MAPS IN HISTORY

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The Wondrous Voyage exhibition in Ghent
Maps of the Great War, a case study
Cartographica Helvetica – the last and final issue

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Cover image

(see page 13)

Detail of a map produced by the General Saff of the British War Office during World War I.
It covers an area, on the France-Belgium border, where fighting took place at the very end of the war, when the rear guard of the Imperial army tried to block the advance of British troops.
NB: there is no trench on this map; the GSGS mostly produced maps for the French territory (Belgium was properly mapped by the ICM).
(Map provided by Francis Herbert)

Contents

Looks at Books

History and Cartography

The Brussels Map Circle News

Miscellaneous

Intro

Dear Readers,

When I succeeded Jean-Louis Renteux as editor of Maps in History, he explained me the rationale for the title of the magazine. It had been chosen to encourage the publication of articles in which ancient maps would be used as historical sources; not only to do the history of maps, but to do history with maps.

We are well aware of – and thankful for – all the specialists who focus on the history of maps, those fascinating artefacts. But it is still rare to find historians who incorporate maps as one more type of source into their research, along with for instance archival records or newspapers. Most historians go about their business without taking maps into account, perhaps because they are too complex a blend of text, geography and artwork and come in a dizzying diversity of types, styles and conventions.

I am therefore very glad that this issue of Maps in History presents two instances of history with maps. The first one is an article by Jean-Louis himself on how he used military trench maps to gain new insights into a little-known episode of World War I. Some of those maps were tracked down or even owned by Members of our Map Circle. The second piece is a report of Wondrous Voyage, an exhibition that tells the story of a Flemish expedition to India. The carefully curated maps and atlases on display decidedly help the visitor get a better understanding of the story.

The excursion to the Wondrous Voyage exhibition was the Circle's first since 2019. It was such a pleasure seeing many of you there! Hopefully, when this issue reaches your mailbox we will be about to meet again for our traditional Map Afternoon in Brussels.
Till then, stay healthy, be happy and enjoy your magazine.

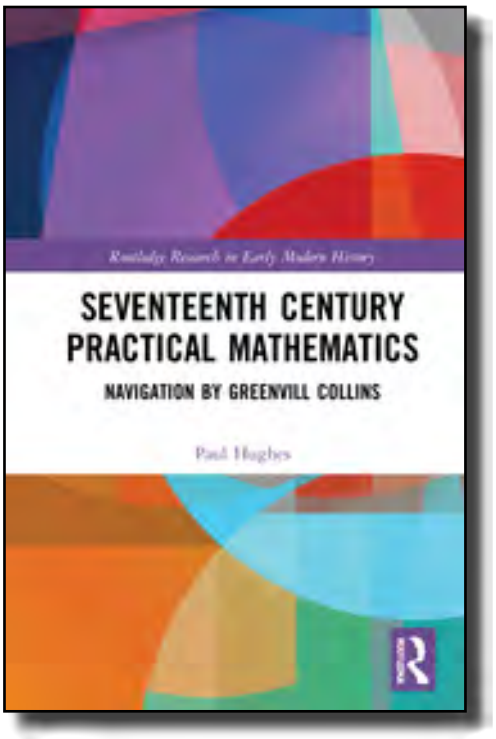
Luis A. Robles Macías
editor@bimcc.org

Seventeenth Century Practical Mathematics:
Navigation by Greenvill Collins

by Paul Hughes

— Routledge Research in Modern History
— published September 2021 by Routledge
— 306 pages, 30 black/white Illustrations, hard cover, 16 × 24 cm
— ISBN 978-0-367-62044-8 (hardback) – GBP 120.00
— ISBN 978-1-003-10766-8 (ebook) – GBP 31.44

This biography of Greenvill Collins (1643–1694), officer in the (English) Royal Navy and Hydrographer Royal, tells the story of how English Kings Charles II and James II promoted cartography for both strategy and trade, and how William III enabled completion of Collins' work. Seventeenth Century Practical Mathematics 'is aimed at the academic, cartographic and larger market of marine enthusiasts'. It is set in England, Ireland and Scotland, at a time of war, pioneering voyages, and expanding trade.



The author – a master mariner who sailed round the world twice before he was twenty years old and later went on to gain a PhD in engineering – is well-equipped to tell the tale. He sets the scene in the first chapter. Following chapters detail all the various aspects leading to the final production of Great Britain's coasting pilot (the title chosen by Charles II). The book does not read chronologically. The themed chapters generally stand alone, which means that history, facts and figures are often repeated but with a different slant, as they become germane to the message conveyed.

The brief for Great Britain's coasting pilot was set down in Charles II's licence, giving a warrant of what should be measured:

'By measuring all the sea coast with a chain, and taking all the bearings of the headlands with their exact latitude, the true plots of all harbours, rivers, roads, bays, creeks, islands, sounding, with the setting and flowing of tydes.'

This was one of three major projects promoted by Charles II who was a strong advocate of science. The first was John Ogilby's Britannia (1675) atlas of road maps depicted in strip form. The second was the Atlas Coelestis by John Flamsteed, finally published by his widow in 1729, the content of which was circulated during Charles II's lifetime; and third was the pilot, printed in 500 copies by Greenvill's cousin, Freeman, and sold by Richard Mount (see Fig. 1.), published in 1693. Flamsteed featured Collins' work; Collins used those of Flamsteed and Ogilby. In addition, practical skills flowed from one project to another. Several of Collins' engravers had previously worked for Ogilby. Scientists also built on the work of their predecessors; for example, Collins used maps from John Speed's The Theatre of the Empire of Great Britaine, published in 1611/12 to help his survey work. From the same era, those with other skills rounded out the scene: John Seller, for example, who collected and published maps and atlases, among them The coasting pilot, and mathematician Sir Jonas Moore, who charted the Thames.

'Hailed for its accuracy, (Collins') pilot endured through a century of 24 reprintings. That endurance combined with his now world-dominant prime meridian puts him at the head of British marine cartography.'

The pilot was not Collins' only work. He put together journals – which combined charts, directions, seascapes, harbour plans: one for the (unsuccessful) voyage through the North-East passage of the Russian Arctic which aimed to discover a new trading route to China and Japan, two more when he was sailing on the convoys protecting merchant trade in the Mediterranean from Barbary pirates, plus some more texts while he was surveying. He was renowned for producing high-quality work. Being a practitioner himself, one whose job was aboard a vessel - rather than sitting in an office in London - he

Fig. 1. Frontispiece of Great Britain's coasting pilot

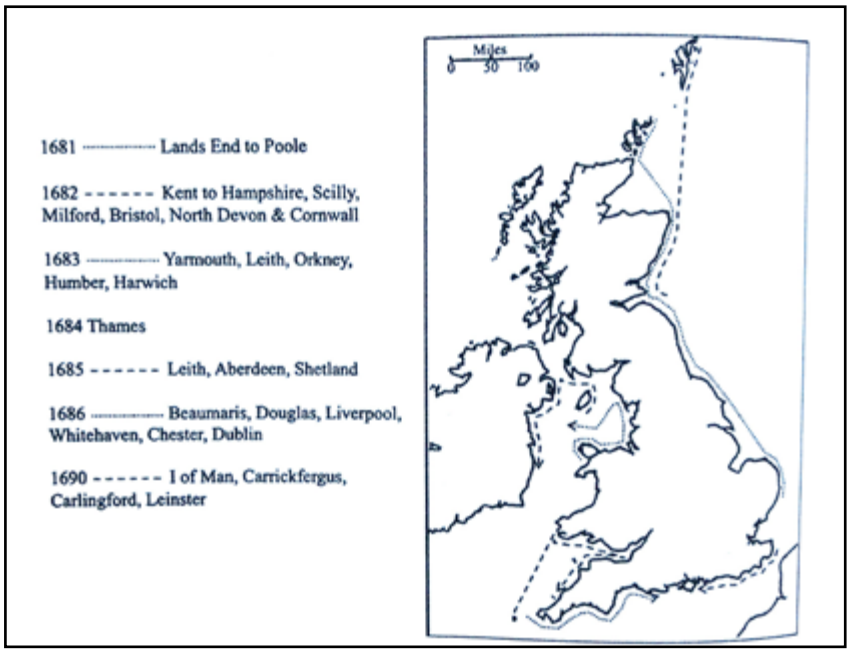


Fig. 2. Survey coverage

wrote and drew for others working on the high seas. But he was also enthusiastic about what he saw – ascending Vesuvius and visiting Troy, for example: this made him easy to read.

'Clearly Collins was more than proficient in straightforward navigation, for he triangulated. He practised the theoretical physics of secular magnetic change, as well as dealing with aspects of practical alchemy rotting his steering gear's metallic parts.'

Summarising Greenvill Collins' career:

'a young seaman in the (British) East India Company, a naval rating from the Restoration (of the English Monarchy) to the third Anglo-Dutch war, becoming commander within the Royal African Company, naval master from Speedwell to Leopard, hydrographer of the English, Scottish and Irish kingdoms and yacht squadron leader through publication.'

Collins came from the same area of England as Sir Francis Drake, born one hundred years earlier; both were intent on discovery and adventure.

Given the title of the book, chapter 2 – Navigation and Seamanship – which deals with the mathematics of navigation – is key to the biography.

Collins's surviving voyage journals provide precious details about how he applied mathematics and astronomy to navigation and surveying. Latitude measurements at sea and onshore recorded in Collins' journals allow Hughes to describe the instruments and techniques historically used to determine this coordinate. As a seaman himself, Hughes provides several valuable insights into the practicalities of those techniques.

