on Dutch East India Company manuscript information, thus making it the most accurate chart of the region published to date; and a graphic illustration of growing English interest in the region, which would come to full fruition by the end of the eighteenth century.

The chart

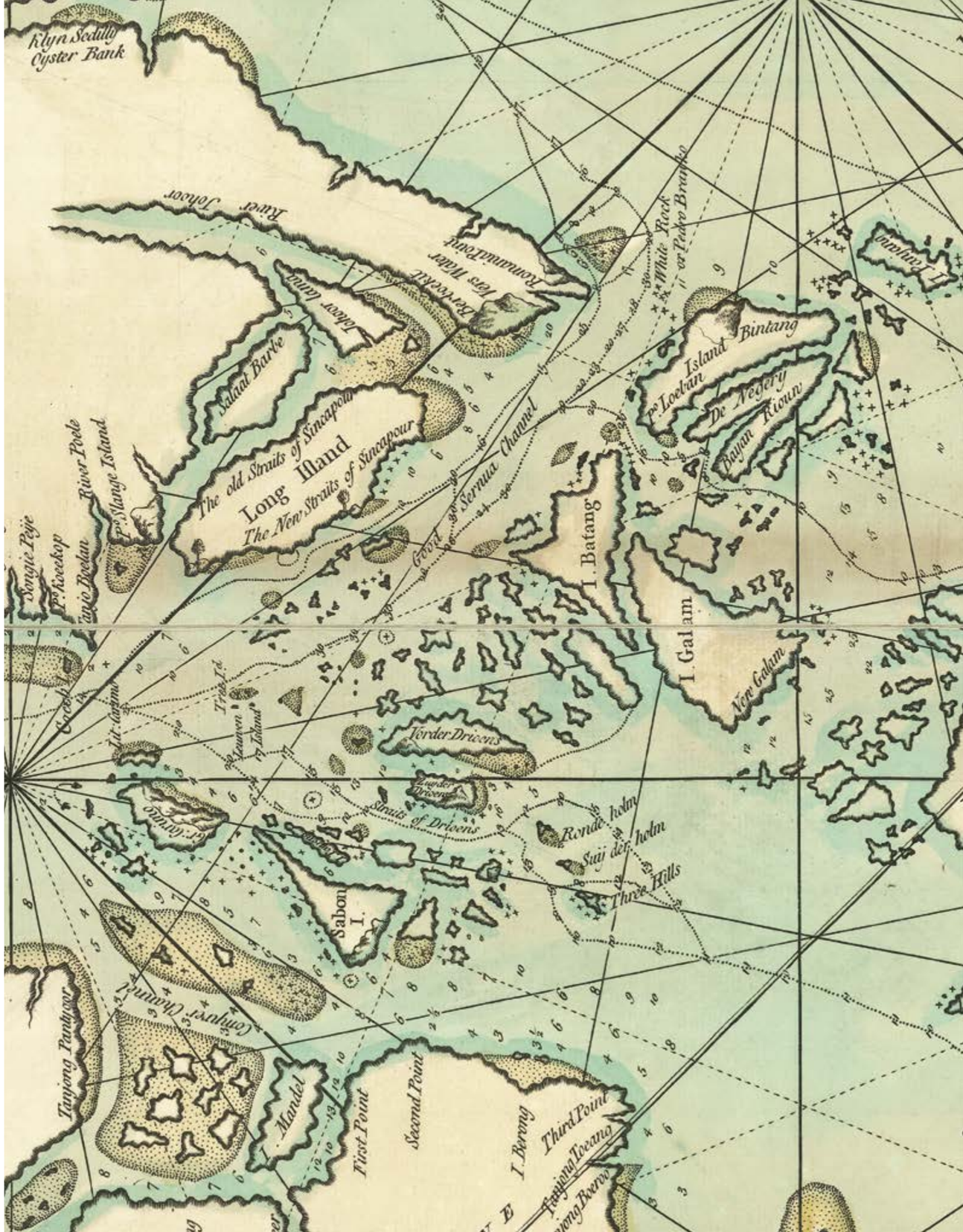
The chart is on the unusually large scale of approximately 20 English Leagues to 11.5cm or approximately 5 miles to 1cm, thus making it the largest chart published of the Straits in the eighteenth century. The chart depicts the whole of the strait from Penang Island (Hojong Salangs) to the Tudjuh Archipelago (Is. Toejoe); Singapore and the islands to her south are shown, as is a large portion of the east coast of the Malay peninsula; the scale allows for great detail, with many toponyms and geographical features appearing for the first time.

Although the chart is neither dated nor bears a surveyor or ship's captain's name, we can be reasonably confident that it is based on a Dutch, most probably a Dutch East India Company (VOC), manuscript chart dating from the mid-eighteenth century. This is because many Dutch toponyms are used, there are both Dutch and English League scale bars, and 'The Company's Settlements' (ie the VOC) are mentioned on the chart. Further, the sinking of the Dutch East Indiaman *Rysdam* in 1727 is marked off the east coast of the Malay peninsula.

A search of the Dutch National Archives, has revealed an almost identical Dutch manuscript chart (4 Velh 156, 1,6) by Pieter Hermanus and Gerrit de Haan, dated 1759. The manuscript chart is on the scale, covers the same geographical area, and bears the same nomenclature and information on VOC activity, as the present work.

"Pieter Hermanus Ohdem, Naval Lieutenant and 'instructor in mathematics and navigation' at the 'Académie de Marine' in Batavia [Jakarta], was appointed as examiner of sea-charts on 17 January 1753. In this position he was expected among other things, to compare all the copies of maps that were given to the ships [i.e. VOC vessels] with the officially approved originals and to confirm this with his signature. This map was afterwards included in the first volume of Gerrit de Haan's 'Ligtende zeefakkel'" (De Roever).

Hermanus held the position in Batavia until 1760, when Gerrit de Haan took over the role. It is possible that on Hermanus' return to Amsterdam the chart or a copy similar was acquired or seen by the English, eventually finding its way into print through the firm of Mount and Page.



A
NEW and CORRECT
CHART
of the STRAITS of
MALACCA
with the Coast of Malacca
Part of the Island of Sumatra

Sold by W. and J. Mount & T. Page on Tower Hill & Robt. Sayer

MALAYA OR MALACCA

ISLAND OF SUMATRA

Pulo Pinang or Prince of Wales Island

Pangerang Island

Pangerang Island

Equinoctial Line

The copying and publishing of, especially Dutch, manuscript charts of far eastern waters was not uncommon in England during the late seventeenth and eighteenth century. John Thornton, the publisher of 'The English Pilot, The Third Book (Oriental Navigation)'; the first English pilot devoted to Oriental navigation, relied heavily on Dutch material for his work. A record from 1703 reports that 17 manuscript charts by Thornton were taken from an English East Indiaman, the *Canterbury*, by two French ships off the coast of Malacca. The charts, now housed in the Bibliothèque Nationale in Paris, show clear signs of direct copying from Dutch material, including the nomenclature.

The chart bears very little direct association with any other printed charts published at the time. By the middle of the eighteenth century, the Dutch dominance in chart production was beginning to wane, with the likes of the English and French beginning to issue sea pilots for the orient: John Thornton had issued the first English attempt in 1703, with the firm of Mount and Page (the publisher of the present chart), continuing to issue his work, with minor variations, for the remainder of the century. In 1745 the French hydrographer J. B. Après Mannevillette issued his 'Le Neptune Oriental', a highly influential work for navigating the waters of the Far East. The work includes a chart of the Malacca Strait 'Plan Particulier du Détroit de Malaca…'. A further French hydrographer, Jacques-Nicolas Bellin, issued his own chart of the strait in 1755, 'Carte reduite des detroits de malacca, sincapour, et gouverneur.… MDCCLV'. The lessening of Dutch control over the East India trade was epitomized by the publication by Johannes van Keulen (II) in 1753, of the sixth part of his seminal sea pilot the 'Zee Fakkel': the so called 'Secret Atlas'. This contained many charts of far eastern seas that the VOC had endeavoured to keep away from their rivals, such as the English and French East India Companies, for much of the seventeenth and eighteenth centuries. The pilot contains the 'Zee-Caart van het Eyland Sumatra Met de Straaten Malacca, Sincapoera, Banca en Sunda…', which covers much the same area as the present chart. Of all the charts listed above only van Keulen's work - having evidently been drawn from similar Dutch sources - bears some similarities to the present map (especially to the Malacca and Sumatran Straits).

The chart's Dutch lineage is not only marked by the delineation of coasts and nomenclature, but also in the recording of Dutch activity. This is demonstrated in the marking of VOC settlements, most obviously Malacca. However, two other sites are also highlighted: a legend to Penang Island (Hojong Salangs) – the island that would, later in the century, be chosen by the British as their base in the straits – states "The Company [ie VOC] had formerly a settlement here"; and to Sumatra on the river Siak, "The Company's last Settlement" is marked, (the "last" in the legend is most likely a mistranslation from the Dutch and should read "latest"). The VOC had set up the settlement in 1749, after taking control of the Siak province. The colony was located not far from modern day Pekanbaru (Pranangan), of which the chart says, "here masts are cut".

In addition to settlements, the chart also marks several ships' tracks used by Dutch East Indiamen. The tracks begin at Malacca and head south towards Singapore. At the point of entry into the Singapore Straits the track splits into three; the first heading towards Singapore along the Old Singapore Strait i.e. hugging the southern side of Singapore and navigating the narrow channel between Singapore Island and the Island of Sentosa, its western entrance being marked by a pillar-shaped rock known as the Dragon's Teeth; the second track marks a course through the Governor's Strait (now known as Phillip's Channel and marked on the chart the "Good Sernua Channel") further to the south of Singapore – the route for most modern shipping. The third continues south through the Straits of Durian, and hence on to the VOC settlement of Batavia (modern day Jakarta). After navigating the Singapore Strait, the Phillip's Channel track splits again with one charting a course south through the Straits of Riau, and hence to Batavia; the other continuing round the tip of the Malay Peninsula and up its east coast; this track then merges with the Old Singapore Straits track, splitting again just a little way up the east coast to head due south past the east side of Mapur Island (I. Panjang) and hence to Batavia. Tracks are not uncommon on charts of this period, Bellin for example depicts tracks for both the Phillip's Channel and the Old Singapore Strait, however, no other printed chart show the tracks in such detail, and none show tracks through Riau and Durian Straits, and past the east coast of Mapur Island. To Singapore Island itself, marked "Long Island" on the chart, the Straits of Jahor (i.e. the strait that separates Singapore Island from the mainland) is erroneously labelled "The old Straits of Sincapour", with the Old and New Straits marked "The new Straits of Sincapour" to the south side of the island.

To the upper right of the chart, an elaborate cartouche depicts a Malaysian trader in traditional dress, wearing the distinctive 'sabah' headdress. He points to two barrels, most probably pepper or spices, which were traded at Malacca and through the straits. The cartouche also bears the imprint of the firm of Mount and Page. "Sold by W. & I. Mount T.&T. Page on Tower Hill London", that is: William Mount, John Mount, Thomas Page [II] and Thomas Page [III]. The imprint dates the work to the mid-1750s, from when Thomas Page [III] (1730-1781) joined the firm in around 1753, to when Thomas Page [II] died in 1762 and William Mount (1688-1769) retired in around 1763. This date range is confirmed by the other extant charts that we have been able to trace, all of which were separately published and do not appear in the any of the firms English Pilot's; two of the charts bear a date: 'A new and correct chart of the St Gulf of St Laurence… 1754'; and 'A New and Correct Chart of the River

St Laurence, 1759'. The 1761 edition of their, 'English Pilot. The Third Book... Oriental Navigation', still bears the imprint: 'W. & J. Mount and T. Page & Son [ie Thomas Page [III]', however, 'A chart of Havana Harbour', dated 1762, bears the later imprint of John Mount and Thomas Page only.

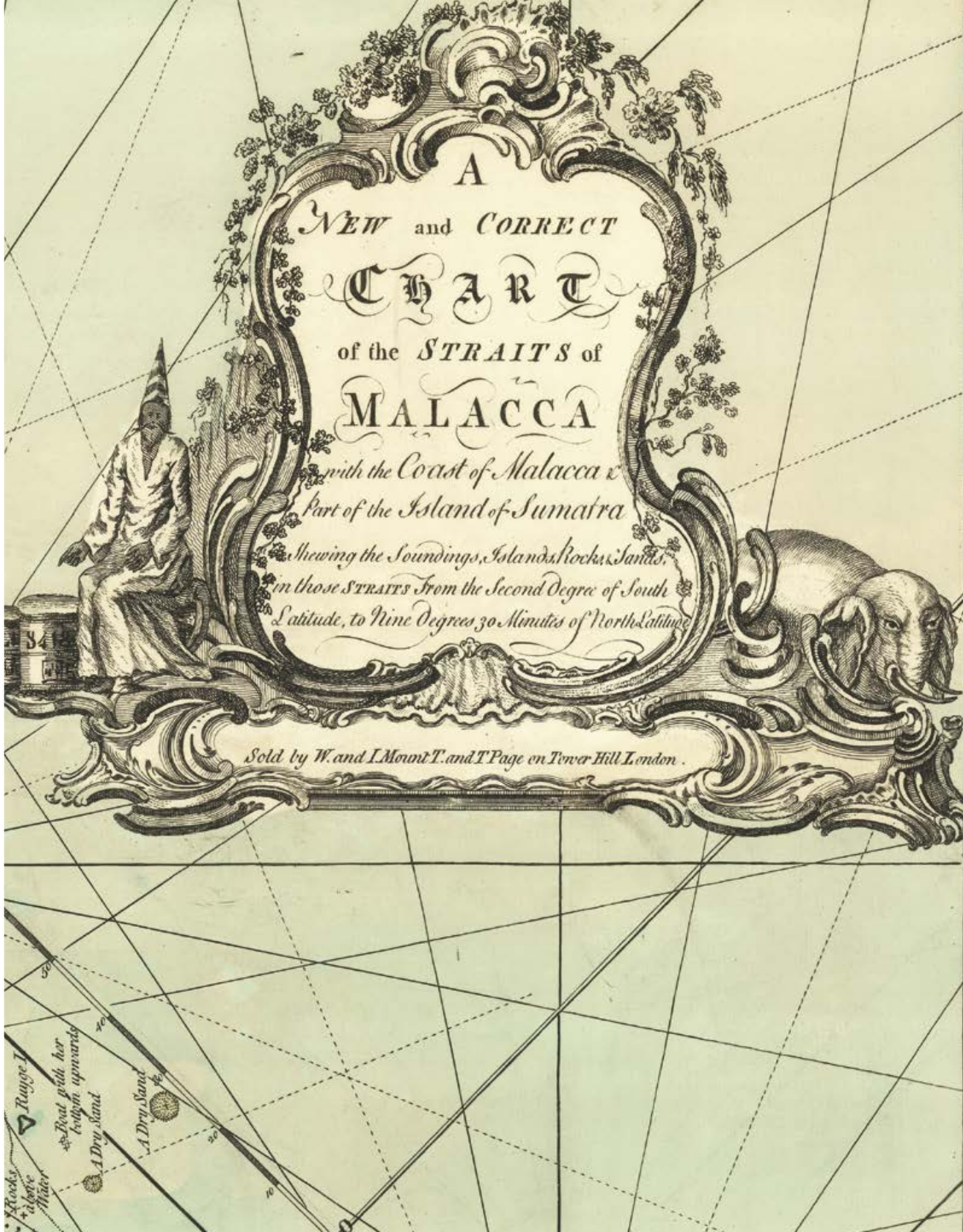
The firm of Mount and Page is often characterised by stasis, lazily reissuing the same navigational works, especially the English Pilot, throughout the eighteenth century, eventually losing market share to the more innovative chartmakers, such as Robert Sayer, Thomas Jefferys, and William Heather. However, the present chart and others published by the firm in the 1750s and 1760s belie that narrative.

The present chart would appear to be a companion piece to two other separately issued charts by Mount and Page of Far Eastern waters:

1. A New Correct Chart of the Coast of China from Latitude 12 o North to 26 o Including Formosa, Hayman and the Philippine Islands Sold by W. & J. Mount and T. and T. Page on Tower Hill.
2. A Chart of the Island of Sumatra and Java with those of Banka, Billiton &c. Likewise the Straits of Banka, including the Rocks, Sands, Soundings, from the degree fifty Minutes, to Six degrees ten Minutes of South Latitude.

All three charts bear stylistic similarities: in the treatment of coastline and nomenclature, and are all clearly derive from similar Dutch manuscript charts of the area. The first of these, the chart of the coast of China, shows both Lantao and Hong Kong Island as clearly separate. A Dutch manuscript chart dated "1759" has recently come to light at Christie's auction house, showing just one island in the area occupied by Hong Kong and Lantao. Assuming the three Mount and Page printed charts were produced at roughly the same time, this together with manuscript chart of the Malacca Straits in the Dutch National Archive, gives a tentative terminus post quem of 1759. Each of the three charts bear a large elaborate cartouche, which are all engraved in the same style. Although the engraver's imprint is not present on any of the charts, the engraving may be attributed to either James Mynde (1702-1771) or James Larken (1732-1774). James Mynde had a large studio on Tower Hill, and engraved several charts for the Mount and Page firm in the 1750s and 1760s, for example 'This draft of the Bay and Harbour of Gaspee in the Gulf of St. Laurence taken in 1758... [1759]' - the earliest of Captain Cook's published charts; Mynde would later become engraver to the Royal Society. James Larken was taken on as an apprentice by James Mynde on February 7th, 1749 for £35 and made Freeman of the Stationers Company on September 5th, 1758. He would later engrave charts for Mount and Page's, 1764 work, 'A Compleat set of new charts... of the Coast of Portugal and the Mediterranean Sea', the charts for which bear a striking resemblance to the present work.

Rarity
We have been unable to find an example of the present chart appearing at auction or in a dealer's catalogue since World War Two, and we have only been able to trace three institutional examples: two in the British Library, and one in the National Library of Spain. One of the examples in the British Library is contained in a folio, together with the two companion charts – those of the China Seas, and Sumatra and Java. The three charts would appear to have never been incorporated into any of the firm's English Pilots. The British Library holds a composite atlas of 16 charts (M.M&P-11a), the majority bearing the imprint of W. & J. Mount & T. & T. Page, which cover the sea coasts of North and South America. It is conceivable that the present chart and others which bear the same imprint were intended to be part of a new maritime atlas or pilot of the world, which never came to fruition.



Unrecorded chart of the Billiton Strait

15 **INSKIP, John**

A Chart of Billiton Straits, with the Track, Soundings &c. of the London East Indiaman, John Eastabrooke Esq: Commander. by Mr. John Inskip, late Second Mate of the above Ship.

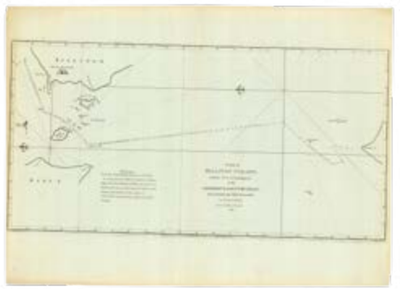
Publication
London, W. Darton & Co., Wh.t Lion Court, Birchin Lane, Sept. 4th, 1788.

Description
Engraved chart.

Dimensions
550 by 765mm (21.75 by 30 inches).

Apparently, the only recorded example of the only chart by John Inskip (died 1791), described in records as "mariner", who sailed with John Eastabrooke (died 1804) aboard the *London* East Indiaman to the East Indies in the late 1780s. The chart was published by William Darton, Sr., (1755-1819), from his very first premises in White Lion Court, which he occupied only briefly between 1787 and 1788. The Darton family of publishers were Quakers, best known for issuing books and games for children.

This very detailed, large-scale chart, oriented with east to the top, shows the strait between the islands of Bangka and Belitung in the north Java Sea which, in turn, lie between Sumatra and Borneo. A route is plotted with numerous depth soundings navigating around the "Treacherous islands" that fill the channel. The "References" specify that "It will be necessary to have a Boat on each Bow Sounding".



From Calcutta through the Malacca Strait and beyond

16 **HORSBURGH, James**

To The Hon.ble the Court of Directors of the United East India Company, This Chart, Intended as an Accompaniment to the Book of Directions for Navigating to, from, and in the East Indies Is Inscribed by their Faithful and obliged Servant James Horsburgh.

Publication
London, James Horsburgh, 12 Feb.y, 1813, with Additions to [?1833].

Description
Engraved chart laid down on linen; a little frayed at the edges and one or two surface abrasions.

Dimensions
960 by 650mm (37.75 by 25.5 inches).

An extremely detailed chart of the best routes from Calcutta down the coast of the Malay Peninsula, through the Malacca Strait to the "Sincapour" Strait and beyond. The map extends are far northeast as Hainan, and includes western Borneo and Java. Horsburgh was very familiar with the waters shown in the chart, having spent more than twenty years sailing them.

James Horsburgh's (1762-1836) first voyages were from Newcastle and the Firth of Forth to Hamburg, Middelburg, and Ostend. After a relatively tame beginning, his life at sea became seriously adventurous when he was captured off Walcheren by a French privateer in May of 1780, and imprisoned for a short time in Dunkirk. Shortly afterwards, he sailed to the West Indies with the crew of an Austrian vessel. Back in London in 1782, he narrowly avoided being press-ganged by pretending to be Danish. In 1783, he was booked passage to India, but was nearly swept out to sea, when he decided to swim to back to shore as the ship was leaving the Hooghly River.

From then, until his retirement in 1805, Horsburgh sailed with various crews plying a trade between India and China. During this time, he was briefly shipwrecked on the island of Diego Garcia, and was given command of the Anna, in April 1798, in which he made several voyages to Canton, gaining valuable firsthand experience of the treacherous shoals, winds, and currents in the China Sea.