Aside from latitude, Collins also attempted to estimate longitude by recording 'meridian distances'. This method was popular in the 17th century but fundamentally flawed, so it turned out to be 'a vain hope', as Hughes puts it. Collins occasionally quantified the magnetic variation of the compass too, which however 'was of small matter at sea' according to Hughes, given the intrinsically low precision of compass courses at the time.

While the use of astronomy for navigation in the 17th century should not be news, the relationship between navigation and alchemy may surprise many readers. Different methods were tested by the English Navy to preserve the wood of their ships from barnacles and rot. One of them consisted in cladding the hull with lead, but it failed because lead caused certain iron parts of the ship to dissolve. This 'alchemical' phenomenon, carefully recorded by Collins in his journals, is what centuries later would be called galvanic corrosion.

Collins is also famous for bringing the prime meridian to London, and thence to Greenwich. During the 17th century most cartographers favoured placing it through the Canary Islands, but after Collins' first Arctic chart he moved it to pass through London.

'That meridian's translation downriver to Greenwich then became only a very modest shift. This was recently reported to have been achieved almost immediately in 1678. Before the century ended Flamsteed spoke to Pepys (the Royal Navy administrator) explicitly of Greenwich being the place which to measure longitude from. Within 50 years that achieved shift had become commonplace.'

In the 17th century much information regarding navigation came from the Dutch. The 1584 Teerste deel vande spieghel der zeevaerdt (The first part of the mirror of the sea) 'set

the way-guide form for mariners that persists to this day. His (Lucas Janszoon Waghenaer's) coastal atlas consists of written sailing directions, plan charts and elevational shore views. So pivotal was that atlas in Britain, that navigators dropped the Latin name 'portolan' for their coastal guides, favouring a corruption of Lucas's surname 'waggoner'.

London sellers bought plates from the Dutch and established a trade in printed sea charts, but the material grew old and out of date. In contrast, Collins' survey would be unique, as all the material had been surveyed first hand.

The pilot project did not always run smoothly. The initial aim was to survey 2 000 miles of coastline, although not all areas were completed (see Fig. 2. Survey Coverage). Winter weather shortened a season's surveying and Charles II took Collins off the job to carry out a different survey, that of Thames encroachment - 'to assess the extent by which (Thames) riverside landowners were encroaching upon the foreshore, and interfering with various aspects of the tideway'. Charles II had launched the pilot project in peacetime. After his death in 1685 his brother James became king until 1688 as James II, but with the Dutch invasion impending, support for the pilot waned. At the Battle of the Boyne (1690) William of Orange defeated James II. Luckily, Collins had had personal contact with William, now the English king William III; it was this relationship that saw the pilot through to completion and publication.

Strong Dutch influence runs throughout Collins' era, from the political arena to exploration strategy, from vessel development – Charles was impressed with the Dutch East India Company's (VOC's) yachts and commissioned several – and trade even down to basic practicalities. Collins printed his charts on Dutch paper, larger than standard British, which meant that Britain's largest 17th-century rolling press accommodated the larger Dutch size of paper.

In the appendices the author provides some original texts: naval battle accounts, early survey notes, journal illustrations, an early text of the proposal for the survey, a letter from Collins to Nicolaas Witsen (VOC) concerning the search to Asia through the North-East passage, unpublished material, i.e. produced but not used when the pilot was published, a list of subscribers to the survey – those that made it happen financially – a bibliography and an index.

The physical format of the book makes it a comfortable read, but the book is not for the faint-hearted. It demands discipline and attention. Copious notes at the end of each chapter challenge the reader to delve further into the subject matter, as well as providing the sources of many of the documents used in his research. Given that this is a biography of Collins, his life and work is of course the thread running through the book. But the focus and passion of a Restoration king, the development of mathematics at sea and the instruments used, the Anglo-Dutch wars, new types of ships, plus the career of such illustrious figures of the time as Samuel Pepys, create interest for a wide readership. A worthwhile read.

Nicola Boothby
nicola@cnboothby.com

Luis A. Robles Macías
luis.a.robles.macias@gmail.com

Les défricheurs du monde Ces géographes qui ont dessiné la Terre

[Pioneers of the world. Those geographers who drew the Earth]

by Laurent Maréchaux

— Paris, Le Cherche Midi, 2020
— 222 pages, approx. 150 colour illustrations, paperback, 24 × 30 cm.
— ISBN 978-2-7491-6395-6. EUR 38.00

This book looks attractive, especially with its 18 geographers-cartographers' biographies and many illustrations. However, one must be careful when reading it: anachronisms, misunderstandings, gaps, even blatant errors punctuate the text.

Humans have always wondered about the shape of the Earth. Unfortunately, 'Antiquity' (usually defined as 3000 BCE – 400 CE) has not left us any map[1]. But no *preserved* map does not mean no maps at all. Those that have reached us are later copies or reconstructions. Maréchaux, writer and traveller, nevertheless suggests that many existed, to the point that they were part of 'Antiquity''s everyday life! However, any approach to the subject is difficult and requires a great deal of caution.

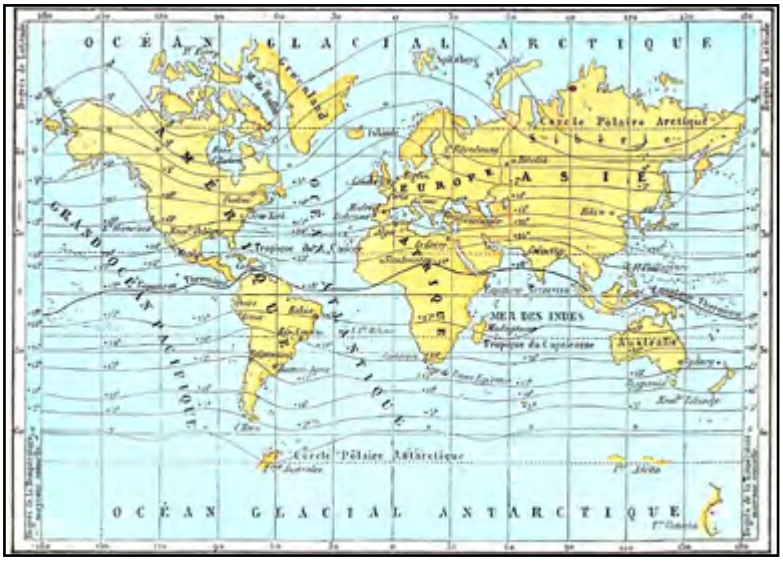
The author refers to Homer (8th century BCE) as an initiator of geography, among others through Ulysses' journey in the Odyssey, which scholars and writers have attempted to reconstruct. Herodotus (5th century BCE) depicted regions through prose: the story would take the place of a map. Pytheas (4th century BCE) noted that the length of the day was influenced by his advance towards the north. He imagined parallel lines on the terrestrial globe. Dicaearchus (4th – 3rd century BCE) drafted a kind of net in which he located the known places. Eratosthenes (3rd century BCE) had already measured the circumference of the Earth accurately. Maréchaux demonstrated correctly that the first elements of cartography found their origins among the Greeks: they put the components in place for the creation of maps. But he states that maps were already in use at that time: a step too far! He similarly suggests that Strabo (1st century BCE and CE), who did not draw maps himself, used helpers who conformed to 'precise specifications'. This is an anachronism.

Post the end of 'Antiquity', Claudius Ptolemy (2nd century CE), mathematician and geographer, was well known for his world map and his 26 regional maps. It is however possible that he did not draw any map[2], and therefore delicate to argue that Arab and Byzantine geographers appropriated them. Ptolemy's contribution to cartography is however considerable through his writings and calculations allowing us to establish the coordinates of approximately 8000 known places. The Arabs used these and supplemented them to draw their own maps. In the Greek-speaking world, Ptolemy's *Geography* was discovered during the 12th century by a Byzantine monk, who drew maps. This set was introduced in Italy in 1395. Numerous reproductions, improvements and additional maps followed. This heritage stimulated European geographers-cartographers during the Renaissance.

Al Idrîsî (12th century), an Arab geographer working for Roger II, King of Sicily, drew a map of the known world on a table, the *Tabula Rogeriana* (no longer extant). It was reproduced on manuscript and completed by a text establishing the synthesis of Greek and Arabic knowledge, expanded with information gathered from travellers and merchants. Unfortunately, Asian maps are not touched on by Maréchaux except for a few lines and a 1418 map reproduction by Mo Yi Tong allegedly including America. Maréchaux rightly questions its authenticity. Nor does

1 Yves Boquet, *Géographes et géographies : de la connaissance de la terre à la compréhension des territoires,* Dijon, Éditions Universitaires de Dijon, 2018, p. 32-38.

2 Patrick Gautier Dalché, *La Géographie de Ptolémée en Occident* (ive-xvie siècle), Turnhout, Brepols, 2009, p. 16-19.



Map drawn after Alexander von Humboldt
Carte des isothermes au niveau mondial, [early 19th century].

he allude to portolan charts which were so important in the Middle Ages, except for two illustrations.

The book does mention two famous Renaissance cartographers: Martin Behaim (1459-1507) and Gerhard Mercator (1512-1594). The first is known for his 1492 globe – the oldest preserved – depicting the state of knowledge just before the discovery of America. After that, maps bore the toponym *America*.[3] In 1569, Mercator transformed cartography with his conformal cylindrical projection[4]: angles remained the same, but distances and areas were overestimated at high latitudes. Maréchaux's explanations are perplexing: projection 'respects the scale of the continents'. Meridians (longitudes) are represented as vertical lines, but numbered from 1° to 90° east and west, meridians from 91° to 180° east and west being forgotten! Then parallels (latitudes) would be 'equidistant' from the equator from 1° to 180° north or south!

This book is focused on geographers-cartographers. Then why devote a chapter to Christian Huygens (1629-1695)? He certainly built a pendulum clock which was much more accurate than all previous clocks. But to say that it made it possible to calculate longitude and revolutionised navigation is a great exaggeration. Maréchaux entirely omits John Harrison (1693-1776), who developed a reliable marine chronometer in 1762 to finally solve the problem of precise measurement of longitudes at sea.

The Cassinis, astronomers, surveyors and geographers, marked mapmaking history with their successive works for more than one century, starting in 1673. They notably continued Abbot Jean Picard's work (1620-1682). Picard used the triangulation method to calculate one degree of meridian arc at the level of Paris: 57 060 toises or 111.21 km (and not 111 210 km as stated in the book!). The Cassinis' *Description Géométrique de la France* is accompanied by a map at the scale of 1:886 000, too small (and not too large!) for the landscape details. For these, they drew up a detailed map of France, called *Carte de Cassini*, on a larger scale of 1:86 400.

As Maréchaux quite rightly points out, Alexander von Humboldt (1769-1859), traveller and naturalist, one of the last great scientists with encyclopaedic knowledge, drew many maps, including isotherms at the global level. Plus he gave us a new vision of geography: 'No fact can be considered in isolation'. We should also mention Jules Marcou (1824-1898) for his geological maps. Or Paul Vidal de la Blache (1845-1918), author of a *Tableau de la géographie de la France and an Atlas Général*, a sum of geographical knowledge at the end of the 19th century. He wanted geography to reach everyone through education, particularly through the development and use of wall maps.

What can we conclude? We should have been seduced, in particular by the illustrations and the work of renowned geographers-cartographers presented in 18 chapters. Errors and omissions (including the absence of an index) are however regrettable and, in addition, are sometimes embarrassing and invite caution. The book nevertheless allows us to see very well the setting up of elements leading to the Earth's representation in maps. Geography rose to the rank of science during the Age of the Enlightenment, with the creation of Academies of Science, but especially during the 19th century (placed by the author in *Les Temps modernes*, instead of French historians' *Époque contemporaine*), with the appearance of geographical societies, the oldest being the *Société Française de Géographie* founded in 1821 (and not in 1861)[5].

Christiane De Craecker-Dussart
c.decraecker@skynet.be

3 The navigator Amerigo Vespucci (1454-1512) did not baptise this continent, it was Waldseemüller (1470-1520) who did, in his 1507 edition of Ptolemy's Geography: Albert Ronsin, *Le nom de l'Amérique : l'invention des chanoines et savants de Saint-Dié,* Strasbourg, La Nuée Bleue, 2007, p. 191-192.

4 Jerry Broton, *Une histoire du monde en 12 cartes*, Paris, Flammarion, 2013, p. 268-277.

5 The bicentenary has just been celebrated: Jacques Gonzales, *Décrire la Terre, écrire le Monde : le livre du bicentenaire de la Société de Géographie 1821-2021*, Paris, Glénat-La Société de Géographie, 2021.

Les erreurs dans les cartes

[Errors in maps]

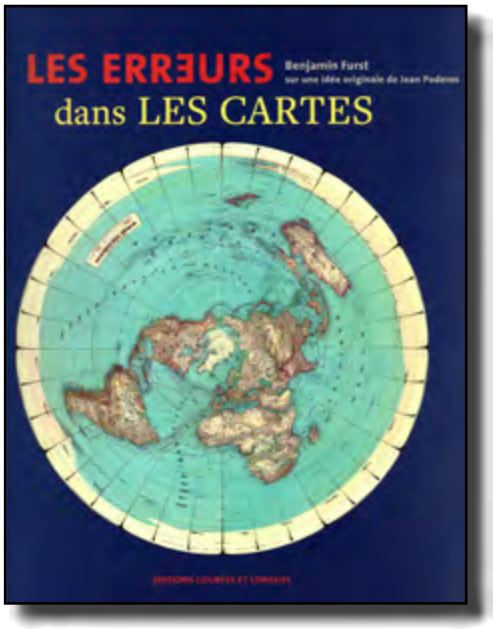
by Benjamin Furst

— Paris, Éditions courtes et longues, 2021
— Collection 'Les Erreurs'
— 144 pages, 99 colour illustrations, paperback, 24.5 x 28.1 cm
— ISBN 978-2-35290-290-4. EUR 29.90

HISTORICAL CONTEXT

This is a remarkable work on several accounts, owing to its rather unusual subject. A map depicts space, but it depends on several factors, notably the technical and scientific knowledge available, its objectives, and the mapmaker's intentions. One could logically think that, over time, cartography is making progress and becoming an exact science: more precise knowledge, more elaborate techniques, better defined standards, etc. However, the historian and mapmaker author (University of Haute-Alsace UHA, Mulhouse) demonstrates that this is not necessarily true: a map can be the result of beliefs, or even a tool of propaganda and disinformation. It can exaggerate, extrapolate, slant, conceal, lie and deceive. Moreover, any map is false insofar as it sorts, synthesises and simplifies. It does not reveal the territory so much as what we *think* we know about it. Placed in its historical context, it therefore only has a rather relative value. Benjamin Furst presents 33 'erroneous' main maps, with others to illustrate similar errors or distortions: nearly 100 maps in total.

The maps by Amerindians (before the arrival of Europeans from the 16th century) stand out as different from what we would normally expect, focusing on travel time rather than distances or the precise representation of space. On the other hand, the *Peutinger Table*, drawn up probably in the 4th century and known through a 13th-century copy, aims at showing the step-by-step inter-city routes – with



distances – in the Roman Empire. There is therefore no intention of faithful space depiction; it is drawn in a filiform manner (approximately 7 × 0.34 m), accounting for neither the shapes of depicted countries nor scales nor orientation. Today's plans of underground networks are, in a way, heirs to this table: it is a question of going from point A to point B, being satisfied with only names of stations and a few purely indicative landmarks.

Ideas influence representations of the Earth. From the 6th century BCE the Pythagoreans presented a round Earth in the middle of the Universe, surrounded by concentric spheres for planets and stars, a geocentric depiction that remained until the 16th century CE. Isidore of Seville's TO map model persisted from the 7th century throughout the Middle Ages, being simply the means of representing the three parts of the known world (Europe, Asia, Africa) in relation to religious ideas, and without concern for reality.

BOUNDARIES AND ISLANDS

Boundaries give rise to inaccuracies: they are an ill-defined space for a long time, before becoming a precise line, even if they fluctuate in the regions in conflict and are represented here or there according to the belligerents, such as between India and Pakistan, in Korea, in the China Sea. There are also completely invented limits, such as the imaginary line from pole to pole established by the Treaty of Tordesillas (1494) for dividing the world between Spain and Portugal. Or the line dismantling Poland in 1939 by Stalin's USSR and Hitler's Germany, or even the almost rectilinear limits of countries drawn during the 19th century across Africa by the colonisers.

Sometimes a mistake can have unexpected and lasting repercussions. During the second century CE Ptolemy narrowed the circumference of Earth to about 28 000 km, while Eratosthenes had already been very close to reality (nearly 40 000 km) during the third century BCE. This underestimation may have encouraged Christopher Columbus to cross the Atlantic westwards to arrive in Asia and therefore allowed him to 'discover' America in 1492.

Some mistakes die hard. California is first considered as an island by the seafarer Ximenes in 1533 and

Fig. 1. *Japonia* (Japan), map from an atlas of Mercator (1512-1594), published by Hondius in 1633: Korea as an island.

by Hernán Cortés in 1535, before becoming a peninsula in the maps by the great Flemish cartographers Ortelius and Mercator, then reverting to an island at the beginning of the 17th century. It was not until 1747 that the King of Spain decided in favour of the peninsula (Baja California, nowadays part of Mexico). Mercator and Ortelius also include Korea as an island in their atlases. Only in 1735 did Bourguignon d'Anville depict it as a peninsula (fig. 1).

VITAL CORRECTIONS

From the time when maps became administrative tools, efforts have been made to correct errors. Note the map of France of 1682, which reportedly gave rise to Louis XIV's witticism: 'These gentlemen of the Academy, with their expensive works, have cost me part of my kingdom and taken from me more territory than all my enemies put together!' During the 18th century, it was decided to draw a topographic large-scale map of the country: the problems encountered by the Cassini dynasty (financial and material hazards, etc.) were such that when it was completed in 1810, it was already obsolete. Sometimes corrections are vital. Many battles have been lost because of poorly made or misunderstood maps, especially during the American Civil War (1861-1865); or many losses of ships and human lives because of sea charts with incorrect longitudes. In 1762 John Harrison finally developed his marine chronometer allowing the precise calculation of longitudes and therefore the correction of nautical charts: many shipwrecks were thus avoided.

INVENTIONS AND DISINFORMATION

There are also completely invented maps. The most important thing is to detect them. Let us remember the famous *Vinland map*[1]. Furst mentions a Chinese map brought to light in 2006, allegedly dating from 1763 and claiming to be a copy of a 1418 map, remarkable for its depiction of America and attesting to a so-called early knowledge of the New World! Experts have not failed to study it meticulously and to conclude it was fake. Conversely, maps contain surprising white parts. It is the case of West Berlin on maps of East Germany from 1960. The two Koreas sometimes represent each other without partition. We are close to the realm of propaganda and disinformation pure and simple[2]. When maps support ideology, they disregard spatial representations which are incompatible with the false messages they transmit. Insertion of suggestive illustrations (for example Russian imperialism, at the end of the 19th century, is symbolised by a threatening octopus), voluntary omissions (absence of sensitive data, scale, portions of territories, etc.) are all falsification methods.