His mentor, collaborator, and friend, Alexander Dalrymple, had been hydrographer to the Admiralty and the East India Company. After his sudden death in 1810, Horsburgh offered to replace him in his role with the East India Company. As hydrographer Horsburgh was "primarily responsible for supervising the engraving of charts sent back to London by marine surveyors in India and ordered by the company to be published, and for examining the deposited journals of returning ships for observations which would refine the oceanic navigation charts currently in use, besides other duties of provision of information laid on him by the court. He continued privately to revise and republish his sailing directions, subsequently known as the 'East India Directory'... With the demise of the East India Company and of the Indian navy in 1858 and 1863, many of the charts Horsburgh had published were taken over by the hydrographic office and issued as admiralty charts" (Andrew S. Cook for ODNB).

With numerous courses plotted approaching the Sunda Strait from the southwest, dated 1859.

The largest map of India produced before the trigonometrical survey

17 ARROWSMITH, Aaron

To The Hon[oura]ble the Court Directors of the East India Company This Improved Map of India Compiled from all the Latest & most Authentic Materials Is Respectfully Dedicated by their most Obedient & most Humble Servant A. Arrowsmith.

Publication
London, Published by A. Arrowsmith, Hydrographer to his Majesty, No. 10 Soho Square, 2nd January, 1816.

Description
Large engraved map, on nine sheets, original outline hand-colour, some off-setting.

Dimensions
2400 by 2670mm (94.5 by 105 inches).

References
BLMC Maps K.Top.115.17.2.2 TAB.END.; Maps of India 269, Handbook to the special loan collection of scientific apparatus 1876. Prepared at the request of the Lords of the Committee of council on education, London, Chapman & Hall.

Arrowsmith's monumental wall map of India on nine sheets.

With the growing influence of the British in India at the end of the eighteenth century, the need for an up-to-date general map of the sub-continent grew. The first Governor-General, Warren Hastings, employed Major Rennell who, in 1779, published his famous Bengal Atlas, followed up in 1788 by his map of India. The map itself was based upon D'Anville's map of 1752, though enriched by much new material, supplied by the numerous "route surveys" carried out by the army.

As these "route surveys" began to become more numerous and accurate the need for a new general map of India soon became apparent. In 1816 Aaron Arrowsmith published his 'Map of India' in nine sheets, on a scale of sixteen miles to an inch, which was the last great general map based on route surveys. His subsequent Atlas of South India, published in 1822, was based upon the trigonometrical surveys of Colonel Lambton, filled in by the officers of the Madras Institute.

Of Aaron Arrowsmith's (1750–1823) formative years and training virtually nothing is known; he was in London in 1777 when he witnessed the will of Andrew Dury, a mapseller and publisher, and was probably training with him; he may have trained with William Faden, Geographer to the King, but was certainly employed by John Cary in 1782, as he is credited with the survey work for 'Cary's Actual Survey, of the Great Post Roads between London and Falmouth', published in 1784; he is frequently credited with some of the survey work for Cary's county atlas, 'Cary's New and Correct English Atlas: being a set of county maps from actual surveys' (1787), but the sources are silent on this and by this time Arrowsmith had established his own business.

Arrowsmith was to establish himself as "easily the foremost cartographer of his time" (R.V. Tooley), specialising in large-scale or multi-sheet maps; his first independent publication was his 'Chart of the World on Mercator's Projection exhibiting all the New Discoveries to the present time: with the tracks of the most distinguished Navigators since the year 1700', on eleven sheets, published in 1790. He followed this with his 'Map of the World on a Globular Projection, exhibiting particularly the Nautical Researches of Capn James Cook, F.R.S.', published in 1794, with an accompanying memoir, the 'Companion to a Map of the World', which explained his editorial practices.

These maps set a new standard; Arrowsmith was assiduous in analysing and verifying his sources, discarding not only the fictional but also the uncertain, going to printed and manuscript sources for his information, and engraved in a clear and highly legible style. Arrowsmith was also diligent in revising and improving his maps to keep them current, and served as an inspiration for the next generation of (particularly American) surveyors.

The eastern entrance to the Singapore Strait

18 **HORSBURGH, James**

A Plan of the Soundings from Pulo Aor to the Southward and outside of the Reef off Point Romania towards the entrance to Sincapour Strait, with the Land adjacent and the relative positions of the Hills &c.

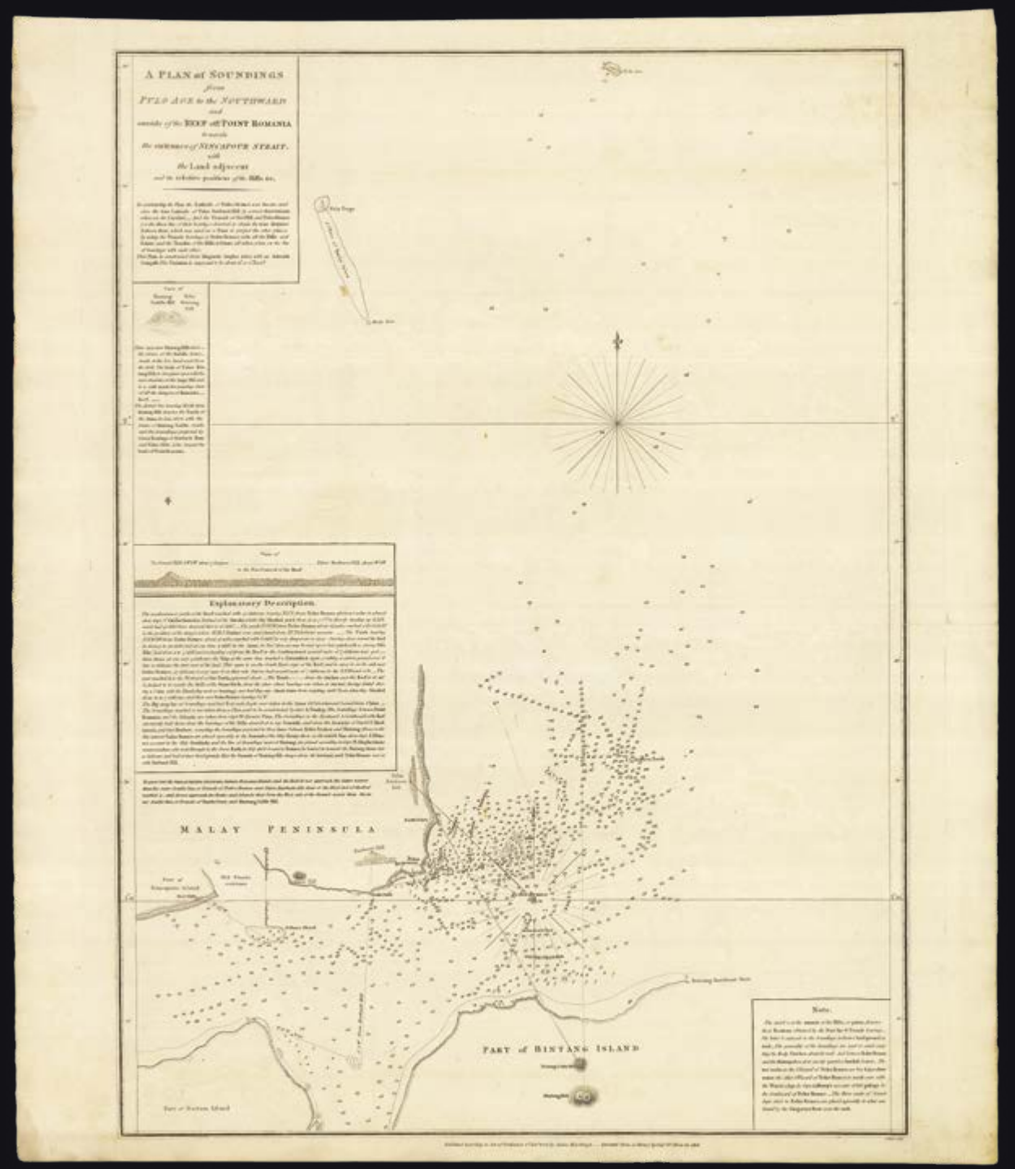
Publication
London, 1st Jan.y 1806, by James Horsburgh - Corrected from a Survey by Cap.t D.l Ross, 1818 [but 1834].

Description
Engraved chart, on paper watermarked 1834.

Dimensions
780 by 680mm (30.75 by 26.75 inches).

When it was first printed in 1806, this very detailed chart of the eastern entrance to the Singapore Strait, was one of the earliest of Horsburgh's published charts. Showing the area from "Part of Sincapore Island" in the west to "Bintang Northeast Point", the chart is centered on the Pedro Branco, which would eventually be the location of an important lighthouse commemorating Horsburgh. Horsburgh knew these waters well, and the chart includes five panels of lengthy notes to help the wary sailor navigate them successfully: "To pass into the Great Inner Channel, between Romania Islands and the Reef, do not approach the latter nearer than the outer double line, or Transit of Pedro Branco and False Barbucit, till clear of the West end of the Reef marked A..."

This edition of the chart differs considerably from its first publication, with changes supplied by the surveys of Captain Daniel Ross (1780-1849). In 1807, Ross was tasked by the East India Company to survey the China Seas. He spent nine years surveying the coast between 1807 and 1816, and then spent a further four years charting the seas between 1816 and 1820. On his return to England in 1821 he was rewarded with a cash sum of £1,500 from the East India Company, for his tireless work out in the Far East. He would later appear before a government Select Committee investigating the possibilities of increasing Britain's trade with China.



“in all these straits Piratical Proas usually Lurk, ready to Assault Defenceless Vessels...”

19 **HORSBURGH, James**

To The Hon.ble the Court of Directors of the United East India Company, This Chart, Intended as an Accompaniment to the Book of Directions for Navigating to, from and in the East Indies Is Inscribed by their Faithful and obliged Servant James Horsburgh.

Publication
London, Published by James Horsburgh Hydrographer to the Hon.ble E.I. Comp.y, Jan.y 1, 1819.

Description
Engraved chart.

Dimensions
995 by 660mm (39.25 by 26 inches).

First publication of this extremely detailed chart of the Java Sea to the China Sea, showing Bangka, the eastern extremity of Sumatra, and the Straits of Bangka and Gaspar. The chart includes extensive depth soundings and copious directions on how to navigate the treacherously narrow seaways of the Lucepara Passage, and Gaspar and Macclesfield Straits between the islands of Sumatra, Banda and Billiton.

“The passage through the Straits of Gaspar to the Northward ought not to be attempted from September to April for strong Southerly Currents and Adverse or Baffling Winds render it very tedious in this Season and even in a Fast Sailing Ship, sometimes impracticable. In all these Straits Piratical Proas usually Lurk, ready to Assault Defenceless Vessels Particularly if they get aground”.

"The best route towards China for leaky crazy ships during the strength of the S.W. Monsoon"

20 **HORSBURGH, James; and Captain Daniel ROSS**

China Sea - Sheet I [and] Sheet II To Capt. D. Ross and His Assistants Lieut. P. Maugham, J. Crawford, and J. Houghton, of the Bombay Marine; Who under the auspices of the Hon.ble East India Company, having performed with Arduous Zeal a difficult and dangerous Exploration of the China Sea, so Essential to the safety of Navigation, This Chart - Although with an extension of Limits being Chiefly Construction from Their Valuable Surveys, is now Inscribed as a Tribute due to Those Laudable Exertions By their Sincerely Obliged Friend, James Horsburgh.

Publication
London, James Horsburgh, Hydrographer to the Hon.ble East India Company, October 1st, 1821... with Additions to 1846 [but 1849 - and -] 1 Feb.y 1823,... Additions to 1850.

Description
Two engraved charts, laid down on linen.

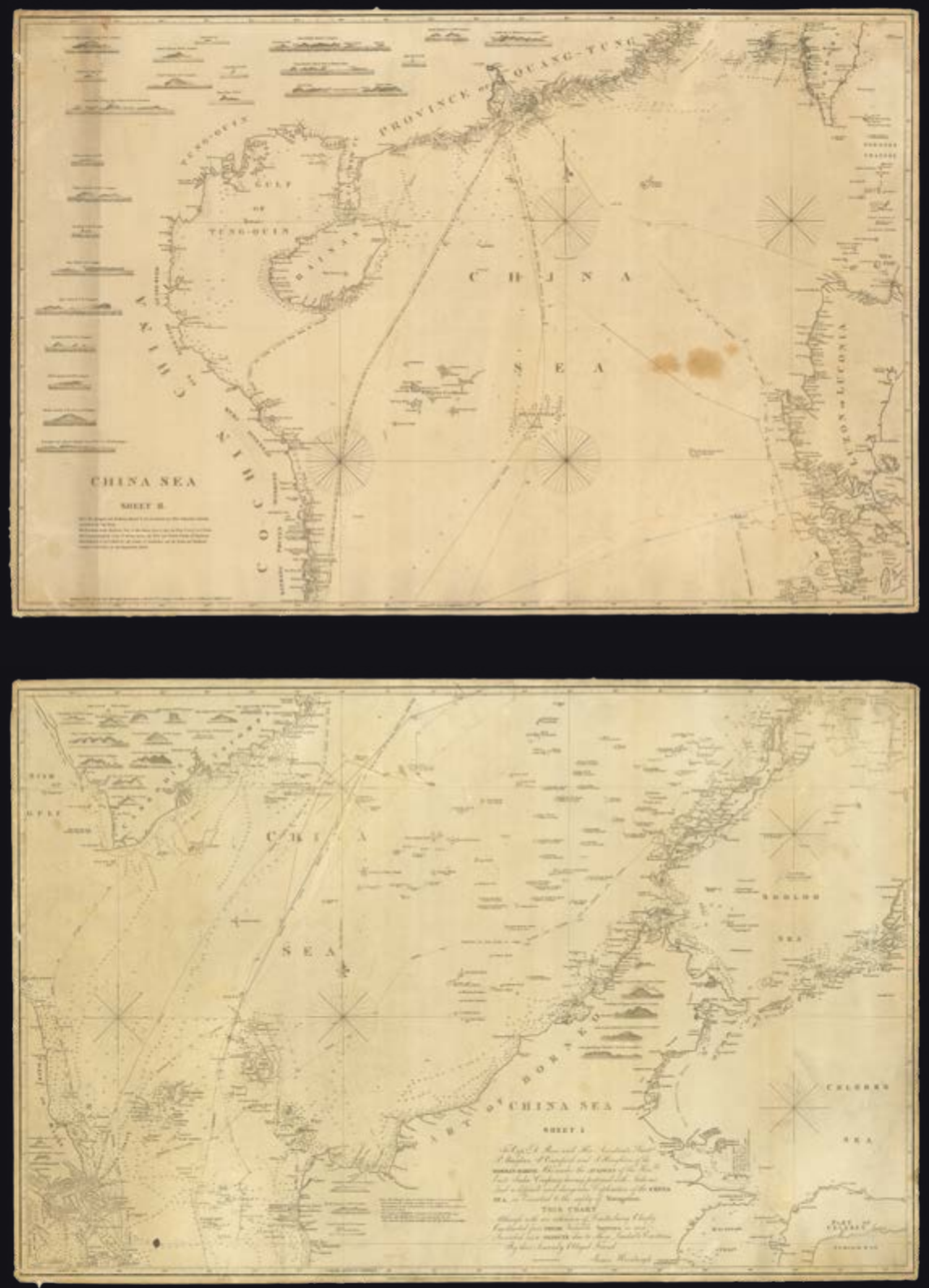
Dimensions
660 by 1000mm (26 by 39.25 inches), each chart.

Exceptionally detailed, large-scale charts of parts of Southeast Asia and the China Sea, including Singapore, Malay, Borneo, Cambodia, Cochin-China, Hainan, southeast China, Taiwan, and Luzon in the Philippines. The chart boldly indicates the "best" sea-routes to and from Batavia to China, depending on the season, and the condition of the vessel. "The best route towards China for leaky crazy ships during the strength of the S.W. Monsoon" plots a course that hugs the shores of the Malay Peninsula and Cambodia. The islands of the "Sincapour Strait", including "Sincapour", in shown in great detail, with numerous depth soundings, and coastal profiles. Printed updates, to the location of dangerous shoals in particular, appear to 1849.

The current charts were first published in 1821 and 1823, respectively, as part of a plan to monetize his experience by producing a series of charts of the China Sea, Malacca Strait, and Bombay Harbour. Touchingly, the lower sheet shows the "Pedro Branco Light" that was built as a commemoration to Horsburgh upon his death in 1836, at the eastern entrance to the Strait of Singapore.

The map is dedicated to Captain Daniel Ross (1780-1849) and his team of hydrographers of the Bombay Marine. In 1807, Ross was tasked by the East India Company to survey the China Seas. He spent nine years surveying the coast between 1807 and 1816, and then spent a further four years charting the seas between 1816 and 1820. On his return to England in 1821 he was rewarded with a cash sum of £1,500 from the East India Company, for his tireless work out in the Far East. He would later appear before a government Select Committee investigating the possibilities of increasing the Britain's trade with China.

With the tracks of many voyages from the Singapore Strait to Canton, and then on to Manila, plotted, and annotated in the same hand, in pen and different coloured ink, dated: 1856, 1858, 1859, 1860, and 1864.



"...being the best for leaky vessels, during the strength of the S.W. Monsoon"

21 NORIE, John William

A New Chart of the China Sea, and East India Archipelago, Comprehending the Sunda Molucca & Phillippine Islands in which are Exhibited The Various Straits and Passages to Canton, and between the Indian and Pacific Oceans; carefully drawn and regulated according to the most Approved and Modern Surveys and Astronomical Observations.

Publication
London, J.W. Norie & Co., at the Navigation Warehouse & Naval Academy, Jan.y, 1st, 1821, additions to 1832.

Description
Folding engraved chart on two joined sheets.

Dimensions
1620 by 660mm (63.75 by 26 inches).

The Western sheet of Norie's very large and very detailed three-sheet map of Southeast Asia. Including the southeastern coast of China to Canton and Hong Kong (as Lantoa), the Malay Peninsula, the Malacca Strait, western Java and Borneo. The chart includes much of the same information as Horsburgh's of the same area, declaring the "best" sea-routes to and from China, including to New South Wales, depending on the season, and the condition of the vessel. The "Inner Passage being the best for LEAKY VESSELS, during the strength of the S.W. Monsoon" plots a course that hugs the shores of the Malay Peninsula and Cambodia. The islands of the "Sincapour Strait", including "Sincapour", in shown in great detail, with numerous depth soundings.

Issued from the Leadenhall Street address, which was purchased with the business of William Heather shortly after his death in 1813, "which were decorated by the trade sign of the Wooden Midshipman, were immortalized by Charles Dickens in 'Dombey and Son' as the shop kept by Sol Gills. Norie's charts and books, particularly the 'Tables and Epitome, made his name well known among seamen for nearly two centuries, a success due to his teaching ability, prolific output, and commercial shrewdness" (Susanna Fisher DNB online).

John William Norie (1722-1843) was an important hydrographer, chartmaker and publisher, a writer on navigation, and publisher of nautical manuals, as well as selling globes and all manner of nautical instruments. He was agent for the sale of Admiralty charts, and chart seller to the East India Company and Trinity House. He was born in London of Scottish parents, and apprenticed to William Heather, a noted chartmaker, as a draughtsman, and his first charts appear under the Heather imprint from 1795 onwards.

In 1813, he bought William Heather's business, in partnership with Charles Wilson; the partnership lasted until 1840, when Heather sold his share of the business to Wilson and retired. Wilson continued to trade as Norie and Wilson; the firm merged with J. Imray and Son in 1899, and survives to the present as Imray, Laurie, Norie and Wilson Ltd.

Norie had a prolific output of charts, reissuing Heather's stock and adding new charts of his own making of all parts of the world, these too many to list. Important publications include his 'A new and complete epitome of practical navigation' (1805); 'A complete pilot for the south coasts of England and Ireland' (1817); 'The new Mediterranean pilot, containing sailing directions for the coasts of France, Spain, and Portugal, from Ushant to Gibraltar' (1817) and 'Norie's set of celestial maps for finding the principal stars in the heavens' (1825).

Offering the best route through the eastern islands of the Indonesian archipelago towards China

22 **HORSBURGH, James**

Eastern Passages to China. Sheet I.

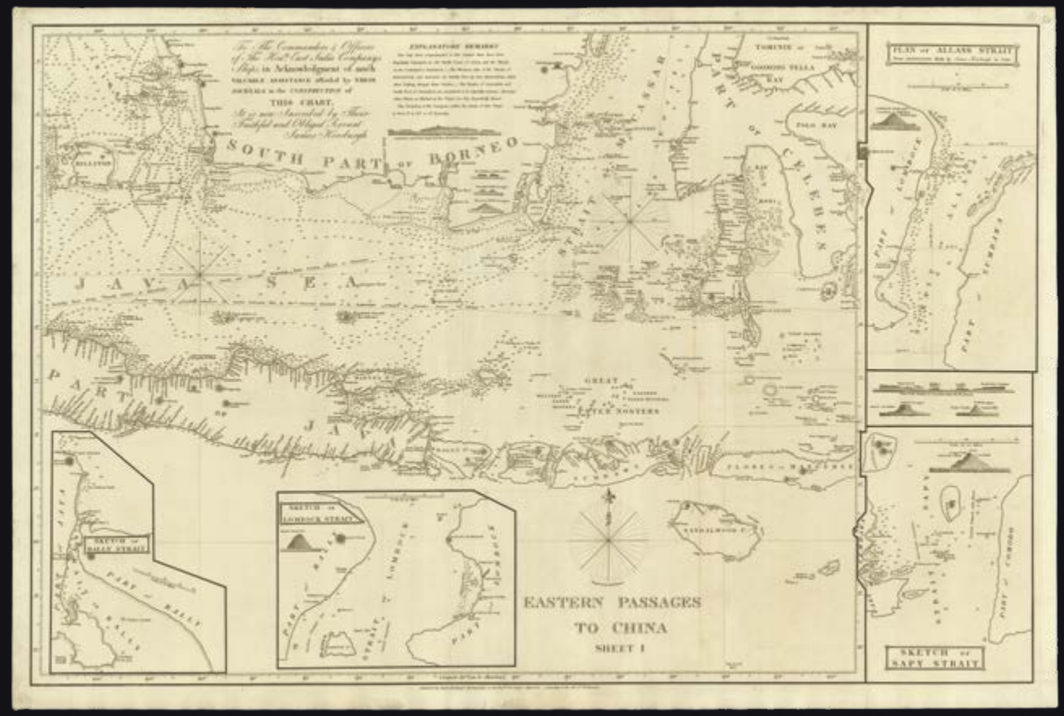
Publication
London, Published by James Horsburgh Hydrographer to the Hon.ble E.I. Comp.y, 1 May 1824.