On the other hand, errors can be unintended and understandable. Some areas of the terrestrial globe are very difficult to access, such as the ocean depths; or are elusive throughout the centuries, such as the sources of the Nile (fig. 2). How can a correct map be drawn? Mythical lands and fantasies – such as Eldorado, legendary islands, fanciful austral lands up to expeditions in the Southern Seas, extraordinary fauna filling in gaps – have fed the imagination: so many inventions, causes of errors or anomalies. A real subterfuge has been devised, especially during the 20th century, to counter plagiarism: some commercial mapmakers and publishers purposely introduced minimal errors, for example a ghost town or a dead end or

1 Régis Boyer sets the record straight by reminding us that this map, dating from the 20th century, is a fake: *Les Vikings. Histoire, mythes, dictionnaire*, Paris, Robert Laffont, 2008, p. 286.

2 Christiane De Craecker-Dussart and Willy De Craecker, Les dangers de la désinformation, Brussels, ABD-BVD, *Cahiers de la documentation*, 2011/2, p. 35-47. https://www.abd-bvd.be/wp-content/uploads/2011-2_deCraecker-Dussart-de-Craecker.pdf

Fig. 2. Map of Africa by Paolo Forlani (1562) included in a Lafreri atlas; not knowing the sources of the Nile, Forlani connects it to the Atlantic Ocean or to the Indian Ocean.

non-existent alley on a city plan!

PROJECTION, ORIENTATION, STANDARDISATION

Yet errors and progress are not necessarily incompatible. Mercator, by developing his projection, aimed to improve maps. His map respects (approximately) the shape of lands and crosses meridians and parallels at right angles: seafarers would henceforth be able to navigate on a constant course. However, such progress is imperfect because of the expansion of surfaces at high latitudes (above 60° especially): we see Greenland nearly as large as Africa. The depiction of relief – topographic and bathymetric – was difficult: molehills, shading, various coloured layers, before contour lines became predominant during the 19th century. Orientation has not always been to the north. It was sometimes to the east, like on the Hereford *mappa mundi* drawn up around 1290; or to the south, like on al-Idrîsî's *Tabula Rogeriana* of 1154, or Fra Mauro's circular map of around 1450. The introduction of symbols and colours to represent a lot of information is moving towards standardisation, simplifying reality.

During the 21st century, one might think that new technologies could be used to make it easier to draft infallible maps. However, we must too often deplore the lack of integration and updating of data. In addition, computer tools make it easy to create false images, to move or even delete a feature. Despite all the technical progress, vigilance is therefore still required.

CRITICAL ATTITUDE PLEASE!

In conclusion, the author, through all the maps presented, shows that the term 'error' should be taken in a broad sense. It can be either involuntary or voluntary, which would liken it to a 'fault'. It may be a question of false data, inaccuracies, omissions, ignorance, imagination, even ornaments or artifices, subterfuges or straight lies, affecting geography, technique, history, politics, etc. So many aspects of the problem are presented here in a methodical and documented manner. This book is therefore valuable because, in an accessible way, it trains readers to read maps with an informed eye and a critical attitude. Furst's approach largely builds on works published over the last three decades by authors such as Mark Monmonier and Edward Brooke-Hitching,[3] but it may come across as novel for non-specialists unfamiliar with recent scholarship. The clarity and abundance of high-quality illustrations, judicious bibliography and a useful index heartily recommend this book, particularly for French readers with a general interest in old as well as current maps.

Christiane De Craecker-Dussart
c.decraecker@skynet.be

3 Mark Monmonier, *How to Lie with Maps,* Chicago, University of Chicago Press, 2018 (first ed. 1991) - Edward Brooke-Hitching, *The Phantom Atlas. The Greatest Myths, Lies and Blunders on Maps*, London/New-York, Simon & Schuster, 2016.

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Maps of the Great War, a case study

Trench maps

Anne Godfroid presented 'Trench maps of World War I' during the visit to the War Heritage documentation centre (Cdoc) in Brussels on 13 October 2021, as part of the symposium *Mapping the world, the Belgian contribution.*
She explained that such maps had been produced for those Belgian territories where fighting took place between August 1914 and November 1918, by the General Staff of the British War Office, with the help of Belgian cartographers who had escaped to London during the German invasion.[1]

Fig. 1. Anne Godfroid presenting Trench Maps at Cdoc (13 October 2021).

When Germany attacked neutral Belgium in August 1914, the staff of the *Institut Cartographique Militaire* (ICM) left Brussels (an open city which was occupied on 20 August 1914) for the fortress of Antwerp. Before the fall of Antwerp on 9 October 1914, Colonel Jeanne, head of the ICM, arrived in London with six people and 50 tons of material (a hundred zinc plates and lithographic stones to print the maps of Belgium at 1:20 000), and also with the original drawings at 1:10 000. The British GSGS (Geographical Section of the General Staff) was thus able to quickly produce numerous maps for army operations in Belgium. These bore the War Office's standard series designation numbers GSGS 2742 for the 1:20 000 maps and GSGS 2743 for the 1:40 000.[2]

On these maps, the trench networks were superimposed on to the pre-war topography, using red for the allied and blue for the enemy trenches; but the colours were later reversed (German trenches in red) on some maps! These representations were updated frequently to inform troops of the evolution of the situation they would face in the field. On the Cdoc samples Anne Godfroid pointed out the nicknames given by soldiers to the various trenches, inspired by nostalgia for their homeland or by irony towards the 'Boches', rather than by local toponymy.[3]

The Hogneau battle

At the time of the Cdoc visit, I was already familiar with that story since, a few months earlier, I had been looking for British World War I maps to help me research the fighting which took place around my village, La Flamengrie, at the end of the war.

By August 1918, the type of warfare had changed completely; movement warfare had succeeded position warfare which had prevailed for almost four years. Following the great offensive launched by Marshal Foch, which pierced the German lines in July 1918, the Imperial army had begun retreating across northern France and Belgium, pursued by the allied forces. After a fierce battle to liberate Valenciennes on 2 November 1918, the First and Third British armies pushed east towards Mons.

In August 1914, Mons had been the site of the first battle, and first major defeat, of the British Expeditionary Force. The liberation of Mons, four years later, thus had a high symbolic value and took place just on the eve of the cease-fire.

If it took about ten days to cover the 20 km between Valenciennes and Mons, it is not because of the border (which is no obstacle!), but because of two natural obstacles constituted by the valleys of the Aunelle and Honnelle/Hogneau rivers[4]; these are small rivers, but they have cut rather deep valleys through the countryside; and the German rear guard took advantage of them to delay the progress of the British troops. 'The Passage of the Grande Honnelle' is a relatively well-known episode of

1 See the visit report in MiH72. The following maps were exhibited: a) Secteur Saint-Julien, GSGS 3062, 28 N.W.2, 1:10.000, corrigée au 20/02/1916; b) Secteur de Messines, GSGS 3062, 25 S.W.4, 1:10.000, corrigée au 15/05/1918; and c) Secteur de Langemarck, Service topographique de l'Armée belge, 1:10.000, corrigée au 21/09/1918.

2 Peter Chasseaud, 'Artillery's astrologers: a history of British survey & mapping on the Western Front 1914 – 1918', Lewes: Mapbooks, 1999, ISBN 0-9512080-2-0.

3 see Peter Chasseaud, 'Rats Alley: trench names of the Western Front, 1914-1918', Stroud, Gloucestershire: Spellmount, 2006, ISBN 1-86227-276-X

4 The source of the Hogneau is in the Mormal forest, south of Bavay, France. It enters Belgium at Gussignies and takes the name of 'Grande Honnelle', until it reaches French territory again and retrieves its name, Hogneau. It then marks the border with Belgium south of Qiévrain and joins the Haine river, itself a tributary of the Scheldt.
The Aunelle flows in France before marking the border with Belgium and joining the Hogneau south of Qiévrain.

Series GSGS 2743 (1:40 000)
Coll. Francis Herbert

Fig. 2. Sheet 51 of the map 'Belgium and part of France', October 1918,
Detail showing the village of La Flamengrie where British troops gathered before attacking across the valley of the Hogneau river (along H4-10-16).

Series GSGS 2742 (1:20 000)
British National Archives

'Carte d'Etat-Major' sheet 9
(1:80 000)
Coll. Jean-Louis Renteux

Fig. 3. Missing road: in the representation of La Flamengrie's 'Rue de l'Eglise' on GSGS sheet 51 (2743, left ,and 2742) the northern part of the road is missing; compare with the representation on the 'Carte d'Etat-Major' (right)

the war history,[5] but not its prolongation on the French side of the border; the 'battle of the Hogneau' still had to be investigated. To do so, my friend Nicholas Bernier retrieved from the National Archives (UK) the war diaries of a number of battalions involved in those combats. These handwritten diaries describe the daily operations of the battalions over the whole war. It was necessary to sort through hundreds of poorly copied pages to find out which battalions were actually involved in the crossing of the Hogneau and in the fighting around our villages. This was further complicated by the fact that the diaries often use cryptic coordinates instead of place names to describe their itineraries and objectives; the troops were moving so fast that the officers did not have time to learn the names of the villages they were crossing! As the coordinates used were not simply latitudes/longitudes, it was indispensable to get hold of the operational maps used to make sense of most of the diaries. That is when I contacted the War Heritage documentation centre. Anne Godfroid kindly investigated, but this particular area is not covered by their considerable collection of 'Trench maps'...

I then did what one usually does when confronted with a delicate aspect of British cartography: I contacted our friend Francis Herbert! And, as a matter of fact, Francis holds a copy of the very map I was looking for: sheet 51 of the series GSGS 2743, 'Belgium and part of France', 1:40 000, *Ordnance Survey, (O[verseas]. B[ranch].)* October, 1918.

Francis sent me scans of parts of his map, as well as a lot of background information and bibliographic references. As a result, some mysterious statements from war diaries immediately became clearer. For example: 'At 1640 enemy put down a heavy barrage of all calibres and Machine Guns in H.7.c. and d and 13.a. and b.'[6] means that the whole village of La Flamengrie was heavily bombed, a fact which can be correlated to undated accounts and photographs of destroyed buildings.

The grid applied to the maps was based on areas 6 000 yards square (approximately 5 400 meters) identified by capital letters from 'A' to 'X'. These squares were divided into smaller areas of 1 000 yards square, numbered 1 to 36, these being further subdivided into four squares designated by lowercase letters from 'a' to 'd'. Within these 500-yard squares, the position could still be specified by indicating a percentage looking east, then north; for example, the church tower of La Flamengrie was located in the upper right corner of square H13.a, in H13.a.9590. This pragmatic coordinate system lacks the scientific rigour of e.g. the Lambert projection, but it is convenient to use in the field.

A few weeks later, we obtained a digital copy of the 1:20000 version of the map (GSGS 2742, sheet 51 NW) held in The National Archives (UK)[7], and I could compare the two: this larger scale version does not show more detailed information; the 1:40 000 version has obviously been reduced photographically from 1:20 000 sheets. The only difference is in the presentation of the coordinates grid whose letters and numbers are more conspicuous on the smaller scale one, sometimes hiding information on the map!

Looking closely at both maps, one can see indications in English which have been added to the original model: cemetery, brewery, customs house, halt (for railway stations), marble works, etc.

Apart from these additions made by British cartographers, I noticed a real anomaly on both maps: in the village of La Flamengrie (square H7.c), a northern portion of *Rue de l'Eglise* is missing between the church and the road to Roisin, whereas this road is complete on all known maps of

5 See for instance https://en.wikipedia.org/wiki/Passage_of_the_Grande_Honnelle

6 From the Staffordshire Regiment, 8th Battalion war diary.

7 Although their website does not mention that it has been digitized.

Fig. 4. Origin of the French 'Plans Directeurs' produced during WW 1: pink plans are totally based on large scale surveys, hashed ones only partially; crossed ones are based on cadastral surveys, aerial photographs, etc.

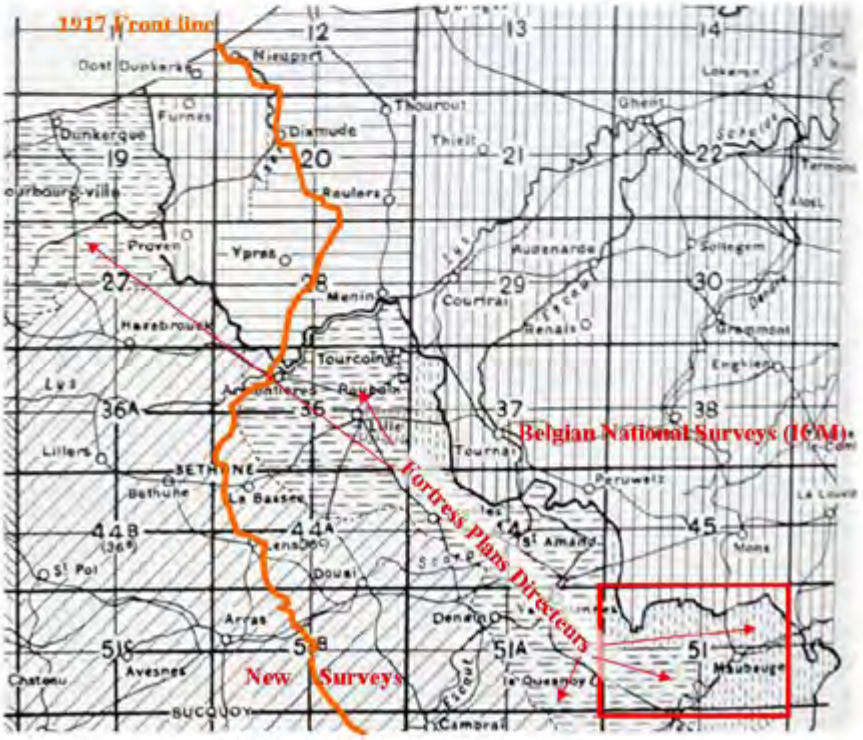


Fig. 5. Sources of British map sheets produced over Northern France and Belgium

the village, from the early 18th century until today, including the World War I *Plan Directeur.*

This prompted me to look further into the process for making these maps and the sources used by the British.

The GSGS map making process

As stated above, in August 1914, the GSGS benefited from a lot of Belgian cartographic material from the ICM. When trench warfare started in October, the Belgian maps proved to be directly useable in that part of Belgium which remained unoccupied, around Ypres. But further south, around Lille, Belgian ICM map sheets No 28 and 36 stopped precisely at the border.

On the French side, the basic map was the 1:80 000 *Carte d'Etat-Major*, 'Type 1889' revised in 1913. These small-scale maps, which had been supplied to the troops at the beginning of the war in anticipation for rapid movement warfare, proved totally insufficient in a situation of static warfare, where progress was measured in meters rather than kilometers.

The *Service Géographique de l'Armée* (SGA)[8] had also developed *Plans Directeurs* at 1:20 000 for most of the north-eastern frontier area, in particular, around the Lille and Maubeuge fortresses. However, these maps were kept secret. The information provided by these plans on the terrain was of particular interest, especially when the terrain had been occupied by the Germans. The SGA passed the information to the British, and undertook to rapidly produce more Plans Directeurs at 1:20 000 for the whole war region (see Fig. 4, after the SGA report), using all available sources: plans, cadastral surveys, aerial photos, railway and industrial plans, town plans, etc. In the process, they replaced the Bonne equivalent projection by the Lambert conical projection which conserves angles and is more appropriate for artillery purposes. A grid system of 1 km squares determined by the rectangular co-ordinates of this projection was superimposed on the map ('Quadrillage kilométrique'). The representation of relief on the Plans was by means of contour lines, instead of hachures used on the *Carte d'Etat-Major.*

In addition, the SGA produced *Canevas de Tir* [shooting patterns] at 1:5 000 which were frequently updated with the latest trench positions.

In parallel, the GSGS undertook to rapidly develop better maps to cover their part of the front area on French territory. The baseline was an enlargement of the French 1:80 000 maps to the 1:20 000 scale, on which the reference system squares were superimposed. This baseline was complemented with whatever topographic information could be obtained, in particular from the French SGA (*Plans Directeurs* and *Canevas de Tir*). These Plans extend across the Belgian frontier, using information taken from the ICM maps. There was certainly good cooperation, based on formal agreements between allied governments for sharing cartographic material. Nevertheless, two different mapping systems were developed, with differences in languages, units (metric vs. imperial), reference grids, etc.

For developing this new set of maps of northern France, the Overseas Branch of the GSGS thought it convenient to extend the Belgian sheet lines and numbering to the west[9]; for example the sheet covering Cambrai and Valenciennes, west of our sheet 51, bears the number 51A; further west, to Arras, it is sheet 51B, and so on, until 51E on the Channel coast (see Fig. 5, after Chasseaud).

Peter Chasseaud has identified the French sources used to complete each of these sheets (see Fig. 4): Belgian National Surveys (coinciding with ICM maps of the Belgian territory), pre-war French fortress *Plans Directeurs* (some of them revised) or new surveys (for most of the trench areas between Béthune and St-Quentin)[10].

For our British map (GSGS 2742, sheet 51) the *Plans Directeurs* used are, basically, those for Le Quesnoy, Bavay and Maubeuge. In order to continue my analysis, I had to get a copy of those Plans, or at least that of Bavay covering La Flamengrie. A number of them are present in The National Archives (UK), but not for the area considered here. The French *Service Historique de la Défense* obviously holds the complete series in Vincennes, but none are available online. Fortunately, Anne Godfroid found two copies of the *Plan Directeur* of Bavay in Cdoc collections, one with annotation in the margin showing it had been used in the field.

A close comparison between the British map and its sources reveals a number of differences showing that the GSGS did not just reproduce the source maps, but redrew them:

- The frontier is ignored on the British map whereas it is conspicuous on the French source, and even more so on the Belgian one (see Fig. 6)[11].
- A number of toponyms are misspelled on the British version; for example, near La Flamengrie: 'Bosquet Crasquin' (misspelled as 'Graquir') or 'Chapelle des Francaise' (instead of 'Français').
- A number of indications in English have been added.
- Contour lines are 5 m apart overall, like on the French Plans, whereas the Belgian source has them 1 m apart.