Description
Engraved chart.

Dimensions
650 by 985mm (25.5 by 38.75 inches).

First publication of this large-scale and detailed chart of the islands of the eastern Indonesian archipelago, which offers the best routes through the islands towards China, depending on the season. With: insets 'Sketch of Bally Strait', 'Sketch of Lombock Strait', 'Plan of the Alass Strait from observations made by James Horsburgh in 1796', 'Sketch of the Sapy Strait'; coastal profiles, and extensive depth soundings.

Horsburgh is quick to thank his colleagues in the East India Company for their "valuable assistance afforded by their journals in the construction of this chart", in his dedication, but to also emphasize his own input, and the chart's shortcomings, which he outlines in his "Explanatory Remarks – The Only Parts comprehended in this chart that have been Regularly Surveyed, are the North Coast of Java, and the shoals in the Carimata Passage. – The Western side of the Straits of Macassar and Allass are chiefly from my own observations, taken when sailing through these Straits. – The Straits of Salayer and South Part of the Celebes are considered to be tolerably correct. – but many other Places, as Marked on the Chart are, Very Imperfectly Known".



A map of Canton and Hong Kong by 'Nemesis Hall'

23 **HALL, Admiral Sir William Hutcheon**

Canton River and adjacent islands from the latest surveys

Publication
[London], H. Colburn, 13 Grt. Marlborough Street, 1845.

Description
Lithograph map with original hand-colour in outline, with one inset map, manuscript pencil inscription to margin.

Dimensions
388 by 412mm (15.25 by 16.25 inches).

A rare map showing the Canton region, including Hong Kong Island, Lantau and Macao.

In 1839, William Hutcheon Hall obtained command of an East Indiaman called the *Nemesis*, on board which he served in the First Anglo-Chinese War. The ship's first engagement was in the Second Battle of Chuenpi in early 1841, which resulted in a resounding British victory. Along with his other naval achievements, this triumph won the captain the nickname of "Nemesis Hall" and he was promoted to the rank of Captain at the end of the war in 1842, when Hong Kong was ceded to Britain. Hall kept copious notes about his experiences in China, which were later used by Oxford graduate William Dallas Bernard to write an account of the war, entitled 'Narrative of the Voyages and Services of the Nemesis from 1840 to 1843' (1844).

The present map is found in the second edition of Bernard's book, published in 1845. Engraved by a little-known craftsman named Isaac Purdy, it is based on earlier surveys by Captains Horsburgh, Ross and Belcher of the British Admiralty, and updated with information gleaned from Hall's journals. It shows Hong Kong Island, Lantau, Macao and numerous other islands, forts and settlements along what was then known as the Canton River, and is now more commonly called the Pearl River. The map also identifies the anchorages used by British ships in the nineteenth century, and the more detailed inset shows the position of Her Majesty's squadron off the coast of Hanan Island in 1841.

First British Survey of Hong Kong

24 **BELCHER, Captain**

Hong Kong surveyed by Capt. Sir Edward Belcher. in H.M.S. Sulphur 1841.

Publication
London, Hydrographic Office of the Admiralty, May 1st, 1843 - Corrected to 1846.

Description
Engraved chart.

Dimensions
700 by 1020mm (27.5 by 40.25 inches).

The British Hydrographic Office was founded in 1795 by George III, who appointed Alexander Dalrymple as the first Hydrographer to the Admiralty. The first charts were produced in 1800. Unlike the U. S. Coast Survey, the Hydrographic Office was given permission to sell charts to the public and they produced a great number of sea charts covering every corner of the globe. Most of the Admiralty charts produced by the Hydrographic Office delineated coastline as well as high and low water marks and record depth of water as established by soundings. In addition, these charts included information on shoals, reefs, and other navigational hazards that plagued mariners across the world. Thanks to the innovations of Sir Francis Beaufort, who developed the Beaufort Scale of wind strength, the British Hydrographic Office became one of the leading producers of sea charts.

Sir Edward Belcher (1799-1877) was a surveyor for the Hydrographic office, and published his 'Narrative of a Voyage round the World' performed in HMS *Sulphur* during the years 1836-1842 after his involvement in the First China War and the capture of Hong Kong. He rose steadily through the officer class and became admiral in 1872.

In pursuit of Tantia Tope

25 WALKER, John

Map of India, shewing the British Territories, Subdivided into Collectorates and including British Burmah with the Position and Boundary of Each Native State Chiefly compiled from Trigonometrical Surveys, executed by Order of the Government of India By John Walker, Geographer to the India Office.

Publication
London, William H. Allen & Co., May 2nd, 1853.

Description
Large engraved wall map, fine original hand-colour, dissected and mounted on linen, in two sections, edged in maroon silk, inset map of southern Burma, housed within original brown cloth pull-off slipcase, gilt title to spine.

Dimensions
1600 by 1700mm (63 by 67 inches).

Scale: (approx) 1 inch to 66 statute miles.

Superbly detailed wall map of India, with extensive manuscript annotations showing British troop movements during the Indian Mutiny or First Indian War of Independence, of 1857-1859.

Although the manuscript tracks criss-cross large parts of the Indian subcontinent, and stretch from Madras and Coimbatore in the south to Udaipur in the north, and Mumbai in the west to Machilipatnam in the east; the majority of the marked routes are centred around the modern day provinces of Madhya Pradesh and Rajasthan, and especially around the cities of Indore, Bhopal, Sagar, and Udaipur. Several of the locations are marked with a date, for example: Madras 11 May '59; Machilipatnam 12th May '59; and Hyderabad 20th May. To the Bay of Bengal the track of the Blackwall frigate *Holmsdale* is plotted - arriving at the mouth of the Hoogley river on 11th October 1858.

Although none of the tracks marked in Rajasthan and Madhya Pradesh are dated it is safe to assume that they mark routes undertaken by British and East India Company troops during the First Indian War of Independence. It can also be stated with some degree of confidence that these tracks mark the 1858/59 campaign to track down and capture Tantia Tope.

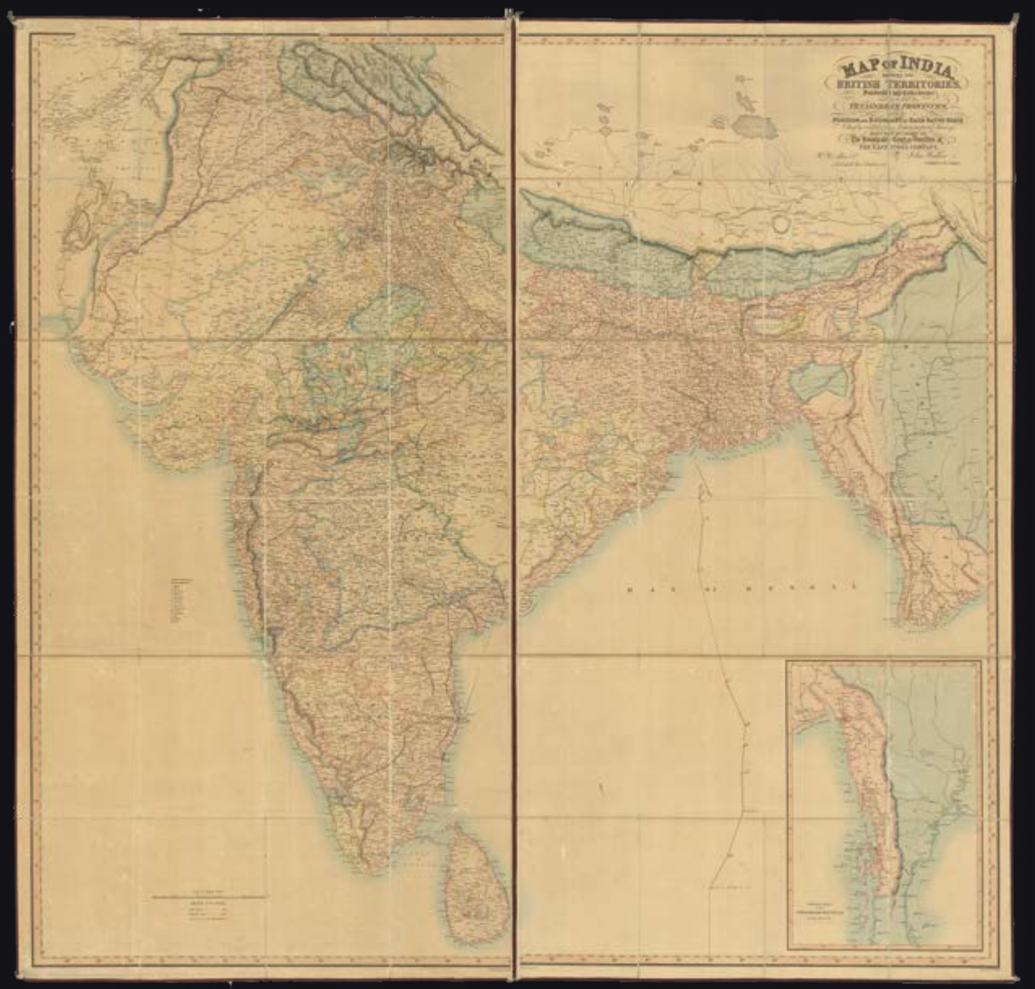
Tantia Tope (1814-1859) was a leading general of the Indian revolt, and proved such a significant menace to the British, that his capture was one of the highest priorities during 1858 and 1859. During mid-1858 Tanita is known to have continued a guerilla war around the cities of Indore, Bhopal, and Sagar. The map shows a spider's web of routes around Indore, where Tantia was being harried by at least six separate British forces. The route up to Udiapur is also marked; Tantia's attempt to reach the city was thwarted by the British in late 1858.

Although it is difficult to mark with any degree of certainty which British forces are shown on the map, the routes seem to correspond most closely with the forces led by General John Michel, who confronted Tantia south of Indore, and Major Rocke, who engaged Tantia east of Udaipur.

Tantia would continue his guerilla warfare until March of 1859, by which point he had lost most of his men. Tantia exhausted and demoralised sought sanctuary in the court of Man Singh, Raja of Narwar. Alas the Raja betrayed him to the British, and Tantia was hanged on the 18th April 1859, in Shivpuri.

The map shows the vast scale of the British possessions, its network of client states, and early railway construction can be seen emanating from Mumbai and Kolkata. British colonies are coloured red, independent states green, French possessions blue, Portuguese green, and frontier states light green.

The map was drawn and engraved by John Walker (fl 1813-1873) mapmaker, engraver, lithographer, draughtsman, publisher, and cartographer to the East India Company and subsequently the India Office.



Entering the Second Opium War

26 [THE ADMIRALTY]

Papers relating to the proceedings of Her Majesty's Naval Forces at Canton. Papers relating to the proceedings of Her Majesty's Naval Forces at Canton. With Appendix. Presented to both Houses of Parliament by Command of Her Majesty.

Publication
London, Printed by Harrison and Sons and presented to the Houses of Parliament in 1857.

Description
Folio (370 by 215 mm), three folding maps, pp. 147, Appendix and Addendum pp. 33. Traces of previous binding, leaves still attached with some loose. Addendum presents traces of having been separately bound, three small holes on left edge.

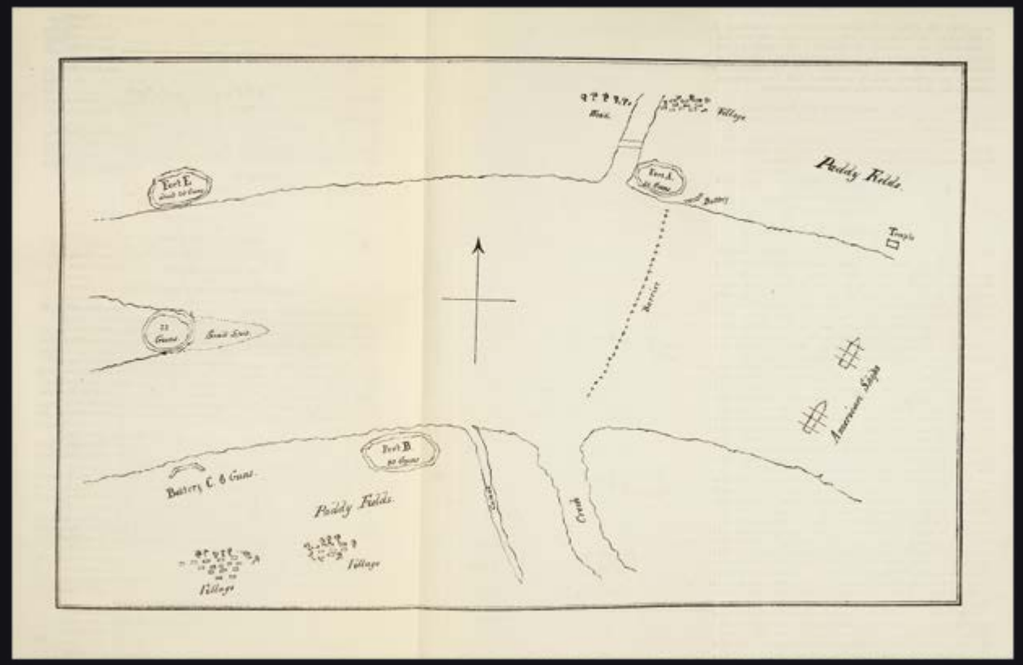
This volume, presented to the Houses of Parliament by royal decree in 1857, compiles the documents issued by the British Navy during the first weeks of the Second Opium War against China, including one of the earliest detailed surveys of the Pearl River Delta, from Canton to Hong Kong and Macau.

It includes the correspondence produced between Sir John Bowring and the Earl of Clarendon from October 13 1856 to January 31 1857 as well as an Appendix with a number of additional documents connected to the First Opium War (1839-1842), such as the correspondence between Sir George Bonham and Viscount Palmerston as well as a copy of the Treaty of Nanking. It is accompanied by an addendum with further documents issued during the period January-March 1857 relating to the fire of the Foreign Factories in Canton.

The papers give an account of how the events leading to the outbreak of the Second Opium War were seen by the British Forces residing in China. Hostilities between both parties had been present since before the First Opium War but dramatically increased in October 1856 when, according to the sources compiled in this volume, a number of Chinese officials boarded the British-registered ship Arrow while it was docked at Canton, arrested several crew members and allegedly lowered the British flag. The event, having been seen as an insult of very grave character, was immediately communicated and a 'reparation' plan was soon put in action by the British and French forces. This resulted in the attack and invasion of the city of Canton in January 1857 and the signing of the Treaty of Tianjin in 1858, which helped to weaken and ultimately overthrow the Qing dynasty in favour of the Republican China in the early twentieth century.

List of maps
1. PARKES, [Harry S.], [Sketch of the Battle of the Barrier Forts area], London, 1857, 290 by 440mm.
2. Hydrographic Office of the Admiralty, 'Chu-Kiang or Canton River from Boca Tigris to Canton'/ 'Chu-Kiang or Canton River from Macao & Hong Kong to Boca Tigris', London, 29 January 1857, 540 by 570mm.
3. BATE, Thornton W[illiam], RN Commander, 'Site of the foreign factories, Canton', London, 1857, 440 by 580mm.

Of particular note is the rare survey of the Pearl River Delta from Canton to Hong Kong. It is divided in two sections: on the right side it shows the city of Canton in the north to the Pearl River mouth; on the left and at a smaller scale, it shows from Boca Tigris to the islands of Hong Kong, Landau and Macau.



The Pearl River or Zhu Jiang, also known as Canton River (or River Tigris in the past) served as one of the main trade arteries of China throughout the centuries. The extensive network of streams and harbours facilitated the movement and exchange of goods, favouring the establishment of trading routes by local and foreign merchants.

European interest in charts of the area can be traced back to the mid-seventeenth century with the incorporation of the Selden Map of China, a Chinese chart dated c1618-1623, into the Bodleian Library in Oxford in 1659 from the estate of the London lawyer John Selden, who probably acquired it from an East India Company trader.

Maps, sea charts and views of the area were usually connected to trade interests, and some of the earliest European charts of this region can be found amongst the documents produced by Portuguese merchants after the colonisation of Macau. With the arrival of other European nations in the late seventeenth century, a number of ports in the region were open for trade but in 1757 this was rescinded and Canton became the only port allowed for foreigners to trade. The reduction of trading rights for foreigners contributed to the growth of hostilities between European nations and Chinese rulers, leading to a series of confrontations which resulted in the outbreak of the Opium Wars 1839-1842, 1856-1860 and the Treaty of Nanking, by means of which Hong Kong was ceded to Britain in 1842.

The contributions made by the British Admiralty in charting the area are especially relevant, in particular the data collected by hydrographer Alexander Dalrymple, who worked for the East India Company from 1779 and for the British Admiralty from 1795, as well as Captain Daniel Ross, Captain Sir Richard Collinson and Captain Sir Edward Belcher, who surveyed the waters surrounding Hong Kong in 1841 and whose data was probably used in the production of this map.

This is probably one the first charts to show a complete view of the delta, including the river stretch from Canton to Boca Tigris. The emblem of the Hydrographic office of the Admiralty and price is included on top of the title and information about the publisher can be found at the bottom of the sheet.

In red are marked the main battles occurred during the First Opium War as well as those that took place during the second conflict up until the year 1857. The left section of the chart includes a detailed survey of the water depth measured in fathoms and a compass rose. Information about the waters and coastline is given through nautical symbology, showing elements such as deep waters, reefs, sand-bars and the quality of the shore.

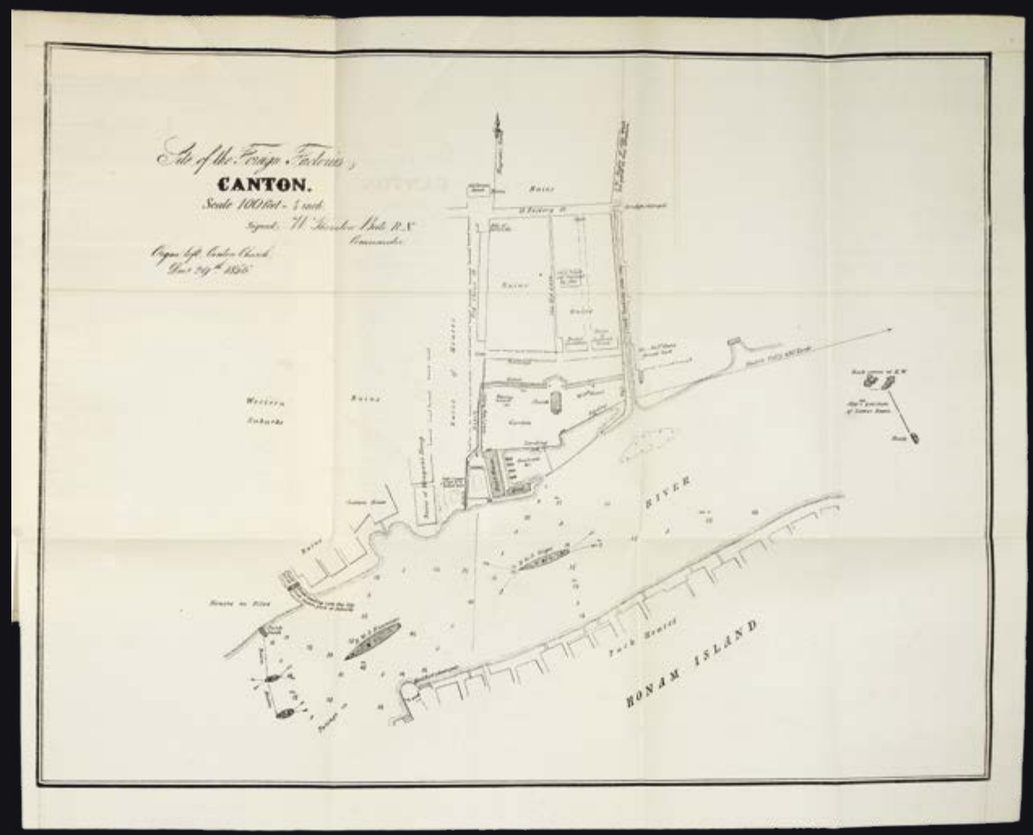
Particularly significant in the context of this publication is the inclusion of the location of the Battle of the Barrier Forts fought between American and Chinese troops. This was considered crucial in capturing Canton and is thoroughly discussed in this volume. Map 1 shows a sketch

produced by Consul Parkes representing the site where the battle took place, resulting in the capture of the four Barrier Forts by the American troops. The sketch, later printed in order to be included in this volume, was originally attached to a letter wrote by Consul Parkes to Sir J. Bowring on November 24th 1856.