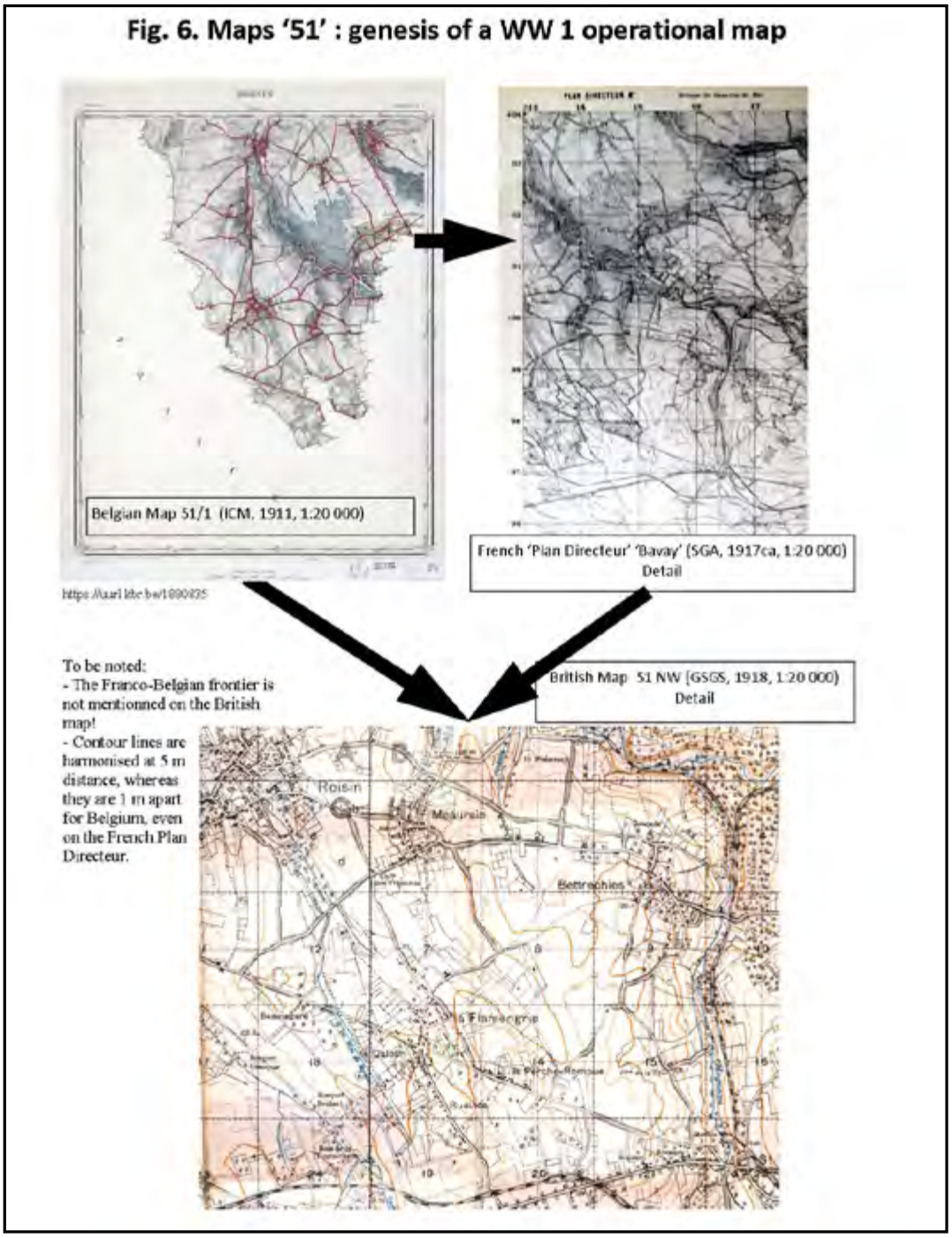
All these facts show that the British General Staff's Geographical Section did not just reproduce material obtained from their allies to provide their troops with appropriate maps: they produced original cartographic work. But in the process, some mistakes crept in, like the missing *Rue de l'Eglise* in La Flamengrie.

8 'Rapport sur les travaux exécutés du 1er août 1914 au 31 décembre 1919. Historique du Service Géographique de l'Armée pendant la guerre', 1936, Paris: SGA

9 The numbers used by the ICM at the beginning of the 20th century are still used today by its successor, the National Geographic Institute (NGI/IGN).

10 Peter Chasseaud, Topography of Armageddon. A British Trench Map Atlas of the Western Front 1914 – 1918. Lewes: Mapbooks, 1991, reprinted 1998, ISBN 0-9512080-1-2.

11 As all Belgian maps of the period, Map 51 stops precisely at the Belgian border, as if it was a cliff. By contrast, the border line is not even a feature on the British map (only certain 'Custom houses' are shown). British troops going through La Flamengrie towards Mons certainly did not realise that they were crossing the border, not once but five times! For more details on this complex boundary, see MiH 54.



Epilogue: completion of my case-study

Thanks to the maps produced by the GSGS, and to those who, like Francis Herbert, have preserved them, I have been able to make sense of our War Diaries and to reconstitute the course of events around La Flamengrie over the last days of World War I: how the German rear-guard entrenched on the banks of the Hogneau shelled the surrounding villages as British battalions were approaching; how the British forces managed to cross the river under very harsh conditions, and how they eventually chased the Germans beyond Mons.

This has resulted in a publication entitled '*La bataille de l'Hogneau et la libération de La Flamengrie (Novembre 1918)*'; this 52-page booklet was distributed on 6 November 2021, at a ceremony commemorating Reverend John James Wallace, chaplain to the 8th North Staffordshire Regiment, who was fatally wounded in the fighting for the liberation of La Flamengrie.

Jean-Louis Renteux
jl.renteux@gmail.com

Cartographica Helvetica ... the last and final issue

Over 30 years ago Hans-Uli Feldmann, a cartographer working for the Swiss Federal Office of Topography (swisstopo), thought it was perhaps time to create a 'medium for the dissemination of contributions to the History of Cartography for researchers, map collectors and dealers', destined mainly for German-speaking countries. No such journal had existed since the disappearance, some years earlier, of the Speculum Orbis which Peter H. Meurer had initiated. So Hans-Uli gathered around him some colleagues and friends who shared his interest in ancient cartography (see photo at Fig. 1).

Fig. 1. from left to right Alfons Cavelti, a map collector and researcher († 2004), Hans-Uli Feldmann, Thomas Klöti, a map historian with swisstopo, Madlena Cavelti Hammer, geographer and daughter of Alfons Cavelti, and Arthur Dürst, geographer and historian († 2000).

In January 1990, under the auspices of the 'History of Cartography' Working Group of the Swiss Society for Cartography, they launched the first issue of a publication that was to become one of the most distinguished cartographic journals in Europe, the Cartographica Helvetica (see the cover at Fig. 2.).

Vol. 63/2021, published last December, enclosed a bi-lingual German/English Notice with the following message to its international readership:

> Please note: Cartographica Helvetica will end its publication in 2021.
> After more than 30 years, the publishers of the journal "Cartographica Helvetica" have decided to discontinue its publication by the end of 2021.
> ***The issue 63/2021 will therefore be the final issue.***
> Thank you very much for your long-standing subscription and/or your collaboration as a book wholesaler.

To many of us this sudden, quite unexpected, turn is sad news.

During these 31 years, Hans-Uli has remained at the head of the team as chief editor. With unfailing dedication and authority, he competently and efficiently directed not only the publication of 63 volumes, but also of 24 Special Editions on cartographic subjects that deserved expansion beyond the limited space the journal could offer. Altogether this amounted to nearly 5 000 pages, illustrated with top-quality images on glossy paper in A4 format. Thirty-two facsimiles of early Swiss topographical and other historical maps were sold in conjunction with the Special Editions. The Swiss 'History of Cartography' Working Group, acting as the journal's publisher, gave it institutional status. The editorial team with its members Madlena Cavelti Hammer, Hans-Peter Höhener, Thomas Klöti, Wolfgang Lierz, Urban Schertenleib, Jost Schmid-Lanter and (as webmaster) Markus Oehrli continued unchanged for the last ten years. Hans-Uli himself was, in addition, the Swiss Cartographic Society's President from 1998 to 2006.

Fig. 2. cover of C.H. 1/1990

Fig. 3. cover of C.H. 50/2014

Fig. 4. cover of C.H. 63/2021

From the beginning it was clear that cartographic topics would not be limited to Switzerland. Whilst about half of the contributions came from Swiss authors, a host of well-known European and a few non-European map historians expanded the horizon beyond our continent out to Africa, Brazil, California, China, India, Iran, the Holy Land, Japan, Turkey, and even to the Moon. Practically none of the current subjects of interest to the cartographic reader was excluded, ranging as they did from medieval maps to modern map-making processes. Book reviews and a calendar of events completed each issue.

Nearly a quarter of a century later, the journal's well-established editorial concept underwent a major change. It was felt that Swiss contributions had not been given adequate space or were relegated to Special Editions. Consequently, Vol. 50/2014 was the last to follow the international framework, and I felt honoured in a way to see that a world map, illustrating my article on Hermann Habenicht's cartographic work with Justus Perthes in Gotha, had been used for the cover (see Fig. 3.). From now on, each new issue exclusively dealt with a subject relating to Switzerland, for example with maps of the country and its major cities, travel and fortification maps, missionary cartography or map-makers, including the celebrated Guillaume-Henri Dufour (1787—1875). However, summaries of each article continued to be produced in French and in English, and an enclosed loose-leaf Newsletter with calendar items and book reviews maintained the link with the outside world.
Those who would like to (re-) discover the contents of past issues can do so on the remarkably well organised online archive at www.kartengeschichte.ch, with excellent guidance in English. From the table of contents, one has access to the scanned pages of Volumes 1 to 60. The list of hundreds of names reveals the fantastic spread of cartographic coverage: there are 13 articles on Guillaume Delisle, 15 on Homann, and 23 on Ptolemy, to name just these.

It is no coincidence, of course, that the last and final issue of Cartographica Helvetica (see the cover at Fig. 4.) is devoted to Basel, on the river Rhine, Switzerland's third-most populous city after Zürich and Geneva and known for its vibrant cultural scene. This is where the 20th Symposium of the D-A-CH Working Group for the History of Cartography, formed by map historians from the three national German, Austrian and Swiss cartographic commissions, was planned to take place in September this year, under Hans-Uli's direction, but this has had to be rescheduled (and now re-located) for the third time[1]. Martin Rickenbacher, from 1999 until recently chairman of the 'History of Cartography' Working Group and one of the most prolific contributors to the journal, admirably sets the scene with an article on the surveying and mapping of the Basel region; and Noah Regenass introduces us to the outstanding map collection of the Basel University Library, where Symposium participants will later certainly be able to see Mercator's wall maps of the world (1569) and of Europe (1572), Sebastian Münster's cartographic heritage and many other rarities.