The third map shows the area of Canton affected by the fire of the Foreign Factories. It is signed by W Thornton Bate Navy Commander and was attached into the addendum of this volume in order to accompany a letter wrote by Rear-Admiral Sir M. Saymour in which he gives a detailed account of the events.

The map offers a view of the area after the fire, showing the destroyed buildings as well as the positions of the British Navy on the River, including HMS *Encounter* and *Niger*, from which Admiral Saymour wrote the letter.

We have been able to trace only a few examples of this volume in university libraries, and no complete copies of it -including the three maps inside- have been available on the market since 1977.



“The First Ever Bilingual Map of its Kind”

27 **VOLONTERI, Simeone**

Carte Topographique de l’île de Hong Kong dressee par Mgr. S. Volonteri de la Congregation des Missions Etrangeres de Milan Civ. Apoost du Ho-non (Chine) ancien Missionaire de Hong-Kong.

Publication
Milan, Stab. Fratelli Tensi, January 2nd, 1874.

Description
Lithograph map.

Dimensions
295 by 480mm (11.5 by 19 inches).

References
Ronald C.Y. Ng., The San On Map of Mgr. Volonteri: On the Centenary of the Copy in the R.G.S. Collection. Journal of the Hong Kong Branch of the Royal Asiatic Society, Vol. 9 (1969), pp.141-148.

A rare map of Hong Kong, drawn by Monsignor Simeone Volonteri (1831-1904), during his ten-year residency in Hong Kong as a missionary.

Monsignor Simeone Volonteri (1831-1904) joined the Mission of the Propaganda in the Roman Catholic Diocese of Hong Kong in 1860. He remained in Hong Kong until February 1870, leaving shortly after his appointment as Bishop of Honan. Volonteri is credited with two significant maps of Hong Kong, namely his Map of the San-On District, and the present map, ‘Carte Topographique de l’ile de Hong Kong’, published in 1866 and 1874 respectively. The latter appears to be a revised edition of the former, being more focused on Hong Kong and environs, with additional detail and new information, published with its own geographical text.

Volonteri worked in Hong Kong for ten years. He started the mission in Sai Kung, with plans to expand further into the mainland. With his health failing, he was advised to do more exercise and spent the next four years travelling the district, during which time he made a topographical survey and gathered geographical information, culminating in his map of the San-On District.

Volonteri’s work can be recognised as cornerstone for subsequent maps of Hong Kong, as it remained the most important cartographic representation of the region for the next 35 years, until the Survey of Hong Kong and the New Territories in 1901. Ng notes:

“Considering the difficulties presented by the rugged terrain and the unsettled times under which the observations were made, the map has a remarkable degree of accuracy and contains a wealth of information. Although it cannot be ascertained whether Mgr. Volonteri had received any cartographic training, either before or after he entered the priesthood, the map displays no sign of amateurism and, indeed, it won several enviable awards in various European exhibitions, including the Milan Cartographic Exhibition of 1894 in the years immediately following its appearance. Other things apart, the fact that it is probably the first ever bilingual map of its kind must place it in a class of its own...

Published in 1866 Leipzig in an edition of 200 copies in English, the map was of great importance. So detailed was the map that it was used by the British authorities as important geographical reference material until after their lease of the New Territories and the Survey work on 1901. The map shows place names in both Roman and Chinese scripts. The boundary of the British colony of Hong Kong is shown in Kowloon; this peninsula had been added to the colony of Hong Kong in 1860. The Hong Kong Government immediately saw the value of this map, and publicized it by way of a notice in the Government Gazette on May 26, 1866.

This second map by Volonteri is scarcely recorded. Published several years after he left Hong Kong, it was printed in Milan by Stab. Fratelli Tensi in January 1874, for the Society for the Propogation of the Faith, in Volume 6 of Les Missions Catholiques. It was printed to accompany an article on the geography of Hong Kong written by Volonteri, who by that time had risen to become the Bishop of Honan.

There are clear differences between the two maps. The existence of the map was apparently unknown to scholars until the 1973 article "Another Volontieri Map?" was published in the Journal of the Hong Kong Branch of the Royal Asiatic Society, with the author noting "This map appears to be an individual production additional to the map of the San-On..."

By comparing the two maps, we can identify that more place names and buildings are added in the Victoria area on the present map: the Church, or Eglise de S. François, is added in the northernmost centre of the map; the Prison Anglais (English Prison) is shown on Ngong-shun-chau island, west of Kowloon.

The map is extremely rare. We are unable to find any other examples on the market in the past 30 years.

“a proper place for a company to settle a colony on” (Alexander Hamilton)

28 **IMRAY, James Frederick**

The Straits of Malacca and Singapore Compiled from Recent Surveys.

Publication
London, Published by James Imray & Son, 89 & 102 Minories, 1872.

Description
Large engraved chart on two joined sheets, lighthouses and hazards heightened with red and yellow pen and ink, laid down on linen.

Dimensions
1050 by 550mm (41.25 by 21.75 inches).

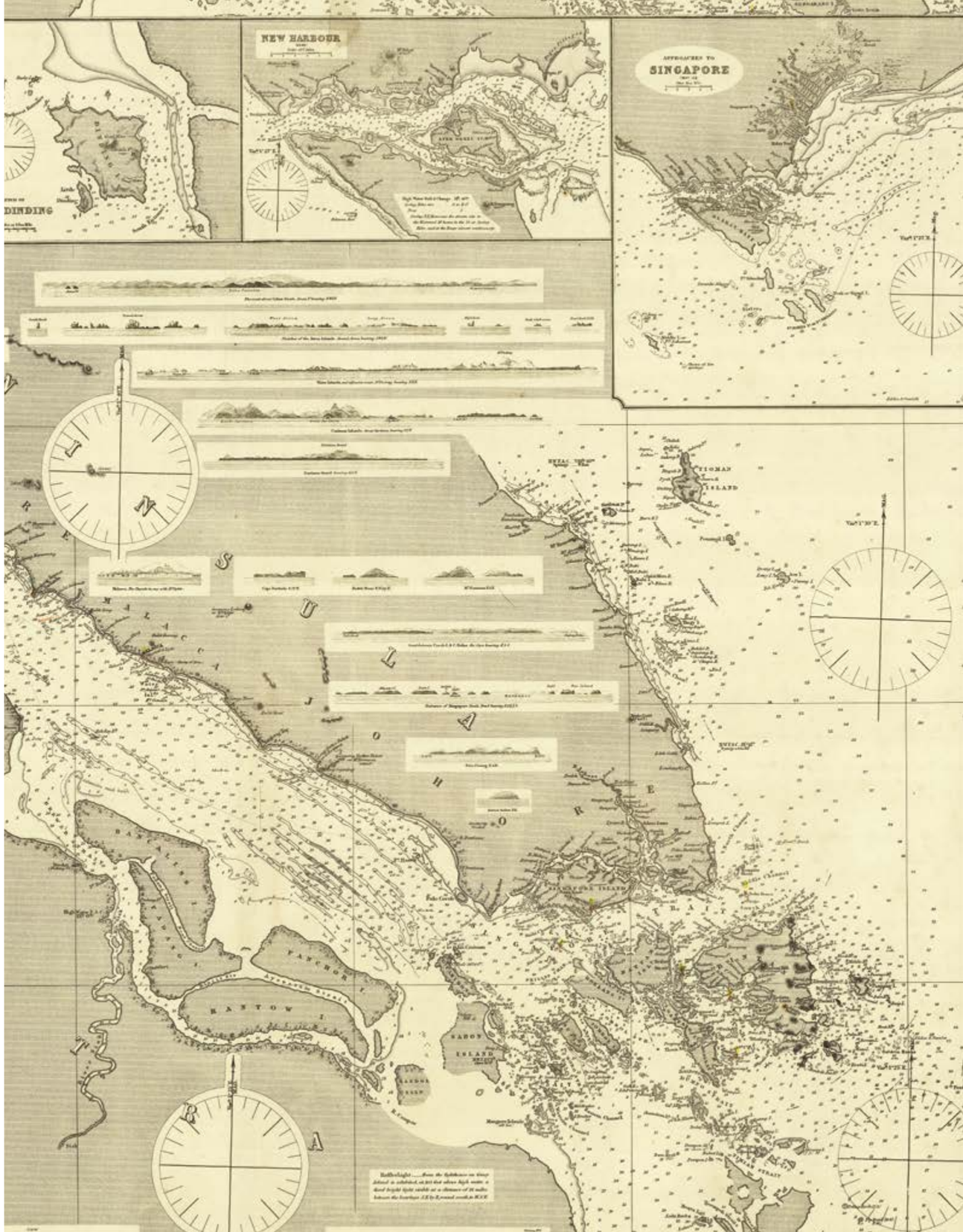
Even though the early Dutch and English voyages to the Spice Islands had used the Sunda Strait to access the Indonesian archipelago, the most proven route to the Moluccas was via the Malacca and Singapore Straits, held by the Portuguese from 1511 to 1641, when it came under Dutch rule. It would still be nearly two hundred years before the English turned their attention in earnest to gaining the strategic advantage of present-day Singapore at the eastern entrance to the Straits.

In 1818, Sir Thomas Stamford Bingley Raffles, FRS (1781 – 1826), who was the then disgruntled Lieutenant-Governor of the British settlement of Bencoolen in southwest Sumatra, persuaded the EIC to establish a base at Singapore, the strategic location of which Alexander Hamilton had identified in 1703: “a proper place for a company to settle a colony on, lying in the center of trade, and being accommodated with good rivers and safe harbours, so conveniently situated that all winds served shipping both to go out and come into those rivers” (reported by Suarez).

British control of the strategic island of Singapore helped to establish their supreme dominance of the China trade during the 1820s. It was soon settled by Europeans and Chinese, and became a financial centre, as well as an international shipping hub. In 1824, the British signed an agreement with the Dutch, which carved up Southeast Asia between them: Britain held the mainland, and the Dutch the islands. British law had given the EIC a monopoly on the China trade, however, by 1833 that had been completely undermined by independent entrepreneurs.

The current chart supersedes all its predecessors and appeared almost exactly one hundred years after William Herbert’s ‘A Chart of the Seas between the Straits of Banca and P.o Timon: with the Eastern Part of the Straits of Malacca’ (1767), then the first broadly accurate British sea chart of Asia’s busiest shipping lane. It had marked a milestone in the revival of hydrography sponsored by the EIC, and was a key chart used during the ascendancy of British economic and political power in Southeast Asia and the Far East.

Imray’s chart, first published in 1859, updated in 1862, again updated for this 1872 issue, is very detailed, and includes large-scale insets of the ‘Strait of Singapore’, a ‘Sketch of Port Dinding’, the ‘New Harbour (1840)’, ‘Approaches to Singapore (1827-54), ‘Rhio Strait’, and ‘Penang or Pr. of Wales Id. (1832)’, as well as nineteen coastal profiles. Notes that give detailed and vital information about currents, depth, and good anchorages, include ‘General Notes’, and particulars for ‘Horsburgh Lighthouse’, ‘Singapore Strait’, and the ‘Raffles Light’.



Beneath the title are a 'Note of Explanation', or key, and one that "respectfully request[s] communications that may tend to the improvement of this or any of their publications". This is followed by an honest acknowledgement of the chart's limitations in a region of complex hydrography: "This chart was compiled from various surveys, but a great portion of the coast comprised within its limits has been only very imperfectly examined".

Providing an inventory of highly accurate charts, each with up-to-the-minute information, had become a hallmark of the Imray firm. The company had risen to prominence throughout the 1860s, until the majority of the rapidly expanding British merchant fleet using Imray & Son charts in preference to those of the Admiralty, because they combined the information provided by those charts, as well as that of recent merchant-fleet and even non-British voyages. Characterised as relatively small scale, general charts, which conveniently gave an extensive overview of a particular voyage, complemented by many large-scale insets of strategic harbours.

"As official surveys of Australia, New Zealand, the north-west coast of America, and the coast of Chile became available, Imray used them to compile charts designed for wool clippers, gold rush ships, and copper and nitrate clippers. As the influence of the East India Company waned and eastern seas opened to all British ships he published new charts of the Indian and Pacific oceans, followed by popular series of larger scale charts for the intricate passages through the eastern archipelago [as here] and on to China. Charts for particular trades were promoted with labels such as 'Rice ports of India' and 'Cotton ports of Georgia'" (Susanna Fisher for DNB).

The founder of the Imray chart producing empire, James Imray, had died in 1870, and at the time of the publication of this chart, Imray's elder son, James Frederick Imray (1829–1891), held the reins. He had become a partner in the book and instrument sides of the business in 1854, and the firm had changed its name to James Imray & Son. Soon there were no less than three locations associated with the company: charts were produced at 89 Minories; 102 Minories was a saleroom for charts and books, and the nautical academy; and 1 Postern Row was a shop selling instruments.

Rare: two examples of the 1859 issue are known, at the British Library and Chatham Historical Society; the National Library of Wales holds an example from 1862; and one example, from 1882, is known in commerce.

Rare prick chart of the world

29 HEATHER, William [and], J[ames] W[illiam] NORIE

A General Chart For the purpose of pricking off a Ship's Track from England, &c. Southward, and round the World. Drawn by J.S. Hobbs, F.R.G.S. Hydrographer. 1861.

Publication
London, Published by Charles Wilson (late J.W. Norie & Wilson) No.157 Leadenhall Street, 1877.

Description
Engraved chart, on five sheets joined and backed on linen, edged in linen, a few water stains to far right.

Dimensions
820 by 1610mm (32.25 by 63.5 inches).

References
See NLA MAP RM 2651 for 1859 edition.

Rare chart of the world published for use aboard merchant and passenger shipping, in order to mark a ships track.

With ships constantly sailing back and forth between Britain and Asia, it was essential to ensure smooth and efficient passages. To this end in the 1790s William Heather, hydrographer to the East India Company, began publishing blank charts for use by East India Company shipping, which they could use as a template to plot their tracks through the sea. The charts would continue to be published by Heather, and his successor's Norie and Wilson, through much of the nineteenth century.

The present example identifies ports and harbours at which the ships might wish to stop off, as well as various shoals, reefs, and ice that could prove to be dangerous obstacles for the unwary seaman; in addition are marked tracks of Great Circle sailing.

The chart marks two ships tracks in red. The first plots a route from Portsmouth to Launceston, Tasmania, via the newly opened Suez Canal. Stops along the way include: Gibraltar; Suez; Aden; Port Galle, Sri Lanka; Albany; Adelaide; and Melbourne. The second track plots the route from London via Plymouth to just south of the Canary Islands.

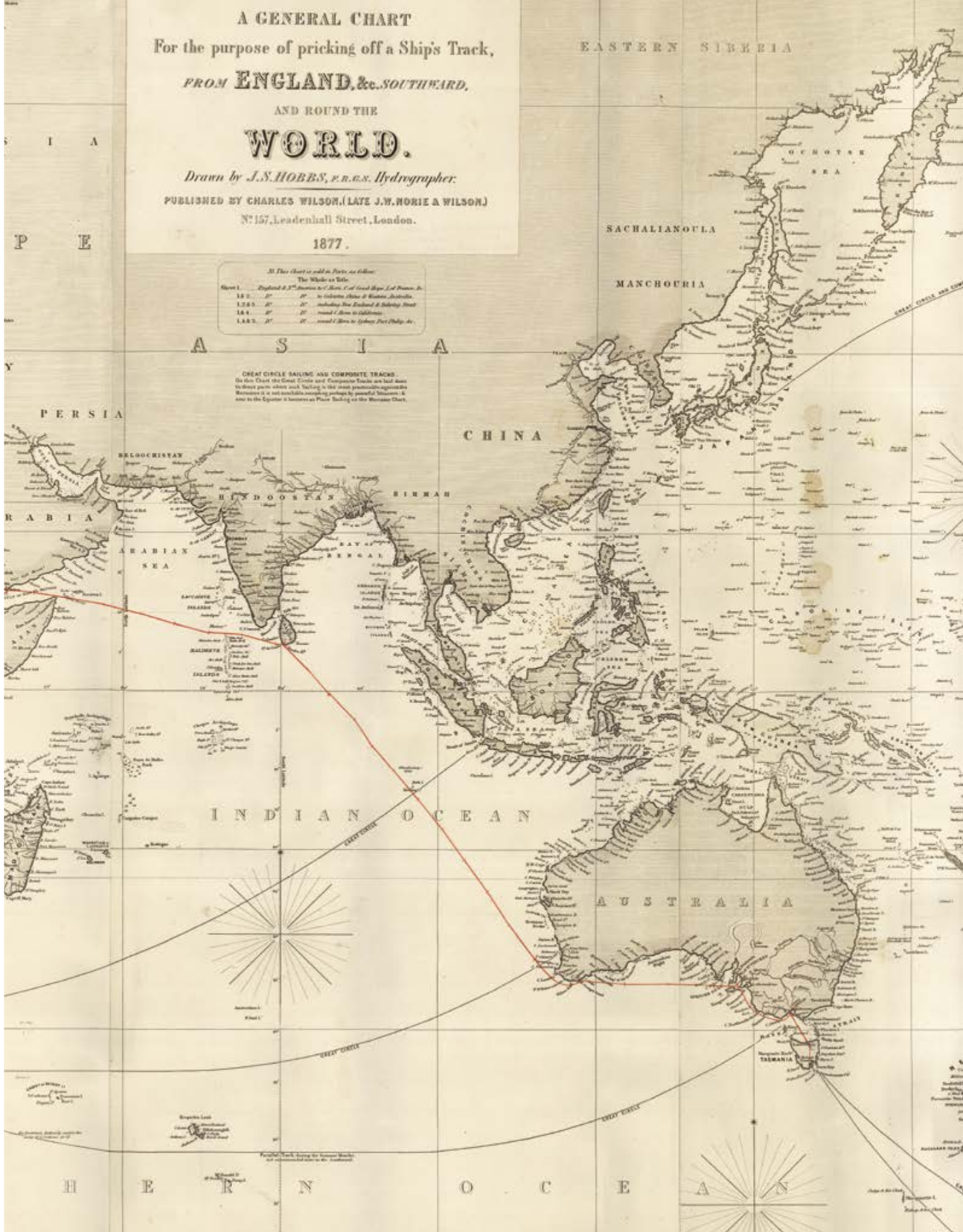
As noted below the title, the map was available in separate sheets. A navigator could buy the entire world set or just a section with specific routes/areas, depending on their needs. This set has been joined and would fold neatly, making it easy to carry on long voyages.

A note below the title states:

"GREAT CIRCLE SAILING and COMPOSITE TRACKS

On this Chart the Great Circle and Composite Tracks are laid down to those parts where such sailing is most practicable; against the Monsoons it is not available, excepting perhaps Steamers; & near to the Equator it becomes as Plane Sailing on the Mercator Chart."

A great circle track indicates the shortest distance between two points on a sphere, and therefore the most direct route. A composite, or modified great-circle, track consists of an initial great-circle track from the point of departure with its vertex on a limiting parallel of latitude.



A GENERAL CHART

For the purpose of pricking off a Ship's Track,

FROM **ENGLAND**, &c. SOUTHWARD,

AND ROUND THE

WORLD.

Drawn by J. S. HARRIS, F.R.G.S. Hydrographer

PUBLISHED BY GEORGE WILLIS, LATE JAS. IMRAY & SON, &c.

1877

NORTH AMERICA

EUROPE

ASIA

AFRICA

SOUTH AMERICA

NORTH PACIFIC OCEAN

SOUTH PACIFIC OCEAN

INDIAN OCEAN

SOUTHERN OCEAN

AUSTRALIA

CHINA

PERSIA

ARABIA

MADAGASCAR

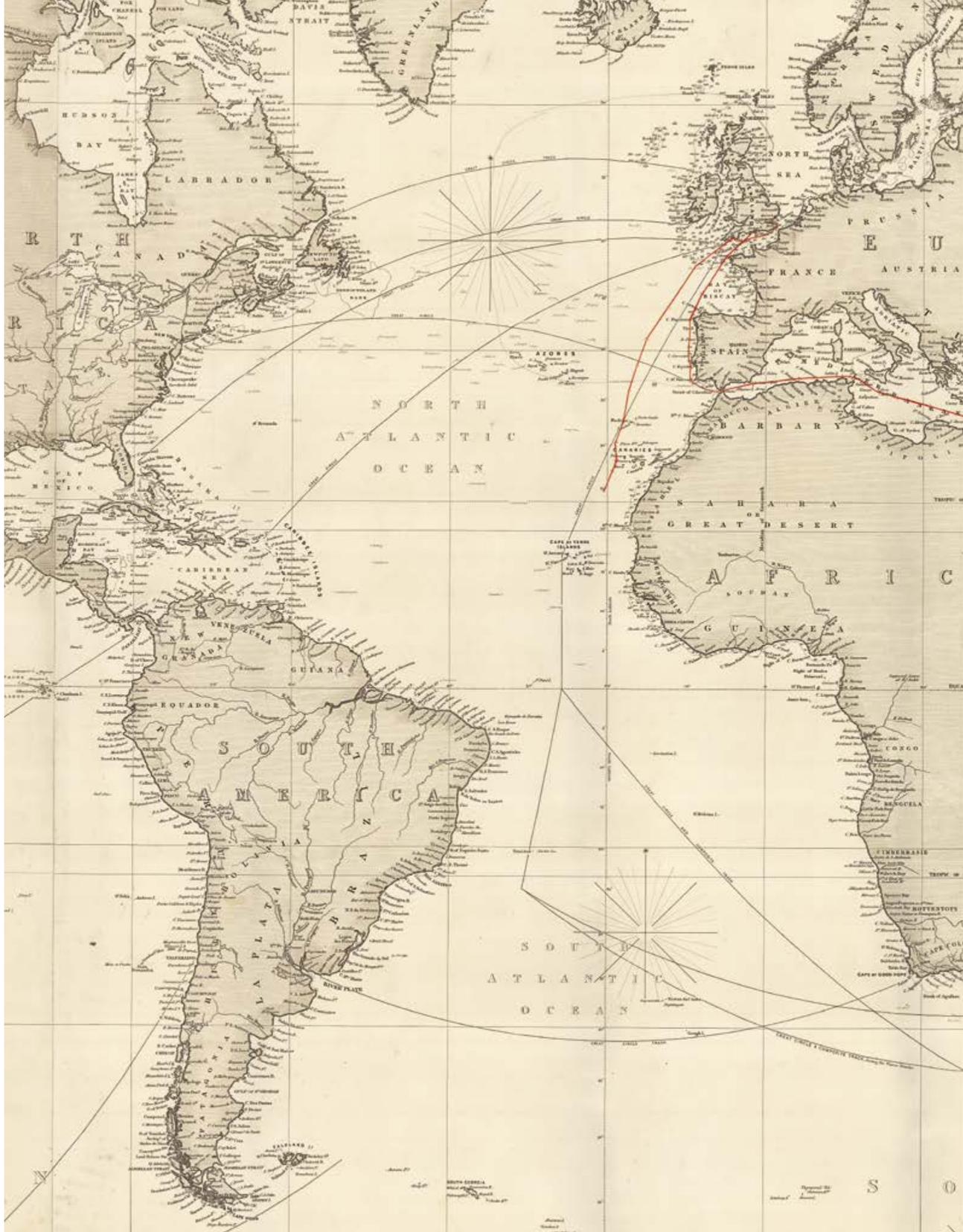
NEW ZEALAND

Prick Charts

The first prick charts were published for the East India Company by William Heather (c1766-1812) in the mid 1790s, and most likely drawn by his apprentice William Norie (1772 – 1843). Norie began his career working with William Heather, who ran the Naval Academy and Naval Warehouse in Leadenhall Street from 1795, which sold navigational instruments, charts, and books on navigation. Norie took over the Naval Warehouse after Heather's retirement and founded the company J.W. Norie and Company in 1813. After Norie's death the company became Norie and Wilson, then in 1903 Imray, Laurie, Norie & Wilson.

John Statton Hobbs, was a hydrographer and chartmaker, who produced charts for Charles Wilson successor to William Norie.

Despite the popularity of Norie's charts aboard nineteenth century British vessels, the present chart is extremely rare.



Charting the course for Queen Victoria's Royal Yacht

30 THE ADMIRALTY

[Chart case and set of charts from Queen Victoria's Royal Yacht Victoria and Albert (II)].

Publication
London, The Admiralty, [1880-1900].

Description
Glass fronted chart case (965 by 665 by 810mm, (1370mm when extended)), with drop leaf table extensions, consisting of eleven shelves, ten of which are lettered from top to bottom, 'Cape and Africa', 'N. American and West Indies', 'Australia', 'China', 'East Indies', 'Pacific', 'Channel and Western Station', 'Mediterranean', 'Channel, North Sea & Baltic', 'S.E. Coast of America'; the furniture housing 10 pilots, a meterological atlas of the Red Sea, and an atlas of global barometric pressure, each pilot with manuscript contents sheet, both atlases with printed title and preliminaries, the 12 works containing a total of 284 maps and charts (chart of the Sunda Strait lacking to China pilot, five charts loosely inserted in the Mediterranean pilot, one loosely inserted into the India pilot, loose chart of the coal and telegraph lines for 1899) all works bound in blue buckram covers, lettered in gilt to upper cover.

References
Ritchie, Rear Admiral G.S., The Admiralty Chart, London, Carnegie Publishing, 1995.

A chart case from the Her Majesty's Yacht *Victoria and Albert* (II), containing 284 charts, covering the entire globe, and demonstrating The British Admiralty's mastery of the seas at the height of the British Empire.

The chart case contains 10 pilots providing detailed charts for navigation from the British Isles to: Africa and the Cape of Good Hope; North America and the West Indies; Australia; China; The East Indies; The Pacific; The English Channel and Ireland; The Mediterranean; The English Channel, North Sea and Baltic; and The South East Coast of South America. Ranging from 30 charts contained in the China pilot to a mere 14 charts in the Africa pilot.

All the pilots, although composite in nature follow a similar arrangement, each begin with a manuscript contents sheet written in a neat copperplate script, listing the titles of the charts together with the chart's Admiralty number. The majority of the pilots then commence with the same four charts: Chart No. 2060: The North Atlantic Ocean Eastern Part; No. 2059: The Atlantic Ocean; No. 2598: [Map of the World] Curves of Equal Magnetic Variation for the Year 1880; and No. 1598: The English Channel, 1882.

The pilots show the great expansion of British Admiralty surveying throughout the nineteenth century: from acquiring manuscript surveys from returning merchant and naval vessels, supplemented with the acquisition of privately produced charts by the likes of Sayer, Heather and Norie, to having a fleet of 12 ships carrying out surveying work across the whole world.

One of the earliest areas to be systematically surveyed by the Admiralty was the west and east coasts of Africa, including the southern coast of Saudi Arabia.

Britain at the beginning of the nineteenth century was beginning to look for an expansion of her trade along the east coast of Africa; in 1821 preparations were made at the Admiralty for an expedition to survey the African coast. The work was entrusted to Captain William Fitzwilliam Owen (1774-1857), and between 1822 and 1826, Owen surveyed much of the west, and east coasts of Africa, the south coast of Arabia, and the River Gambia. Owen's work was not without incident, whilst in Muscat, he invited the Sultan on board the ships, but was therefore forced to temporarily tow away the huge number of pigs on board to avoid offending the Muslim Sultan; it is reported that the whole cove echoed with their squeals. These incidences aside, it was these surveys together with his work in the India Ocean (represented in the pilots here by: Nos. 598; 721; 594; and 595) that earned him the respect of the Admiralty, who presented him with a silver punch-bowl in the form of a globe of the earth surmounted by Neptune and supported by figures representing the four continents. Other charts of note relating to Africa contained in these pilots include : No. 1771: Captain Edmund Palmer's chart of St Helena

INDIAN OCEAN

WITH THE WESTERN PORTION OF

PACIFIC OCEAN

Compiled from the latest Government Surveys

EUROPE

ASIA

AFRICA

AUSTRALIA

INDIAN OCEAN

NORTH PACIFIC OCEAN

SOUTH PACIFIC OCEAN

London, Published at the Admiralty 1st May 1859 under the Superintendance of Captain G.H. Richards, R.N. F.R.S. Hydrographer

the most accurate survey of the island carried out in the nineteenth century; and No. 1691: Lieutenant Bedford's survey of the Ascension Islands, 1838.

In Asia British influence had, with the conquering of India, dramatically increased by the beginning of the nineteenth century. This coupled with her acquiring footholds in Southeast Asia, such as Singapore and Hong Kong, led the Admiralty to send several voyages to the Far East, the most important of which was Captain Richard Collinson's (1811-1883) surveying work. Collinson, in command of HMS *Plover* spent the years 1842 to 1846 charting the Chinese coast, the first systematic charting of the waters, producing charts on which all successors were based (Nos. 2660a, 2660b, 2661a, and 2661b). Chart No. 1480, 'Yang-Tse-Kiang from the Sea to Nanking', his important survey of the Yangtse River from Shanghai to Nanjing, still bears his name.

In 1836, Collinson had been a lieutenant on HMS *Sulphur*, a surveying vessel in the Pacific, under the command of Captains Beechey and Belcher. On her return voyage via China, in 1841, the vessel became involved in the First Opium War, and specifically in the capture of Wangtong on the Pearl River delta. Whilst in the area Captain Belcher surveyed Hong Kong, the first scientific survey of the island (No. 1466). Belcher would return to the Far East in 1843-46 in command of HMS *Samarang* in order to survey the South China Seas, and like Collinson providing a template on which all subsequent surveys were based. The work also includes Captain J.W. Reed's important survey of the Singapore Straits carried out on HMS *Rifleman*, between 1865 and 1869 (No. 2403). Reed would also resurvey the waters between Singapore and Hong Kong.

Britain's dominance of the Indian subcontinent, would draw her into what became known as the 'Great Game': Britain and Russia's struggle for de facto control of Central Asia. To this end the British fought several proxy wars, one such was the First Anglo-Persian War (1856-57). Commander Charles Constable, son of the painter John Constable, was attached to the Persian Expeditionary Force, as a surveyor aboard the ship *Euphrates*. On the conclusion of the war, Constable was ordered to survey the Arabian Gulf, which occupied him from April 1857 to March 1860, with Lieutenant Stiffe as assistant surveyor. The survey (Nos. 2837a and 2837b) which contains the first detailed survey of Abu Dhabi, would become the standard work well into the twentieth century.

During the time that Constable was surveying the Gulf, the Suez Canal, one of the greatest civil engineering feats of the nineteenth century was under construction. When it opened in 1869 it would reduce the distance from London to the Arabian Gulf from 11,300 nautical miles to 6,400 nautical miles, and cut the journey time from London to Singapore from 58 to 42 days. The canal is depicted in chart No. 2555, based on surveys carried out by the French Navy in 1876, with soundings taken by HMS *Shearwater*.


HONGKONG
HONG KONG

CHINA SEA

SINGAPORE STRAIT

BY STAFF COMMANDER J. W. REED, R.N.† AND LIEUT.ˢᵗ W. D. THOMAS, F. J. DAY & J. D. ELLIS

Assisted by the Officers of H.M.S. Rifleman 1865-69

with additions from the latest British & Dutch authorities

MALAY PENINSULA

TANJONG

SINGAPORE ISLAND

OLD STRAITS OR SELAT TEBRAU

JOHORE R.

JOHORE

PULO UBIN

PULO TEKONG BESAR

PULO TEKONG KECHIL

MIDDLE CHANNEL

SOUTH CHANNEL

MALACCA STRAIT

MAIN STRAIT

PHILIP CHANNEL

BATTAM BAY

PULO BATTAM

RIAU STRAIT

PULO BINTANG

DURIAN STRAIT

GREAT CARIMON ISLAND

PULO SENGARANG

PULO PERAH

PULO BESAR

PULO KEMPAS

PULO SENGARANG

The opening of the canal also bought a renewed interest in the Mediterranean, Red, and Arabian Seas. Britain had during the nineteenth century acquired several strategically important islands in the Mediterranean, most notably Malta and Cyprus. The present work contains Captains Graves's and Spratt's chart of Malta and Gozo (No. 194), and Valetta harbour (No. 195), surveyed in 1863, as well as Graves's exceedingly rare chart of Cyprus (No. 2074) of 1849.

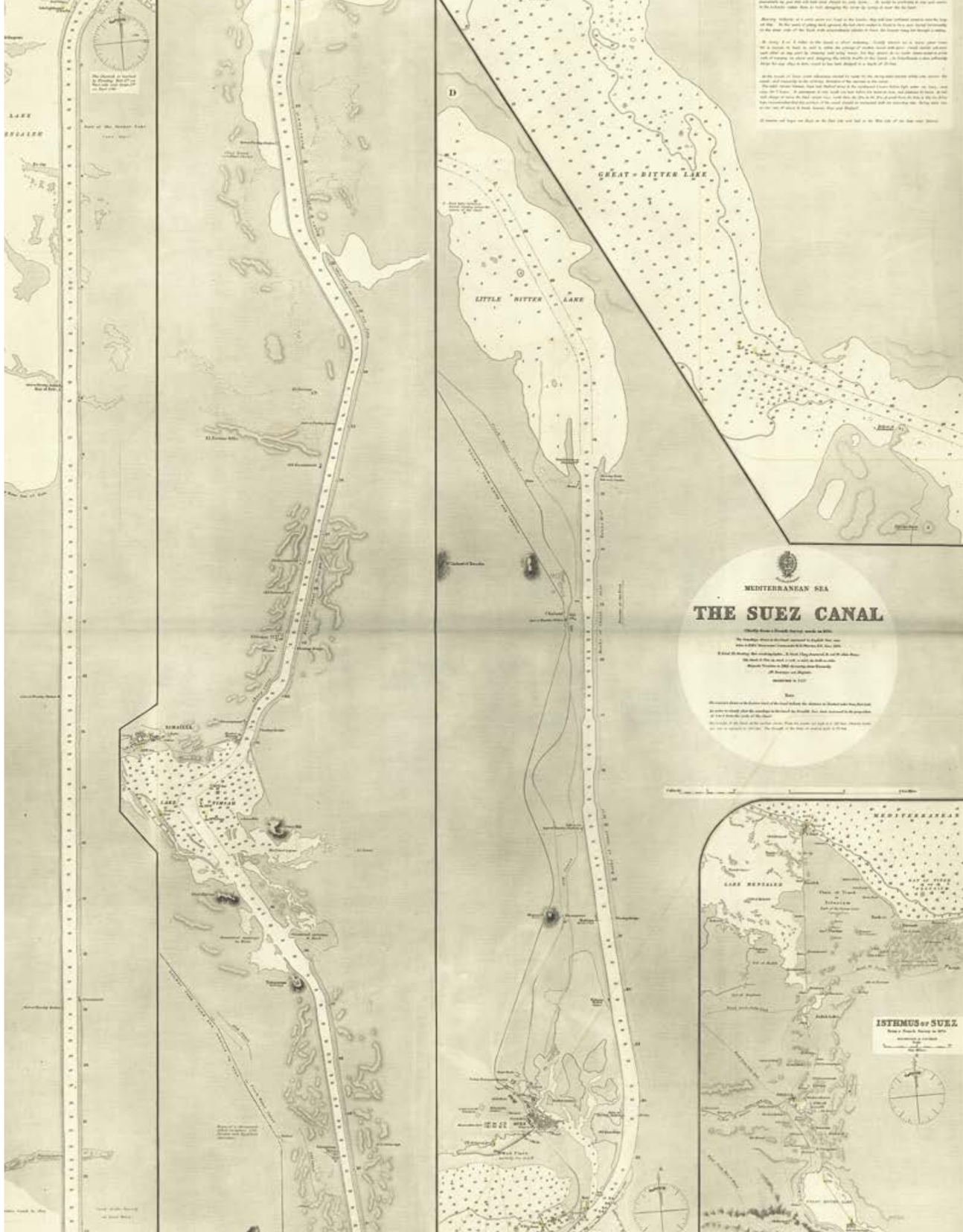
The work also contains the first meteorological atlas of the Red Sea, which states in its introductory text:

"Very few observations have been obtained prior to the opening of the Suez Canal in 1869, and nearly all the material which has been used is of necessity for the steamships, which follow much the same track within very narrow limits"

The steamship had come to dominate global shipping by the end of the nineteenth century, and two further charts point to their use: chart No. 9 of the Arabian Sea "shewing the winds & currents during the south-west monsoon with the probable best track for steamers from Bombay to Aden"; and chart No. 1188, the 'Coal and Telegraph Chart' of 1899, marking the steamship's refuelling stations.

The charts discussed up until now where often driven by British commercial considerations, be that on the East African coast, the shores of India, or far flung China. However, the Admiralty from the time of Cook were also heavily involved in voyages of exploration. One of the greatest voyages was that of HMS *Beagle*, now principally remembered for Darwin's discoveries, she was also responsible for several important surveys; included in the present work are, Captain Fitzroy's survey of the Falkland Islands (Nos. 1354, 1354A and 1354B); and that of the Magellan Strait (No. 554) – the first scientific survey of the Straits, and carried out by Fitzroy on the First (1826-31) and completed on the Second voyage of the *Beagle* (1832-36).

The *Beagle*'s Third voyage (1837-43) took her to Australia; now under the command of Captain J. C. Wickham, who together with his second in command Lieutenant Stokes, carried out extensive surveys of the west, and south coast, including the Bass Strait and Tasmania (Nos. 1695a, 1695b, 2759a, 2759b, 1079). Lieutenant Stokes, as commander of HMS Acheron, would between 1848 and 1855, produce the first systematic survey of New Zealand (Nos. 1212, 2053, 2054). With the Australian Gold Rush of the 1850s, the Admiralty began to take a greater interest in Australian waters. Captain H.M. Denham of HMS *Herald*, spent from 1852 to 1860 charting the eastern seas of Australia and covering the Great Barrier Reef and waters as far as Fiji (Nos. 2763, 2764, and 2691), he would also be responsible for the third survey of Sydney Harbour in 1857 (No. 1069).

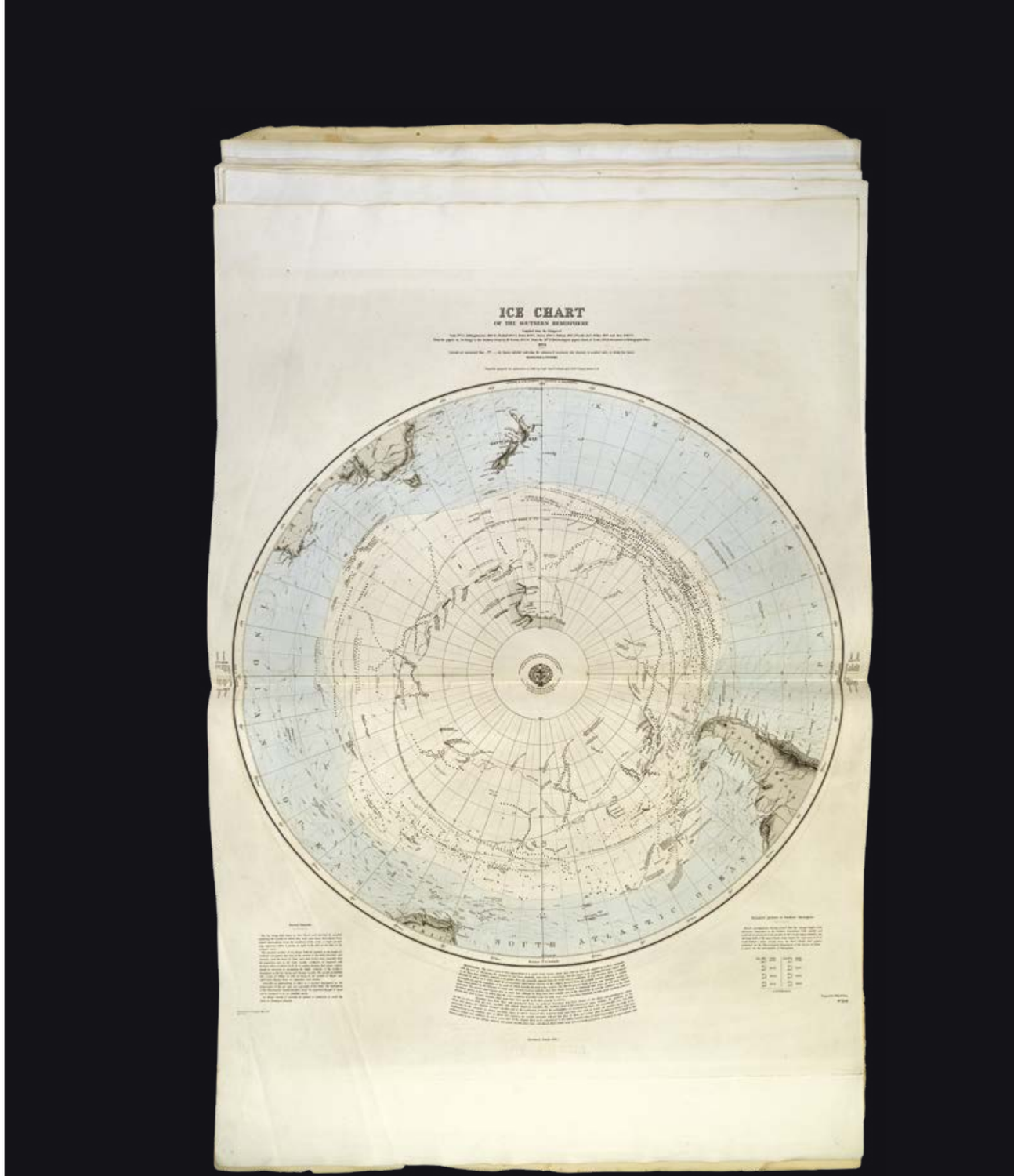


The charting of waters around the great southern continent would lead to several expeditions even further south, to the Antarctic. The 'Ice Chart' (No. 1241), first published in 1866, maps numerous voyages of exploration, including Cook's, Bellingshausen, Weddell, and Ross and also includes John Thomas Towson's work on "Icebergs in the Southern Ocean" (1859), and other papers from the Hydrographic Office. As the advertisement below the chart states the principal reason for the work's publication was not only in order to map the known limits of the Antarctic pack ice, but also to plot the previous sightings of icebergs - each marked by a symbol denoting the month in which it was sighted - which, "drifted by the influence of winds and currents to low latitudes, have been found seriously to embarrass, and delay, as well as to imperil navigation". The text goes on to qualify the placement of the bergs on the chart, by stating that iceberg placement and frequency has been known to vary considerably from year to year. Thus an "arbitrary boundary has been drawn on the chart, distinguished by colour the free or clear; from the more doubtful and indeed dangerous parallels".

In North America the charts concentrate on Canadian and West Indian waters, with the charts of the United States principally taken from U.S. naval surveys; one chart (No. 2670) from Halifax to Delaware even credits Des Barres survey of 1770! Other charts of note are Captain Bayfield's surveys of Halifax Harbour (No. 2320), and the St Lawrence River (No.2516). Bayfield the father of Canadian hydrography, would between 1816 and 1856 survey almost the entire shoreline from Lake Superior to the Atlantic Ocean, and produce the first set of sailing directions for the St Lawrence River and the Gulf. In the Caribbean, Commander J. Parson's survey of 1869 is included (Nos. 2485 and 502); as is Commander Stanley's survey of Royal and Kingston Harbours (No. 456).