Hans-Uli had already organised the 8th D-A-CH Symposium in Bern in 1996 and the 22nd International Conference on the History of Cartography, also in Bern, in 2007.

Fig. 5. ICHC 2007 in Bern, conference director Hans-Uli Feldmann at the opening ceremony

May I close with a souvenir photo of this latter event (Fig. 5.), wishing Hans-Uli much success and pleasure for the future in our world of old maps, with his many international map friends – keeping us all young.
(With many thanks to Hans-Uli Feldmann for the photos and scans)

Wulf Bodenstein
wulfbo@outlook.com

1 Having had to be postponed twice due to the Corona pandemic, the event is now re-programmed to take place at the Staatsbibliothek in Berlin from 31 August to 3 September 2022. Details of the programme and for the registration are available on www.kartengeschichte.ch The following 21st D-A-CH Symposium is scheduled to be held in Basel in 2024.

Maps of Ukraine

Fig. 1. Gerard Mercator, 'Taurica Chersonesus nostra aetate Przecopsca et Gazara dicitur' (Amsterdam: apud Henricum Hondium & Joannem Janssonium, 1638)

Fig. 2. R. De Rouck, 'Russie'
(Brussels: Editions R. De Rouck, 1941)

Have you checked our online exhibition of maps of Ukraine? Ten old maps from the Royal Library of Belgium (KBR) collection have been selected to illustrate the geopolitical history of what is now Ukraine. They offer a glimpse of the region's complex past as a borderland, from the sixteenth to the twentieth centuries.
Beware though, maps are never neutral and often serve a political agenda.

https://www.bimcc.org/history-of-cartography/maps-of-ukraine

The theme of Ukraine's cartographical history will stay with us for the rest of year. It will be the topic of a full article in the September issue of Maps in History, and of the Circle's annual conference in December – more details to follow.

An Extraordinary Day in Ghent

Saturday 5 March 2022

As all non-profit associations in Belgium, the Brussels Map Circle had to comply with a law passed on 23 March 2019, and to adapt its statutes to the new *Code des sociétés et des associations*. To that effect an Extraordinary General Assembly had to be organised.

It was decided to hold it in Ghent so that we could combine business with pleasure and take the opportunity to visit a nice exhibition at St-Pieter's abbey (see next article).
Caroline De Candt, who knows her city of Ghent inside out, found an appropriate venue for the meeting, as well as a restaurant for the following lunch and helped Marie-Anne Dage make the necessary arrangements for the day.
On Saturday 5 March 2022, at 10.30, 17 Active Members of our Circle thus met in the Geuzen Huis, Kantienberg 9 (this is near St-Pieter's square). With 7 proxies, there were 24 Active Member present or represented, out of a total of 25; the quorum of 4/5 necessary to modify our statutes was reached.
A first draft of the new statutes had been prepared by Maître Raphaël De Vuyst, notary in Brussels, and sent beforehand (on 10 February 2022) to all Active Members who were invited to send their remarks to the President. A new draft, based on these remarks and with corrections made after consultation of the notary, had been sent on 1 March 2022.
President Wouter Bracke chaired the meeting, with Marie-Anne Dage as secretary and Jean-Christophe Staelens as scrutineer. Wouter ably led the meeting through the remaining questions, noted in the margins of the text of the new statutes, which were projected on a screen. After some constructive discussions, the assembly approved unanimously the amended text of the new statutes.
This text has now been formally signed with the notary in Brussels and sent to the Moniteur belge for official publication.

After the meeting, active and non active Members met for a convivial lunch in the nearby Italian restaurant Firenze, before crossing Sint-Pietersplein to visit the exhibition Wondrous Voyage, journey from Gent to the East Indies.

Jean-Louis Renteux
jl.renteux@gmail.com

Preparing a Wondrous Voyage!
... at a local restaurant

Wondrous Voyage!

On Saturday 5 March 2022, the Map Circle travelled to the exquisite city of Ghent for an Extraordinary General Assembly. For this occasion the Executive Committee had concocted a visit to the *Wondrous Voyage* exhibition at St. Peter's Abbey (today a museum), for us. The Circle's secretary, Marie-Anne Dage, made sure everything was properly arranged, and our honorary president Caroline De Candt prepared a handout with descriptions of the main cartographic items on display.

This immersive exhibition takes us on a journey to the eighteenth-century East Indies. It was designed and set up by Jan Parmentier, member of the Circle and former curator at the Museum aan de Stroom in Antwerp.

The staging at St. Peter's Abbey plunges the visitor immediately into the 'Wondrous Voyage' of an eighteenth-century merchant ship. The magnificent vaulted and colourful painted ceiling of the refectory simulates an upturned ship.

While following the stories of the fortunately still preserved and richly detailed diary of Ghent priest Michael De Febure, who was aboard the ship the Sint Pieter in 1721-22, we strolled through settings that appealed to our imagination and allowed us to discover fascinating and unique items. These included maps, atlases such as the Atlas van zeevaert en koophandel by Reiner and Joshua Ottens, the Neptune François by Pierre Mortier and Great Britain's Coasting Pilot by Greenvill Collins; a Blaeu globe, prints, nautical charts, ship models and navigational instruments, in addition to exotic marine wildlife and maritime finds from eighteenth-century shipwrecks. In total 250 original objects loaned by museums — including a comb to ward off lice! — all added to the magical scenery.

Sounds of raging waves against the ship's hull, big screens depicting a stormy sea and a dimmed atmosphere — suddenly we are there, aboard the ship, 300 years ago, on our way to the Indies.

Fig. 1. Jan Parmentier designed and set-up the exhibition . He guided us throw the nice and interesting objects, commenting maps and atlases such as this magnificent Neptune François sea-atlas.

Among the many objects in this exhibition, we must mention a fantastic work of art: a large drawing of a stranded whale executed around 1547, on loan from the Plantin-Moretus Museum in Antwerp.

From the 16th century onwards, European adventurers and merchants travelled to other parts of the world in search of wealth and merchandise. They wrote a history of new sea routes, distant trading posts and growing knowledge, colonisation and slavery.

At the time the Southern Netherlands were part of the Spanish monarchy's territories, and the Ghent merchant family Maelcamp had done successful business through its connections to the Spanish court.

But in 1714 a new period began with the Austrian acquisition, under the Treaty of Rastatt, of the former Spanish Netherlands. As a consequence, local traders' interest shifted from Spain and its colonies to the East Indies: Arabia, India and China. In 1721 the Maelcamp family financed an expedition to India to import a rich cargo of pepper and cotton, and for this purpose bought a ship in Amsterdam and renamed it the Sint Pieter.

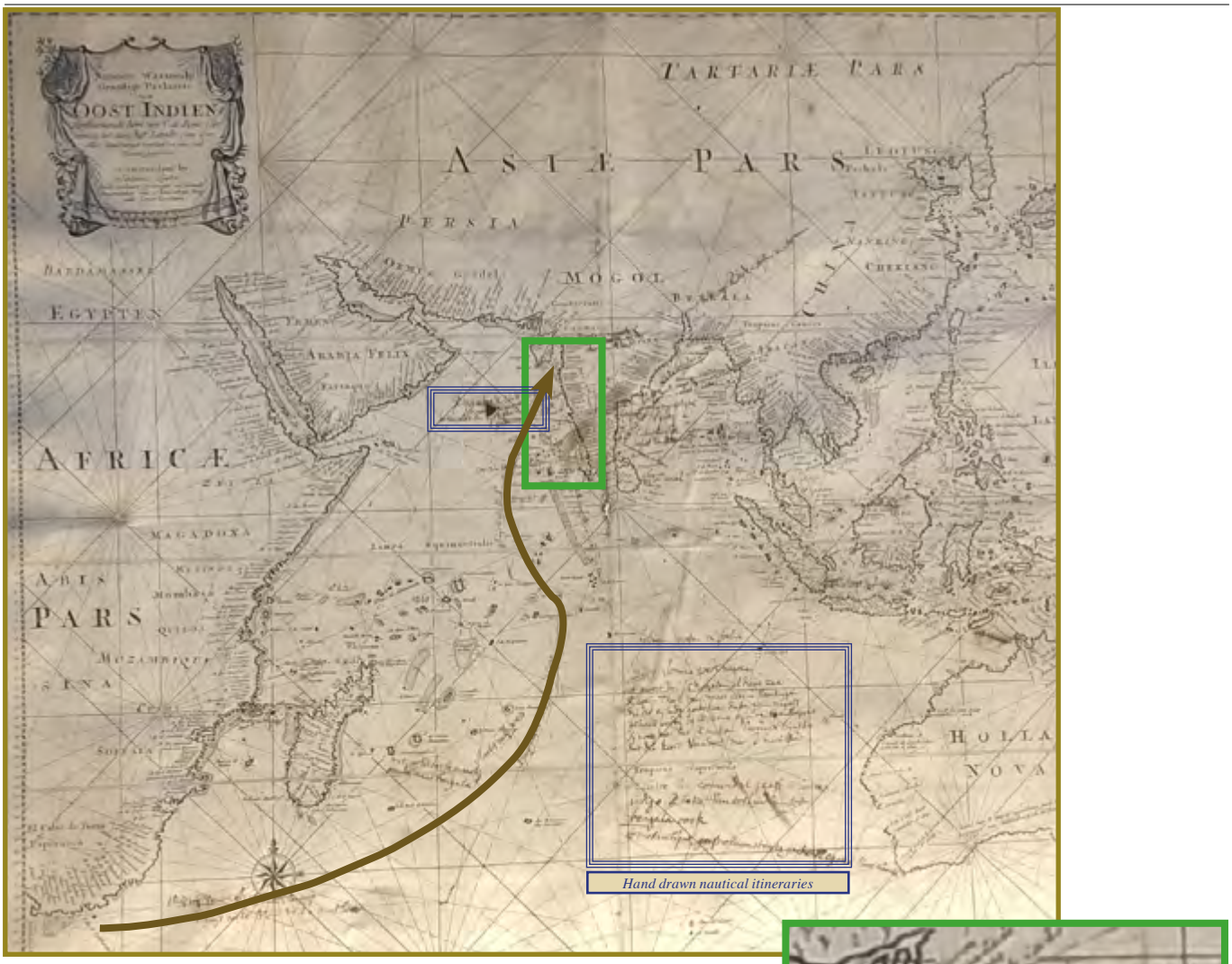


Fig. 3. Map of the Indian Ocean published by Jan Loots around 1710, probably using copperplates by Pieter Goos (Rijksarchief Gent). Nautical itineraries were contemporaneously drawn by hand. They have been highlighted in the image.