HMY *Victoria and Albert* (II)

The HMY *Victoria and Albert* (II) was the second yacht of this name and was built and launched at HM Dockyard, Pembroke in 1855. Measuring 300 feet in length by 40 feet in the beam, it had a displacement tonnage of 2479 and was capable of 14¾ knots. During her first voyage in 1855 and on many subsequent occasions she proved to be a good sea boat. Queen Victoria used her numerous times, including periodic reviews of the fleet, inspection of ships and official visits to various United Kingdom and continental ports. The yacht was also used by several members of the royal family, most notably Edward Prince of Wales's wife, later Queen Alexandra, who commissioned the yacht extensively in the 1890s to visit her family in Denmark, and her extended family in St Petersburg.



Contents

1. THE ADMIRALTY. 'Officer's Atlas. Africa & Cape of Good Hope Station'. Folio (670 by 540mm), manuscript index, 14 engraved charts, blue buckram covers, lettered in gilt.

2. THE ADMIRALTY. 'Officer's Atlas. North America & West India Station'. Folio (670 by 540mm), manuscript index, 19 engraved charts, blue buckram covers, lettered in gilt.

3. THE ADMIRALTY. 'Officer's Atlas. Australian Station'. Folio (670 by 540mm), manuscript index, 24 engraved charts, blue buckram covers, lettered in gilt.

4. THE ADMIRALTY. 'Officer's Atlas. China Station'. Folio (670 by 540mm), manuscript index, 30 engraved charts, (lacking chart of the Sunda Strait), blue buckram covers, lettered in gilt.

5. THE ADMIRALTY. 'Officer's Atlas. The East India Station'. Folio (670 by 540mm), manuscript index, 28 engraved charts (chart of the Andaman Islands, backed on linen and loosely inserted), blue buckram covers, lettered in gilt.

6. THE ADMIRALTY. 'Officer's Atlas. Pacific Station'. Folio (670 by 540mm), manuscript index, 25 engraved charts, blue buckram covers, lettered in gilt.

7. THE ADMIRALTY. 'Officer's Atlas. Channel & Western Station'. Folio (670 by 540mm), manuscript index, 27 engraved charts, blue buckram covers, lettered in gilt.

8. THE ADMIRALTY. 'Officer's Atlas. Mediterranean Station'. Folio (670 by 540mm), manuscript index, 30 charts, five charts backed on linen and loosely inserted, blue buckram covers, lettered in gilt.

9. THE ADMIRALTY. 'Officer's Atlas. Channel, North Sea & Baltic Station'. Folio (670 by 540mm), manuscript index, 22 engraved charts, blue buckram covers, lettered in gilt.

10. THE ADMIRALTY. 'Officer's Atlas. Brazils Station'. Folio (670 by 540mm), manuscript index, 19 engraved charts, blue buckram covers, lettered in gilt.

11. THE ADMIRALTY. 'Meteorological Charts of the Red Sea', London, 1895. Folio (555 by 340mm), title, preface, introduction, 24 lithograph maps, blue buckram covers, lettered in gilt.

12. THE ADMIRALTY. 'Charts showing the mean barometrical pressure over the Atlantic, Indian, and Pacific Oceans'. London, 1887. Folio (690 by 520mm) Title, introduction, four double-page charts of the Atlantic, four single sheet charts of the Indian Ocean, four double-page charts of the Pacific Ocean, 10 charts on three map sheets.

Introduction: "The Series in this Atlas are for the months of February, May, August, and November, selected to represent the Mean Barometrical Pressure for Winter, Spring Summer, and Autumn respectively in either Hemisphere. Four index charts, on a smaller scale, exhibit for the same months the lines of equal pressure (isobars) over the entire globe".

13. THE ADMIRALTY 'Coal and Telegraph Chart [Compiled in the Hydrographic Department]' No. 1188. London, 8th August 1899. Large Corrections to 1899.

Engraved chart, inset of the Mediterranean Sea, and Suez Canal. Dimensions: 680 by 1140mm.

The most up-to-date practical knowledge on navigation and information on foreign countries

31 **THEVENOT, Melchisédec**

Relations de divers voyages curieux, qui n'ont point esté publiées, ou qui on esté traduits d'Hacluyt, de Purchas, et d'autres voyageurs Anglais, Hollandois, Portugais, Allemands, Espagnols, et de quelques Persans, Arabes, et autres auteurs orientaux.

Publication
A Paris, chez André Cramoisy, 1666 - 1672.

Description
4 volumes in 2. Folio (334 by 230mm). Text in French and Greek, title-pages printed in red and black, 3 of the 4 title-pages match those for the fourth part, and are dated 1672 (see Brunet V, 810), with original Roman numerals (1663 and 1664) altered in early manuscript; full vellum over pasteboard, title in manuscript of the spines, some minor restoration.

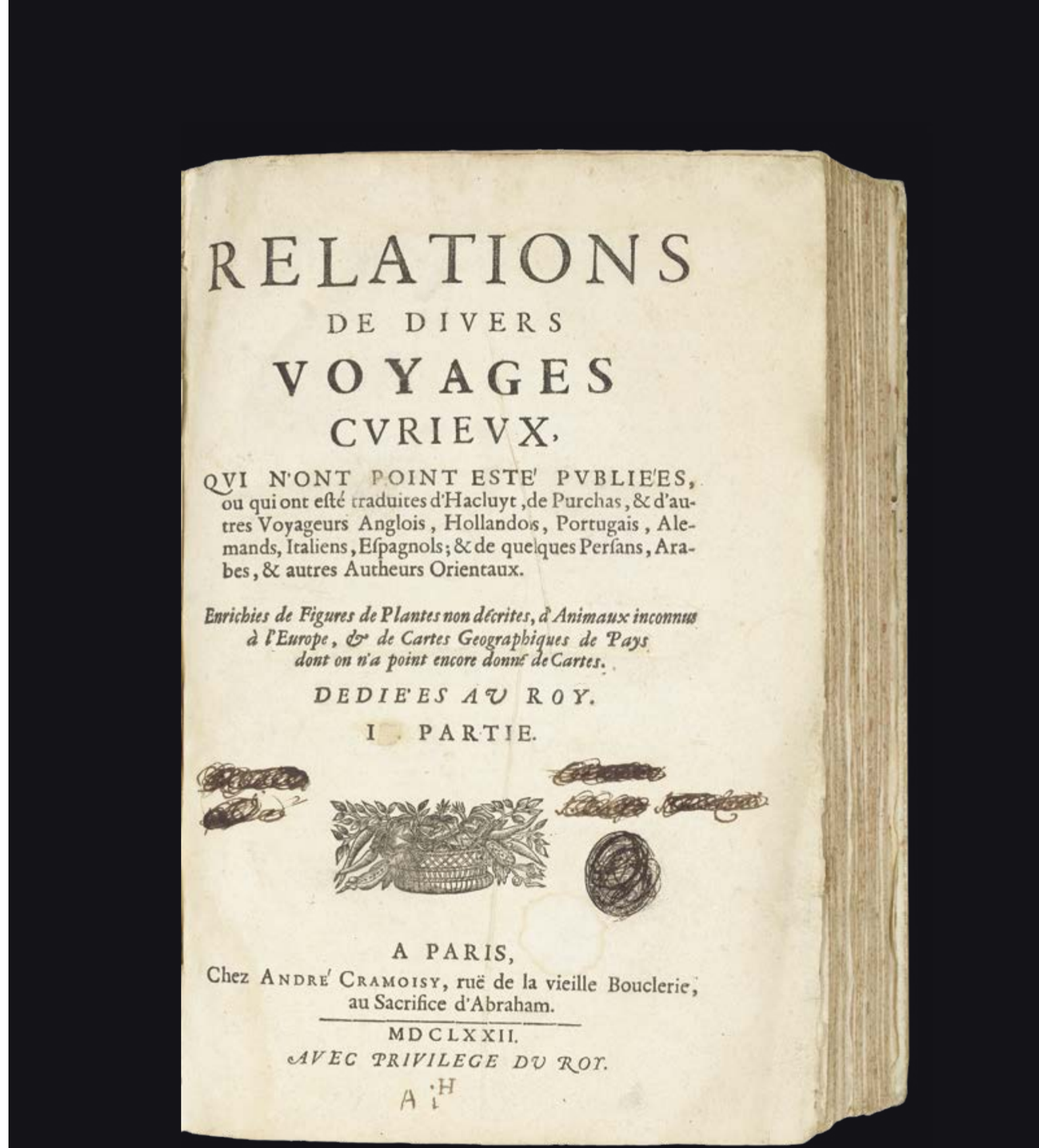
Volume one, part I: pp. [8] 52, 40, 12, 80, 30, 24, 35 [1], 52, XXV [3] with 3 large folding engraved maps, and illustrations throughout; without Routier des Indes orientales, but with Description des Pyramides d'Egypte, and numerous tables related to China; part II: pp. [16] 20, 60, 128, 40, 16, 48, 4, 26 with 10 folding engraved plates including 2 large folding maps, and some folding tables.

Thevenot's monumental collection of voyages and exploration: a continuation of Haklyut and Purchas, and with the addition of accounts of exploration in the southern oceans, the East Indies, China and Arabia. His compilation was issued in five parts over more than thirty years: part I in 1663, part II in 1664, part III in 1666, part IV during 1672-1674, and part V in 1696. During the course of publication, the parts of the collection already printed were reissued with new title-pages in 1664, 1666, 1672 [as here], 1683, and 1696. Some sheets were reprinted for these reissues, and any two examples, issued before 1683, are rarely the same, with some "inserts" being more scarce than others. The current example is as originally issued, and seems to be composed of sheets for the 1666 re-issue, with new title-pages to parts I, II, and IV. It has been bound without some maps and inserts found in other examples, but is with others not so commonly found (see 'Collation').

Of all the truly legendary voyages undertaken in perilously small open boats, Pelsaert's voyage from the Abrolhos to Bavatia in June and July of 1629 is an extraordinary feat of endurance in extremis. The current set includes the very rare 'La Terre Avstrale decovverte par le Capitaine Pelsart, qui y fait naufrage': just seven pages that recount the tragedy of shipwreck, the bloody savagery of mutiny, Pelsaert's extraordinary journey, and the viscious aftermath of just retribution. The account is illustrated with the large folding map 'Terre Avstrale decouverte l'an 1644', after Tasman, here in its third state, with the Tropic of Capricorn and rhumb lines, 1672.

Other important maps include: the second printing of an important untitled map of the East Indies, after Teixeira's chart which had been prepared in the 1640s for Portuguese cartographers. Drawn in the same style as a portolan, with no inland details, there are two insets showing the Ganges Delta and Chittagong, Hokkaidō is shown as an island north of Japan ("Iezo"); 'Imperii Sinarum Nova Descriptio, a map of China', including Korea, Taiwan and Japan, drawn after the work of Martino Martini as published by the Blaeus, but showing Hokkaidō joined to the mainland; and 'Ioao Teixeira Cosmographo de Sua Magestade Afex em Lixboa O Anno de 1649', an important chart of the entire east coast of Africa, the Arabian Peninsula, Persia, the west coast of India and adjacent Indian Ocean islands, one of the few printed charts taken directly from Portuguese sources, based upon a 1649 portolan chart by João Teixeira, royal cosmographer of Portugal.

One of the great driving forces behind 'Divers voyages' was Thévenot's desire to help France achieve her aim to increase colonial trade to compete with other European nations. The book aimed to gather together the most up-to-date practical knowledge on navigation and information on foreign countries.



RELATIONS
DE DIVERS
VOYAGES
CVRIEVX,
QVI N'ONT POINT ESTE' PVBLIE'ES,
ou qui ont eſté traduites d'Hacluyt, de Purchas, & d'autres Voyageurs Anglois, Hollandois, Portugais, Alemands, Italiens, Eſpagnols; & de quelques Perſans, Arabes, & autres Autheurs Orientaux.

Enrichies de Figures de Plantes non décrites, d'Animaux inconnus à l'Europe, & de Cartes Geographiques de Pays dont on n'a point encore donné de Cartes.

DEDIE'ES AV ROY.

I PARTIE.

A PARIS,
Chez ANDRE' CRAMOISY, ruë de la vieille Bouclerie, au Sacrifice d'Abraham.

MDCLXXII.
AVEC PRIVILEGE DU ROY.

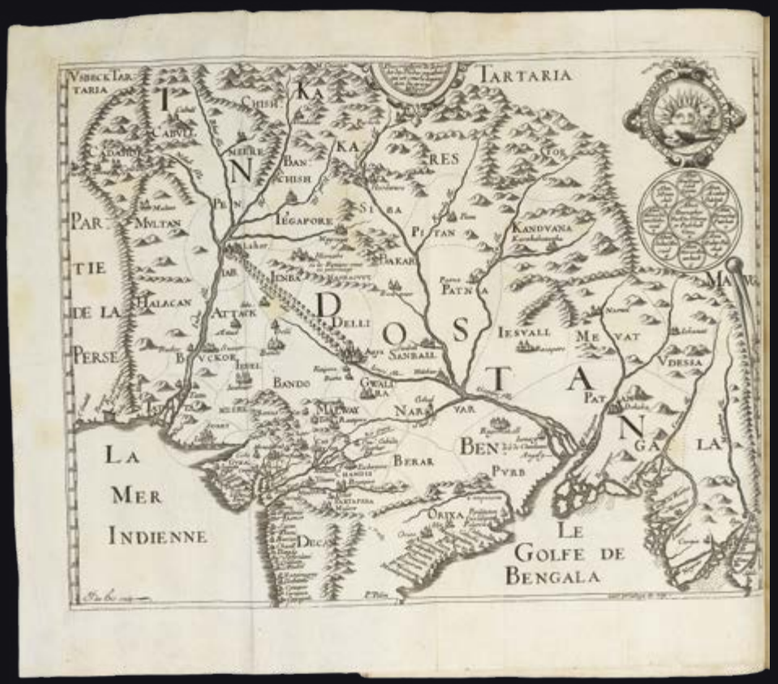
Collation.
Part I: [4] leaves, 52 pages, with map of Colchide; 1-26; 17-40; 12 pages with map of India under Mogol; 80 pages; 30 pages; 1-10; 19-24; 17-24; 35 pages; [1] page; 56 pages with map of Australia; XXV; [1] with two plates of Egyptian mummies; bound without 2 plates with Caldean characters, and one map of Bassora. Part II: [8] leaves, 20 pages; 60 pages with 4 plates of Arabic coasts; 128 pages with map of Serloine; 40 pages with map of China and Philippines; 16 pages; 48 pages with plate justice en iapon between pages 45 and 46; 4 pages; 26 pages; bound without, 1 map of Arabia, 1 map of Pegu et Japon, and 2 leaves of text (pages 27-30, last part on China). Volume two, part IV: La science des Chinois with its own title-page; pp. [4] 14, 24, 16, 16, 8, [4] 58, 40, 23 [1], 24, 4 with one folding engraved plate; part III: engraved frontispiece titled Ambassade des Hollandois a la Chine (1666); pp. [8] 68, 216, 12 with 15 engraved plates, including 2 large folding maps, and one folding table.

Part IV: [2] leaves, 14 pages; 24 pages; 16 pages; 16 pages; 8 pages; 4 pages; map of the Red Sea; 46 pages with 63 plates and pages 47-58 of text; 23 pages; 24 pages; 4 pages, 2 plates with animals and plants from China; bound without: frontispiece particulier du voyage du sieur Acarette, ??? 23 of 24 pages of Viaggio del P. Grueber including the plate of the Chinese alphabet, with only the French translation of the account and map of Ethiopia. Part III: 1 leaf; [3] leaves; 28 pages; pages 31-68 with plate of the route (bound between pages 26 and 27 of following work); map of China; 216 pages; 12 pages; 10 plates not called for by Brunet, from the Voyage des ambassadeurs bound at the end; bound without the frontispiece to the part III, 2 leaves of text at the end of the first avis, 2 plates from the Voyage des ambassadeurs.

References
Brunet, t. V, col. 810-813; Sabin 95333.

Melchisedech Thévenot (1620-1692) was a French diplomat, scientist, and travel writer. He was a scholar with interests in mathematics, physics, and medicine, acting as the patron of several early scientific societies and most notably contributing to the formation of the Académie des Sciences. His early career included two missions to Italy in the 1640s and 1650s, and it was there that he first developed an interest in the study of Oriental languages. In 1663, he published the first part of his 'Relations de Divers Voyages', a work that would secure his reputation as one of the most important travel compilers of the seventeenth century. He would go on to publish a second and third part in 1666, a fourth in 1672, and a final fifth part was being assembled in 1692 when Thévenot died, and would not be published until 1696.

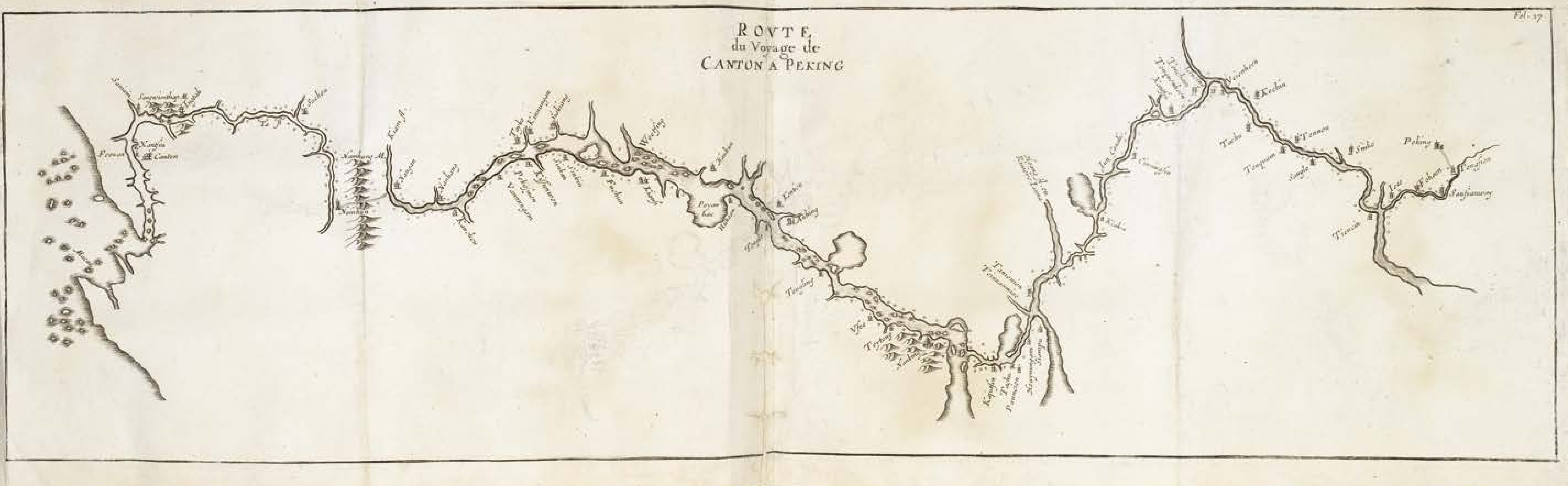
Provenance
1. With the Ex libris on two frontispieces of the convent of the Discalced Carmelites in Como (suppressed in 1792).
2. Early manuscript purchase annotation on the front paste-down of volume one of the Como bookseller Pasquale Ostinelli (1804).



Mimo que por entre Serras se continua por mais de 360 legoas fe 20r. 18 os chinas esta
tão prohibitiva obra, pera se defenderē dissoturaros cõquem
Tanyv Tartariæ
Xantung
Xansi
Honan
Nanking
Xechven
Hv quam
Kiangsi
Quangsi
Yunnan
Tropique de Cancro
Tungking
Cochinchina
Reino
Pekin
Liaotung
Da China
Iapão
Ilhas de Iapão
Iezo
Terra que vio Iozē Segunda vez da China pera nossa Espanha
Ilhas
Das Velas
Ilhas de Salamaõ
O Rixa
Bengala
Aracão
Pegv
Siam
Cauchinchina
Borneo
Estreito de
Chatigão
Vrixa
Bengala

toient retirez au Midy, ils eurent l'Empire tout entier pour le prix & pour recom-

les mains & le viſage: ont auſſi vn couteau qui pend à leur coſté, auec deux bourſes, dans leſquelles ils ont du tabac qu'ils ayment beaucoup.



manches eſtroites, qui finiſſent en forme de

ne ceinture vn peu large, & ont vn mouchoir à chaque coſté pour s'eſſuyer

grande facilité; & il y en a meſme deſia pluſieurs qui en font profeſſion. Qui eſt celuy qui pourra nier que le Ciel ne leur ait ouuert le chemin

HOLLANDIA

TROPIQVE DE CAPRICORNE

TERRE AVSTRALE

découuerte l'an 1644.

NOVA

detecta 1644.

Landt

Direx Hartogs Ree

deendragt

Houtmans Abrolhos

Eylt de Edels landt

Terre de Diemens
découuerte le 24. nouembre
1642.

Het Eylandt
dry Koningen

Zee

French manuscript chart of Java - the heart of the Dutch empire

32 [ANONYMOUS]

Partie De L'Isle De Java - Suite De L'Isle De Iava.

Publication
[Probably Paris, Dépôt des cartes et plans de la Marine, c1733-1739].

Description
Manuscript chart, pen and black ink and colour wash, on two separate sheets of paper watermarked with Strasburg Lily within a shield, initials "VDL" beneath and countermark "IV" (closest to Churchill 405, dated to 1733, from the mill of Pieter van der Ley, son of Gerrit Pieters van der Ley who worked De Wever - the Weaver - and De Bonsem - the Polecat - mills at Koog aan de Zaan, Holland, from 1674 onwards).

Dimensions
530 by 1500mm (20.75 by 59 inches), overall.

References
Simpson, 'Java Emerging Unfolding Cartographic Views', The National Library Magazine, December 2010.

The conquest of Jakarta by the Dutch, who immediately renamed the port Batavia, in 1619, gave the VOC its Asian headquarters, from which it commanded a vast trading empire, eventually extending from southern Africa to Japan, that lasted for nearly two hundred years. By the end of the 1730s, the British and French had begun to flex their seafaring muscles in the area, and were publishing their own maps. This large-scale and detailed French chart of Java is clear evidence of a hostile interest that is directed at the very the heart of the Dutch empire. It is very similar to Francois Valentyn's large chart 'Nieuwe en zeer naaukeurige kaart van t Eyland Java Major of Groot Java', published in his 'Oud en Nieuw Oost-Indien, vervattende een Naaukeurige en Uitvoerige Verhandelinge van Nederlands Mogentheyd in die Gewesten', 1724-1726, based on his own research, correspondence, and from previously unpublished material secured from the VOC officials.

Some of this information must also have been available to the Chatelain family who published their 'Carte de l'Ile de Java: Partie Occidentale, Partie Orientale,...' (1719), which included details of inland topography not found on this manuscript chart, nor on Valentyn's. The Chatelain map is avowedly based on Hadriaan Reland's work, which was not published by the Dutch until Johannes van Keulen issued it as 'Insulae Iavae pars Occidentalis edente Hadriano Relando' in 1728. Interestingly, this manuscript chart includes soundings that are not expressed on Chatelains' chart, implying some more recent knowledge of the coastline. However, it does not reflect VOC knowledge of the southern coastline of Java dating from 1739, when Paulus Paulsz., in the 'sloop de Valk', went on a surveying expedition there. His report and much more detailed chart, which "remained the best sea chart of this area until the end of the VOC rule" (Schilder, p.173), survive.

In 1513, Francisco Rodrigues sailed with the "Portuguese expedition from Malacca to find the unknown source of the rich trade in nutmeg, mace and other spices. They sailed along the north coast of Java, a trip from which Rodrigues prepared the first European map of Java's basic outline only of the north coast from direct observation. The Dutch, who followed the Portuguese, also ignored the interior in their mapping. In 1619, when the VOC established Batavia (present-day Jakarta) as a trading entrepot, the south coast remained relatively unknown: it did not lie on the route to the valuable Molucca Spice Islands. The interior lands away from Batavia were ignored as long as the Javanese kingdoms remained quiescent; the VOC was intent only on ensuring a profitable return for its investors. Pursuit of these immediate economic goals restricted the exploration and associated topographic cartography of Java for nearly a century. A trivial cartographic misunderstanding reveals much about the stagnant state of mapping in Java at that time. The VOC sent Cornelius Coops by ship in 1698 to update the charts of the south coast; until this

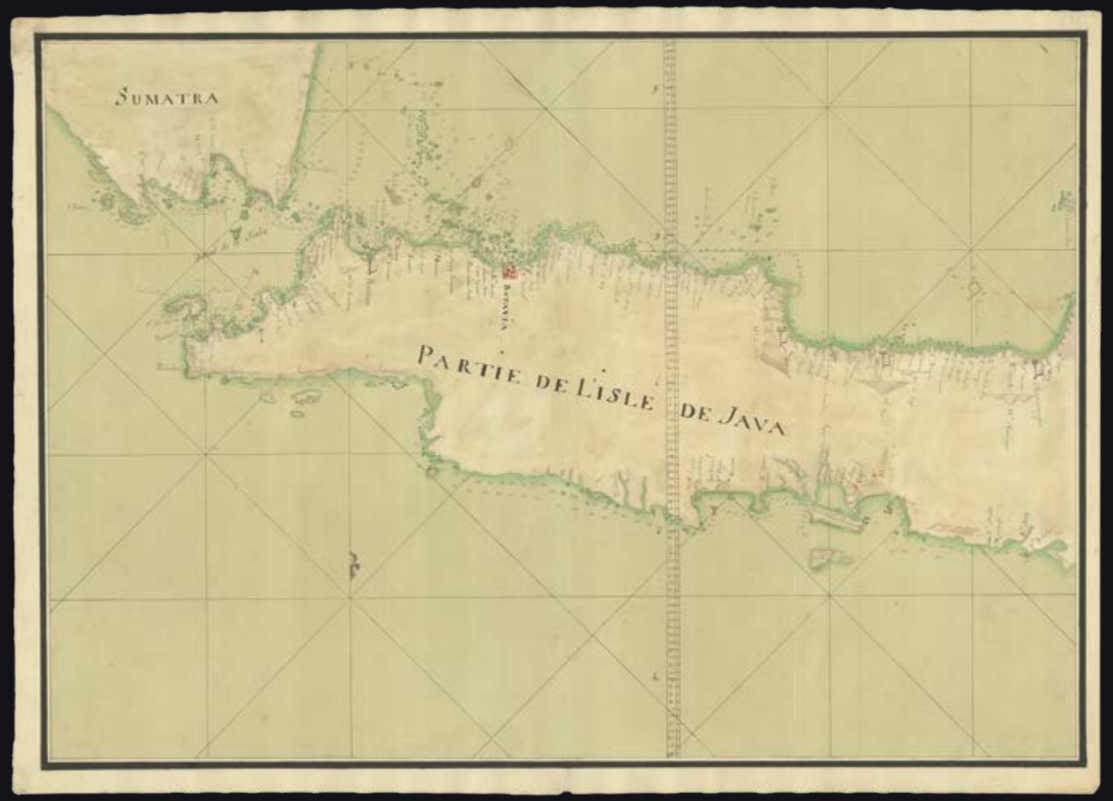
time, charting was largely restricted to the northern coast, where the Dutch ports and trading centres were located. Several schematic manuscript maps of the whole island appeared in Isaak de Graaf's 'Atlas Amsterdam', compiled by the VOC at the end of the seventeenth century (but not published until the 1980s), chiefly showing unnamed rivers and several VOC strongholds in the island's interior. At the beginning of the eighteenth century, further mapping of the interior was conducted in a spasmodic and uncoordinated manner. The maps, mostly by anonymous cartographers, are in manuscript form and are held by the Netherlands National Archives, The Hague. They were prepared internally by the VOC as administrative, planning and strategic documents for circulation and use by VOC officials. VOC maps were closely guarded trade secrets; however, commercial maps of the whole of Java and the neighbouring island of Madura were becoming readily available in Europe by the second decade of the eighteenth century" (Simpson).

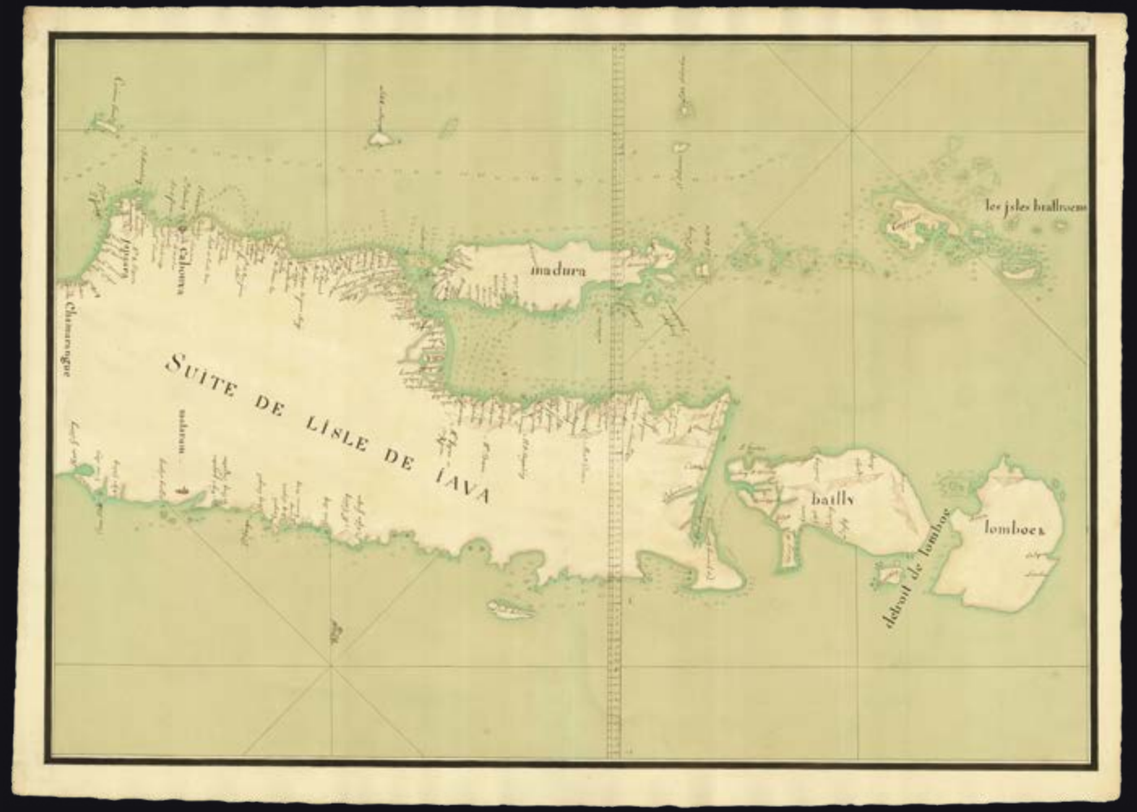
This anonymous manuscript chart was probably prepared by the Dépôt de la Marine, known more formally as the Dépôt des cartes et plans de la Marine, the central charting institution of France. The centralisation of hydrography in France began in earnest when Jean-Baptiste Colbert became First Minister of France in 1661. Under his watch, the first Royal School of Hydrography began operating, as did the first survey of France's coasts (1670-1689).

The Dépôt itself began as the central deposit of charts for the French Navy. In 1720, the Navy consolidated its collection with those government materials covering the colonies, creating a single large repository of navigation. By 1737, the Dépôt was creating its own original charts and, from 1750, they participated in scientific expeditions to determine the accurate calculation of longitude.

In 1773, the Dépôt received a monopoly over the composition, production, and distribution of navigational materials, solidifying their place as the main producer of geographic knowledge in France. Dépôt-approved charts were distributed to official warehouses in port cities and sold by authorized merchants. The charts were of the highest quality, as many of France's premier mapmakers worked at the Dépôt in the eighteenth century, including Philippe Bauche, Jacques-Nicolas Bellin, Rigobert Bonne, Jean Nicolas Buache, and Charles-François Beautemps-Beaupré.

The Dépôt continued to operate until 1886, when it became the Naval Hydrographic Service. In 1971, it changed names again, this time to the Naval and Oceanographic Service (SHOM). Although its name has changed, its purpose is largely the same, to provide high quality cartographic and scientific information to the France's Navy and merchant marine.


Sumatra
Batavia
Partie de l'Isle de Java


les jsles braillocens
madura
Suite de l'Isle de Java
Chamanegue
Galoura
Sapy
Sadarom
bailly
lomboca
detroit de lombock

Charting a voyage of nearly two thousand nautical miles from the Sunda Strait to Hong Kong

33 **LE SAGE, P.**

Carte depuis la fin du Detroit de la Sonde jusqu'a la fin D'Etroit de Banca faitte en l'anne 1734 – [Singapore Strait] – [South China Sea].

Publication
[Probably Lorient, La Compagnie perpétuelle des Indes], 1734.

Description
Three manuscript charts, on two different scales, but adjoining, pen and red and black ink with colour wash, on paper, laid down on blue linen, signed within the title cartouche (lower sheet only) on a paper overlay upper right.

Dimensions
1100 by 680mm (43.25 by 26.75 inches), each sheet.

References
Veyssiere 'Les Voyages Francais a la Chine', (1720-1793).

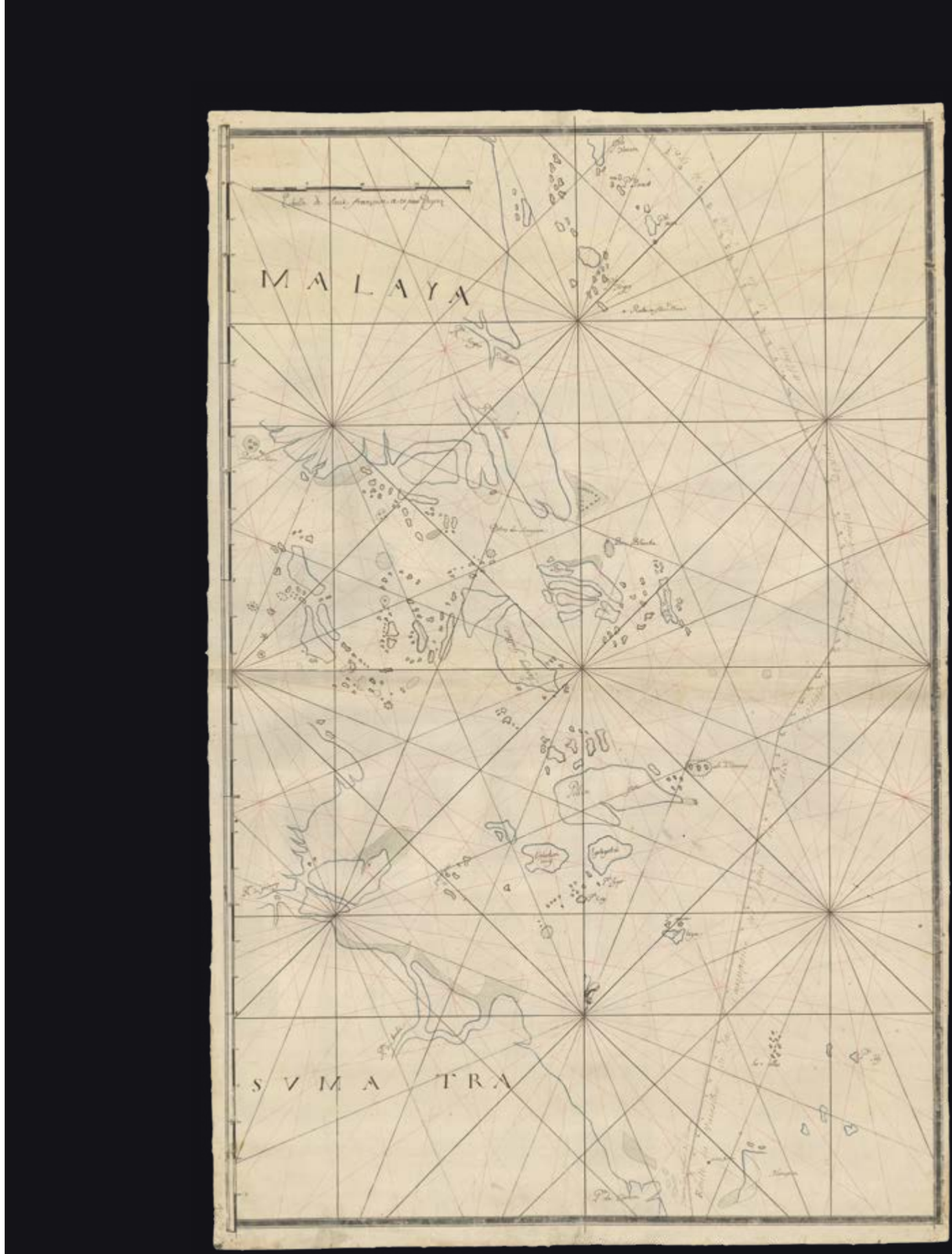
A magnificent series of manuscript charts plotting a continuous route, of nearly two thousand nautical miles, for the voyage of Captain Louis Dryas in the French East Indiaman, 'La Paix', from the northeastern exit of the Sunda Strait to the estuary of the Pearl River in China: "Route du Vaisseau la Compagnie de Indes Paix Capitaine Monsieur Louis Dryas allant en Chine en 1733".

Possibly a private commission, perhaps to commemorate one of the earliest voyages undertaken by the La Compagnie perpétuelle des Indes, according to new regulations that came into effect in September of 1733. These clearly defined the use of company vessels according to their destination, reserving voyages to China for the company's largest vessels. Larger ships meant larger cargoes, and so greater financial reward. Many of these larger vessels had, until recently, been warships employed in the War of Polish Succession, which had ended with the "Pacte de Famille", between France and Spain in February of 1733. The name of the vessel, *La Paix*, is undoubtedly significant.

The first, and most southern, sheet has all the hallmarks of grand design. It is drawn on a very large scale, "Echelles des Lieux Francois a 20 au degrees", has an unfinished but very decorative title-cartouche, two large decorative compass roses, and the port of Batavia on the north coast of Java is drawn in some detail. It extends from the northern-most exit of the Sunda Strait to the entrance, to the western tip of Bangka island and Palembang in Sumatra. Depth soundings are given throughout.

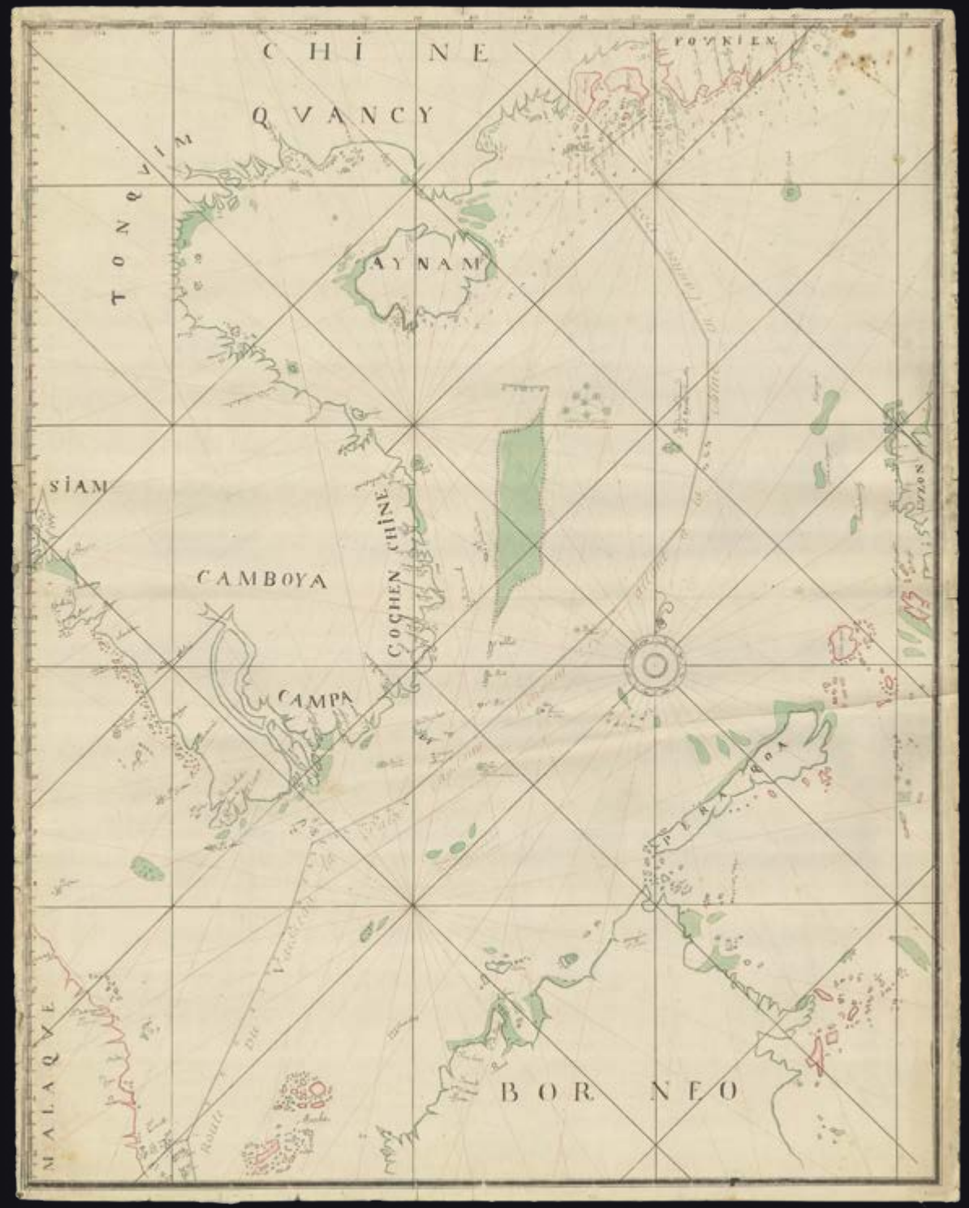
The untitled middle sheet, while drawn on the same scale, is altogether less decorative, perhaps indicating a waning of funds for the cartographer. Nevertheless, the chart shows clearly and accurately the islands of the Singapore Strait, including the (unnamed) island of Singapore, and the east coast of Malaysia, as far north as Tioman Island.

The northernmost sheet, also untitled, is drawn on a much smaller scale, continues the voyage to the South China Sea, and includes the coastlines of Malaysia, Cambodia, Vietnam, Hainan, to the coast of mainland China beyond Hong Kong, where the voyage ends. Annotations, possibly in the hand of Captain Dryas himself, indicate where 'La Paix' was made to remain at "anchorage" at "Pto Caby", and the "Embouchure dela Riviere de Canton". The geography of the islands in the estuary is still a bit muddled, with present-day Hong Kong Island appearing as "I Lantoa", opposite the mainland labeled as "Boca Lantao". Macao appears as a distinct island. Nevertheless, Sage's map precedes the publication of Jean-Baptiste Bourguignon D'Anville's 'Carte particuliere de l'entrée de Canton', which attempts to accurately chart the islands of the Pearl River estuary, by a year; and Jacques Nicholas Bellin's by fifteen.



The north coast of Borneo appears in some detail, and the westernmost coasts of Luzon and Mindanao in the Philippines, but Manila is just off the chart.

The French East India Company - Compagnie des Indes - had several iterations after its founding in 1664. The second company, La Compagnie perpétuelle des Indes, fell victim to the ambitions of the infamous financier John Law, and so it struggled during the 1720s, and few French expeditions to China were commissioned. However, during the 1730s about two Compagnie voyages were achieved a year, until 1745, when the war of the Austrian Succession, and then the Seven Years War, caused a hiatus in trading relations.



CARTE

Levée par ordre du Général de la Flotte Française, la 1re. du Mois de Janvier 1759

Echelle des Lieues françoises de 20 au Degré

ÎLE DE BILLITON

BALAMBANG

SUMATRA

PARTIE OCCIDENTALE DE L'ISLE DE JAVA

BATAVIA

The greatly enlarged second edition of this rare French Sea Atlas with four maps of the Arabian Peninsula

34 **D'APRES DE MANNEVILLETTE, Jean-Baptiste**

Le Neptune Oriental, dédié au Roi [with] Supplement.

Publication
Paris & Brest, Demonville & Malassis, [1775 – 1781].

Description
Folio (570 by 470mm), second edition, half-title, one index leaf, 69 engraved maps and charts or coastal views, 32 double-page and folding, mainly by Alexander Dalrymple, featuring inset plans and relief, rhumb lines, soundings, hazards, shoals, and anchorages, very light marginal toning, occasional dust soiling and spotting, red half morocco gilt over original red glazed paper boards, spine gilt in compartments with floral motifs, slightly rubbed.

References
Phillips, 'Atlases', 3166; Howgego, 'Encyclopediae of Exploration to 1800'; cf. Al-Ankaray p380; Al-Qasimi p212; Tibbets p157 (nos 264, 265, and 266).

The greatly enlarged second edition of this rare French Sea Atlas showing the coasts of the East Indies, Indochina and Formosa, Africa, Australia, the Red Sea, and India. It includes some fine maps of the Arabian Peninsula, one covering the central portion of the western coast of present-day Saudi Arabia.

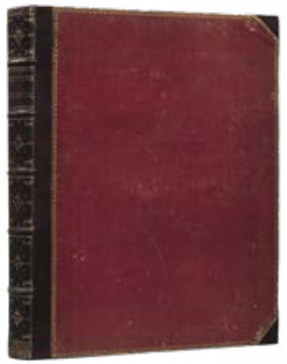
Jean Baptiste Nicolas Denis d'Apres de Mannevillette (1707-1780) was a famous French sailor and hydrographer. He was the son of a French sea-captain and, at the age of twelve, sailed with his father to Bengal. After his return he studied astronomy and geometry in Paris. During a long career in the French merchant marine, starting as fourth officer in 1726, he visited many parts of the world and collected valuable navigational information. He studied under the famous Guillaume Delisle, the King's geographer. He experimented with improved scientific instruments and navigational methods. During his voyage to China in 1728 he was the first to use the octant (or Hadley's quadrant) on a voyage to measure latitudes, and determined longitudes by measuring the angular distance between the moon and sun and succeeded in correcting the latitudes of many place. He first visited the Cape of Good Hope in 1737 while on his way to China as a lieutenant aboard the Prince de Conti. During his many voyages d'Apres de Mannevillette created a number of charts for a hydrographic atlas which, with the support of the Academie des Sciences, was published in Paris in 1745 under the title "Le Neptune Oriental" with 25 maps. The atlas contained charts of the route to China: the Red Sea, the coasts of India, Malaya, the northern parts of Indonesia, Indochina and China.

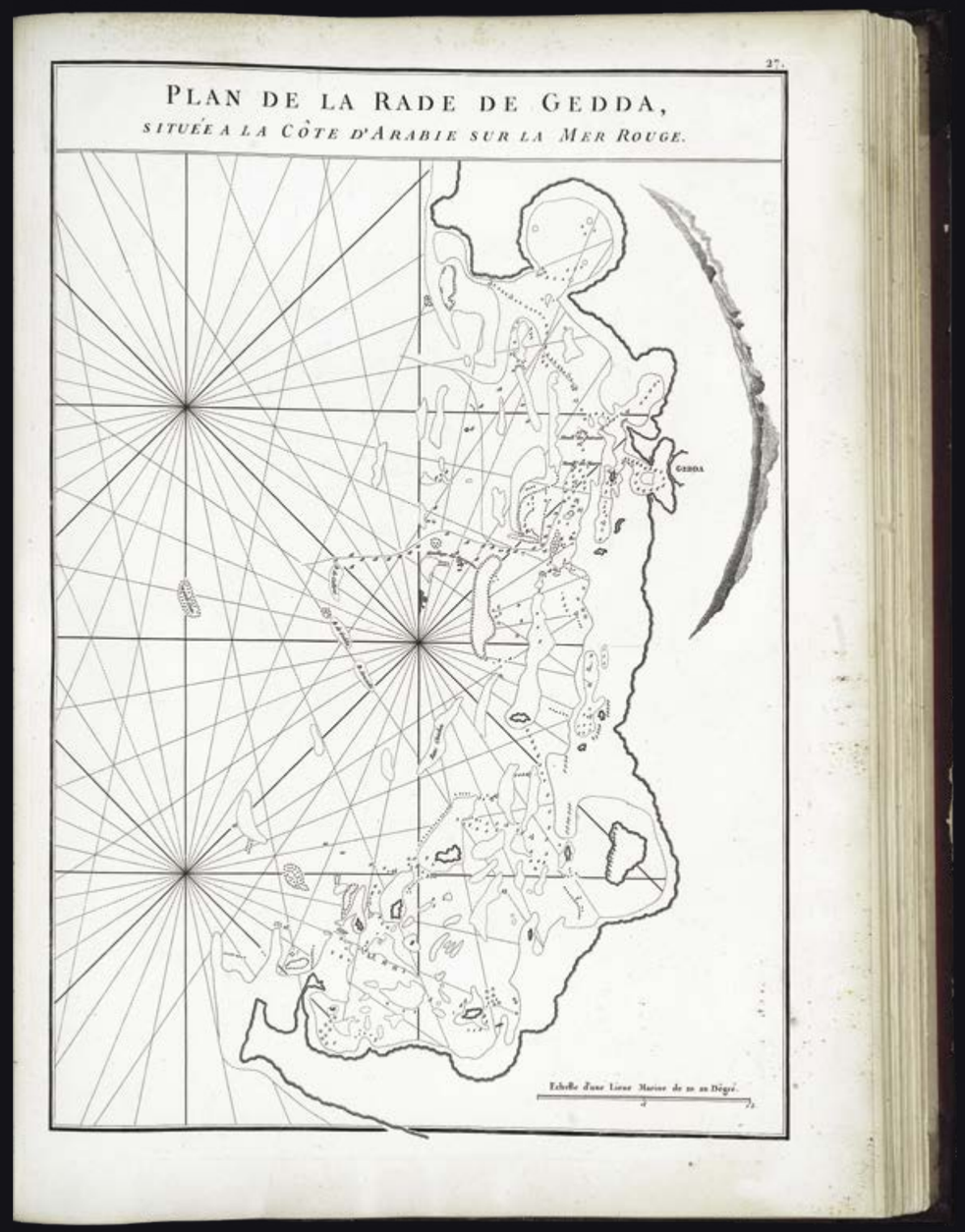
"The new sea atlas quickly found its way into the pilot cabins of ships of several nations, and its 22 charts were immediately recognised as being superior to all previous maps of Southeast Asian coasts" (Suárez p.238).

In 1745 he published an important collection of sea-charts titled 'Le Neptune' oriental which established his reputation as a cartographer and remained authoritative for more than half a century. In 1751 his work on navigational instruments and methods, 'Description et usage d'un nouvel instrument pour observer la latitude sur mer...' was published in Paris. It included a discussion of the new English quadrant and various observational methods.

In 1762 the Compagnie des Indes - French East India Company - appointed D'Apres de Mannevillette as director of maps and plans at Lorient, and five years later he was decorated with the order of St. Michael. In 1765 he published his 'Memoire sur la navigation de France aux Indes', which was translated into English (1769) and Dutch (1770), and served all who sailed round the Cape to the East. The 1768 edition includes descriptions of Tristan da Cunha, False Bay, and Simon's Bay.

Mannevillette spent 30 years, often in concert with his friend, and eminent British hydrographer, Alexander Dalrymple, working on the

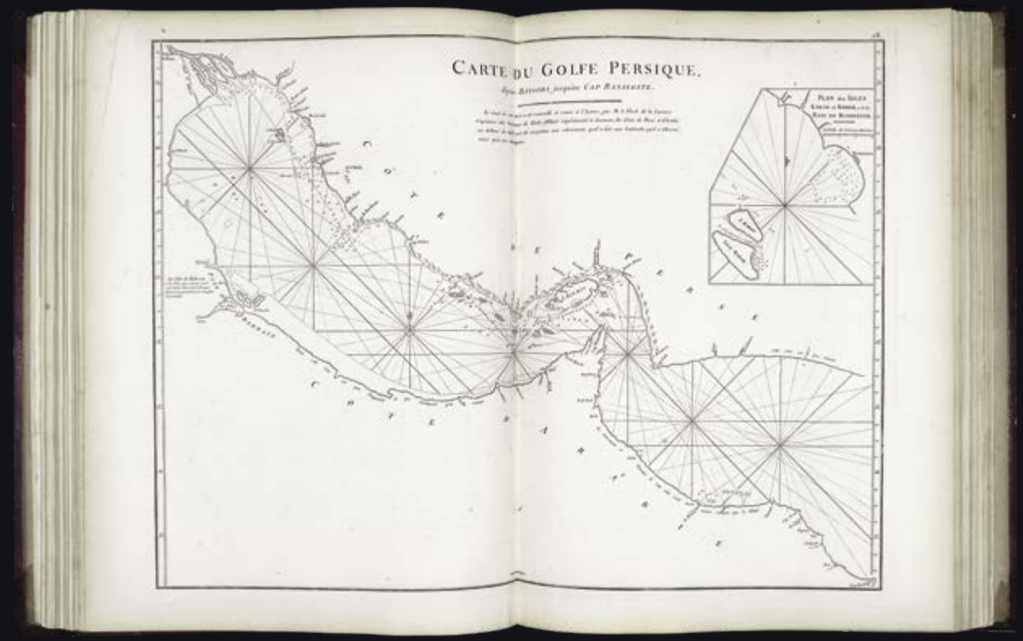


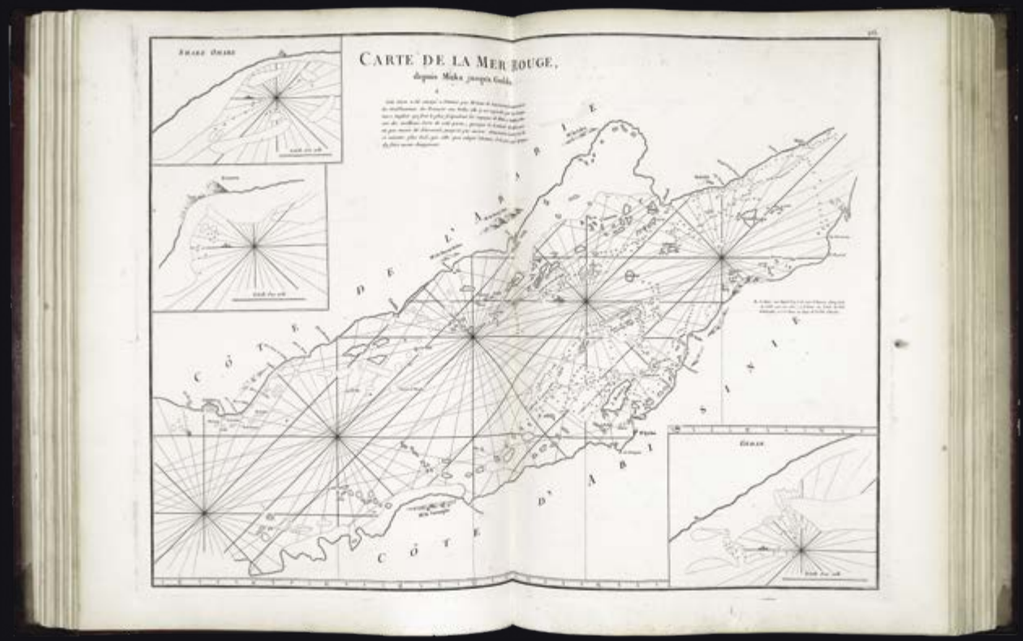


second edition of his maritime atlas. It was substantially enlarged from the first edition of 1745 and was heavily used throughout the end of the eighteenth and beginning of the nineteenth centuries. Most maps are now corrected with paste-on labels, and among the many new charts prepared by Dalrymple is his famous map of Hong Kong area: 'Carte d'une partie des Côtes de la Chine et des Isles adjacentes depuis l'Isle nommée la Pierre Blanche, jusqué à celle de l'Artimon'. This milestone chart was based upon Dalrymple's surveys and soundings taken in 1754, 1759, and 1760. The chart extends from just West of Macao, which is shown, as is 'Bocca'. Tigris narrows on the Pearl River to the North. Prominently shown are the islands around present-day Hong Kong with Lantao and Lamma both identified. Hong Kong island is depicted and identified as Fanchinchow with its island nature only tentatively shown. The promontories of Stanley Peak and D'Agular Peaks both tentatively shown in dotted outline.

This comprehensive atlas was used on all French ships for navigating the Indian Ocean. It replaced the "English Pilot" published by John Thornton in 1700 and the charts of the van Keulens, the hydrographers of the Dutch East India Company.

This second edition eventually required a supplement, published posthumously in 1781 and reissued in 1797. The second edition includes some fine maps of the Arabian Peninsular. One of the charts covers the central portion of the western coast of present-day Saudi Arabia. Jeddah, the largest port on the Red Sea and a major gateway to Mecca, is the only city shown. The rest of the detail is confined to the sea, which is filled with rhumb lines, soundings, hazards, shoals, and anchorages.





The apotheosis of the Golden Age of Dutch cartography

35 **BLAEU, Willem**

Globus Orbis Terrae.

Publication
[Amsterdam, Joan Blaeu, c1645-48].

Description
Terrestrial and celestial globes, the terrestrial globe with 36 hand-coloured engraved half gores, with two polar calottes, the celestial globe with 24 hand-coloured engraved half gores, with two polar calottes, rotating on brass pinions within a brass meridian ring with graduated scale, each set into a seventeenth century Dutch wooden base with ebonised baluster supports, bun feet and central column, with an engraved horizon ring, adumbrating scales, calendar, almanacs etc. With minor nicks and scratches to several parts of the printed surface, as is inevitable for a globe of this scale and period.

Dimensions
Diameter: 680mm (26 inches).

References
Dekker GLB0130; van der Krogt, Globi Neerlandici BLA V, pp.176-187; van der Krogt, The Most Magnificent and Largest Globes of Blaeu, the World's Greatest Globe Maker (Houten: HES, 2001).

Willem Janszoon Blaeu's 26-inch globes are the apotheosis of Dutch Golden Age cartography. Their size and grandeur stand testimony to the confidence and wealth of a great maritime and trading nation at the height of its powers.

"These globes were not merely the largest globes ever made in Amsterdam, and even the world's largest up to that time, and virtually until the end of the seventeenth century, they were also representations of enormous human achievement - an extraordinary record of an extraordinary period of geographical discovery. During the preceding century, more than half of the known world, including the entire western hemisphere, had been charted and, more recently, during Blaeu's own time, large portions of the Pacific were being explored. Spanish, Portuguese, Italian and French explorers had contributed the lion's share of what was known, but during Blaeu's generation the Dutch themselves had taken up the mantle as masters of the sea and changed the face of the world with their voyages of discovery. What better way for a small seafaring nation with large ambitions to express its pride than to construct a symbol of its achievement in such a quintessentially representative form; a three-dimensional model of the world that would fill a room with its mass; a magnificent statement of what the Dutch had achieved and were achieving with every new fact and update added by Blaeu over the course of the Globe's transformation, through four states from 1617 to 1645/48?' (van der Krogt).

Terrestrial globe
Blaeu intended the globe to be a luxury item aimed at wealthy merchants and noblemen. However, it was also the most advanced cartographic document of the age: it was a monument and tool; to be used as much as admired. The 'Globus Orbis Terrae' of 1617 was the first dated printed documentation of Hudson's first voyage and the first to give the name "Nieu Nederland" to the area now known as New York, Manhattan and Long Island. It was also the first depiction of Schouten and Le Maire's discovery of a navigable passage around Cape Horn (named after Schouten's hometown of Hoorn); a revelation of such economic importance that Blaeu's globe was initially suppressed by the States General following a dispute between the Dutch East India Company (VOC) and Schouten and Le Maire's Australian Company. Schouten and Le Maire's voyage was undertaken in order to circumvent the monopoly held by the VOC on all trade with the East via the Cape of Good Hope or through the Straits of Magellan. By discovering a route to the Pacific via Cape Horn, the Australian Company changed cartographic orthodoxy by rendering the existence of a great southern landmass contiguous with Tierra del Fuego impossible. Blaeu obtained this information from undisclosed sources - the documentation of Schouten and Le Maire's voyage was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sequestered by the VOC - and sought to publish it in a book featuring maps of their discoveries. However, in an ultimately unsuccessful effort to obtain a charter to publish his voyage, Le Maire pressed for an injunction on Blaeu's book. Blaeu, with more than a little cheek, kept his globe from becoming outdated by the simple device of removing the old, incorrect information and replacing it with… nothing! In due course the injunction was lifted and Blaeu was able to publish his globe with the new shape of Tierra del Fuego and a reduced southern continent of Magellanica. After Willem Blaeu's death in 1638, his son, Dr Joan Blaeu (1596-1673) undertook a major update of the globe to incorporate new discoveries. These were carried out with a combination of re-engraving the plates and printed overlays pasted on to the relevant portions of the globe. The most drastic of these updates involved the erasure of an entire dedication and cartouche bearing "Advice to Reader" in order to make room for the findings of Abel Tasman's voyages and to show Australia. Other areas of re-engraving included changes to Canada to show the discoveries of Thomas Button (1612-13), William Baffin (1616) and others, alterations to the coast of Greenland, and the removal of the name and diminution in size of the mythical island of Frisland. The printed overlays allowed Blaeu Jnr. to alter Japan to incorporate the discoveries of Maarten de Vries in 1643, and to shift the entire coast of North America approximately 20 degrees eastwards and show California as an island. However, north of California, he became less sure of himself and retained his father's delineation. Here any attempt at a western coastline is abandoned, replaced instead by a large decorative cartouche surrounded by beavers and Native Americans. The various attempts of Gaspar and Michael Corte Real, Sebastian Cabot, Hugh Willoughby, Martin Frobisher, John Davis, Willem Barentz, Jan Huyghen van Linschoten, and Henry Hudson to find a northwest and northeast passage are described, ending with the hope that Hudson's discovery of a 'huge and wide open sea' would result in the long sought-after route.

Celestial globe

Astronomical details on the sphere include a magnitude table close to the North Pole. The Milky Way and Magellanic Clouds are labelled. Close to the North Pole, there are two tables in a cartouche, one explaining the astrological symbols marked on the sphere and the other explaining precession (a change in the Earth's axis of rotation) with a table based on a constant precession rate. There are novae with explanations in Cassiopeia, Cyngus and Ophiuchus with the first and last observed positions marked. A total of 83 stars and up to eight star groups are named; some of the stars are also named in Arabic script. The 48 Ptolemaic constellations and four of the non-Ptolemaic constellations are drawn. The 12 southern constellations of Plancius are also drawn. The nomenclature for some of

the Ptolemaic constellations is extensively detailed and some of them are given in Greek, followed by the name in Arabic script. The constellations are said to be in the tradition of Mercator, but this is not the case. For this globe Blaeu relied on the style used by Johann Bayer in his 'Uranometria' of 1603.

Publication history
Peter van der Krogt has identified four states, with three variants of the first state and two of the second. These may be summarized as follows:

First state, 1617.
1a. First edition.
1b. [May 1617] Tierra del Fuego removed.
1c. [c.1618] Re-engraved to show Cape Horn, Le Maire Strait, revised coastline for New Guinea and numerous newly discovered islands in the Pacific.

Second state, [1622].
In the "Advice to the Reader", "In ista quam", the signature and date are changed to: Guiljelmus Caesiius Auctor. Anno MDCXXII. If the original dedication is visible, two variants may be distinguished.
2a. The name "Ianssonius" is changed to "Caesius".
2b. The name "Caesius" is changed to "Blaeuw".

Third state, [between c.1622 and c.1645].
In the "Advice to the Reader", "In ista quam", the signature is changed to: Guiljelmus Blaeu Auctor. Anno MDCXXII. Although the date is unaltered, judging by other publications, the spelling of "Blaeu" indicates that this state dates from after c.1630. In the charter, "Ianssonij" is changed to "Blaeuw".

Fourth state, [c.1645/48].
The cartography is heavily revised by Joan Blaeu.

Provenance
1. Collection of Franz Ritter von Hauslab (1798-1883), Austrian General and cartographer.
2. The Princely Collections of Liechtenstein. The Liechtenstein Library and art collection formed one of the richest private collections in the world, founded by Hartmann II of Liechtenstein in the sixteenth century. After the Principality of Liechtenstein was formed in 1719, subsequent heads of the ruling family expanded and enriched the collection. Upon Hauslab's death in the late nineteenth century, Prince Johann II of Liechtenstein acquired his materials for the price of 155,000 Austrian gulden, and added them to the Library, then located in Vienna. Following the Second World War, the Princely House of Liechtenstein sold the majority of the materials from the Hauslab collection, retaining only the rarest items: the Blaeu globes. These remained in the keeping of the family until 2008.

Draco, Serpens,
Hercules, Engonasi,
Corona Borealis
Ophiuchus, Serpentarius,

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