Fig. 4. De Stad Couchyn - City of Kochi- India
Map by Johannes Vingboons (© Nationaal Archief - The Netherlands)

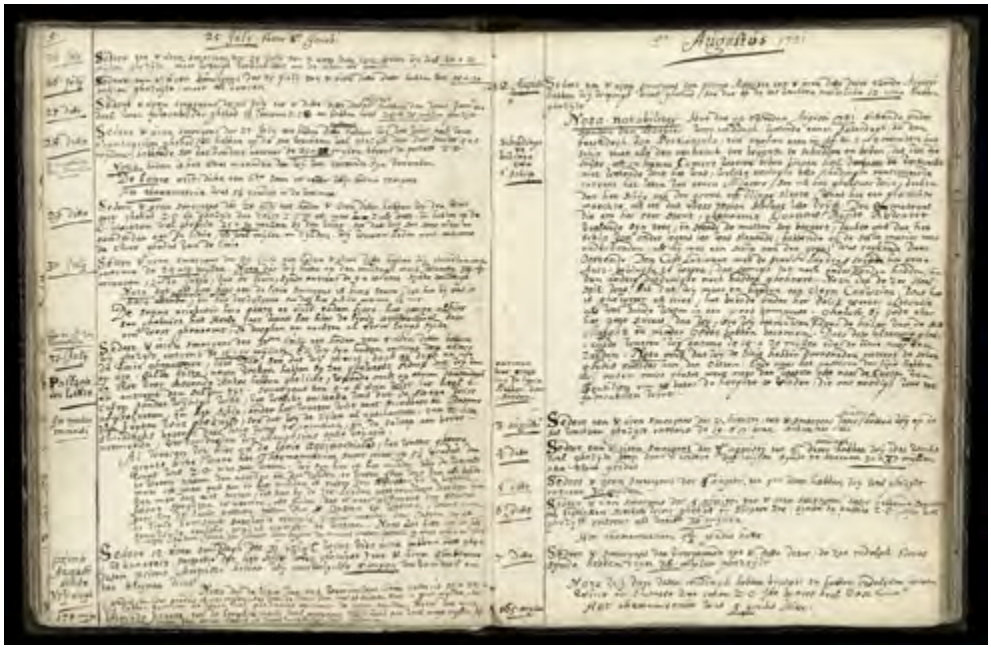


Fig. 2. Logbook of Michael de Febure (Library University of. Ghent)

This impressive enterprise was prepared meticulously beforehand: the ship even had to be given extra cladding to protect it against shipworm.

The crew of 68 men was very international. Besides Ostend and Ghent locals, there were also Dutch, Portuguese, Germans, French, Italians and even one Finn, one Bengali and one Javanese – commerce was already globalised!

To complete the crew the Maelcamps recruited an initially reluctant 58-years old priest — Michael De Febure — as the ship's chaplain. De Febure's logbook — where for 16 months he would carefully and colourfully detail the trip — is the thread connecting the whole exhibition, and it was of course on display too.

In June 1721, the ship set sail from Ostend, which was the port for the Austrian East Indies trade. The journey, around southern Africa to land at the trading posts of the Malabar coast, took 16 months, arriving back in September 1722.

The crew suffered from vitamin C deficiencies that led to scurvy. Additionally, Austrian ships could not replenish supplies of fresh water and food in large ports such as the Cape of Good Hope which was in Dutch hands, or in Madagascar and Bourbon (today Réunion) islands which were bases for English and French pirates.

There are also moments of sadness and fear — of the 68 crew members, seven were given a religious burial. There are the encounters with other peoples, the prejudices of those times, the real danger of being stuck on sandbanks, and being ambushed by pirates. All is expertly explained on the wall panels.

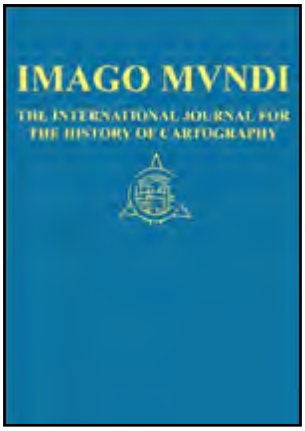
De Febure's logbook is a vivid chronicle of this fascinating odyssey. For example, his commentaries about the meals: 'We have not had a good meal yet, the thermometer is a half gradus caloris'; or, even better, the metaphor he uses the first time he sees a whale: 'Its head was thicker than a beer barrel', made our 'voyage' through the exhibition a very vivid experience.

Besides a detailed depiction of daily life on board, including celebrations of Ghent and Austrian festivities, De Febure also shares his fascination for the city of Surat, the capital of Gujarat, the crossroads and melting-pot of Arab, Persian and South-East Asian worlds. The Wondrous Voyage exhibition commemorates this very wonderful saga.

Shortly after the return of the Sint Pieter the Ostend Company, in which the Maelcamps were involved, was founded as a direct competitor to the Dutch East India Company (VOC). The Ostend Company lasted for less than nine years.

But what of De Febure? With his travel allowance, he bought three houses in Ghent and lived happily ever after to the ripe old age of 93.

Floria Benavides
floria.benavides@gmail.com



Editor(s) of Imago Mundi

The Directors of Imago Mundi Ltd seek to appoint a new Editor, or two Co-Editors, of Imago Mundi: The International Journal for the History of Cartography. The Editor(s) will take responsibility for the Journal starting with the preparation of volume 75 (potentially beginning in July 2022 or shortly thereafter).

Founded in 1935, Imago Mundi is currently issued twice a year by Taylor & Francis, in both print and online formats, usually in January and July: https://www.tandfonline.com/journals/rimu20. It is the only international journal published in English that covers the full chronological, spatial, and conceptual range of map making and map use. Its articles are peer reviewed to the highest standard, and are fully indexed in academic databases.

The position of Editor comes with an annual honorarium (currently £12,000) and is supported by an editorial team of associate and assistant editors, including book review editors, bibliographers, translators of abstracts and a chronicler of the field: https://www.tandfonline.com/action/journalInformation?show=editorialBoard&journalCode=rimu20. It is anticipated that the new Editor(s) will work, in collaboration with the Chair and Treasurer of Imago Mundi Ltd, to reformulate editorial practices and the editorial team in ways that will support the Editor(s) and maintain the Journal's intellectual quality and rigour.

Responsibilities of the Editor of Imago Mundi

Reports to the Board of Directors of Imago Mundi Ltd, via its Chair.

General

- oversight of all aspects of the preparation and production of the Journal
- management of the editorial team
- liaison with Taylor & Francis
- representation of the Journal within the broader field of the History of Cartography
- interest in the development of online publication

Specific

- ensures the efficient management of the submission and peer-review processes for articles, including advising on suitable peer reviewers
- is responsible for decisions regarding the acceptance, rejection, or revision and resubmission of submissions to the journal
- works with Taylor & Francis to oversee all aspects of print and online production
- works with Taylor & Francis to develop new opportunities for the Journal
- edits accepted submissions to meet a high standard of formal English and the format requirements of the Journal
- commissions, and edits as necessary, obituaries and the report on the biennial International Conference on the History of Cartography
- oversees and consults with the editorial team to ensure timely preparation of book reviews, subject bibliography, chronicle, and other Journal elements
- submits an annual Editor's Report to the Board of Directors of Imago Mundi Ltd
- advises the Chair and Hon. Treasurer of Imago Mundi Ltd on the payment of honoraria to members of the editorial team
- attends, as possible, the biennial International Conference on the History of Cartography

Person Specification

- broad experience of, and appreciation for, the field of map history, both in general and in its relations to cognate fields
- demonstrable editorial experience in internationally regarded academic publications
- demonstrable experience in editing academic publications written in English to the highest standard
- well-developed communication skills
- ability, as Editor, to provide intellectual leadership in the promotion of the study of the history of maps
- ability to work collegially within a team, and with authors
- interest in the capacity of digital publication to enrich and enhance the study of maps
- ability to work with standard word-processing formats

Terms of Appointment

The Editor(s) will be appointed for a five-year term, subject to satisfactory performance of duties, and inclusive of an initial probationary period. The five-year term may be renewed by mutual agreement with the Chair and Board of Imago Mundi Ltd.

How to apply

Applications for the position of Editor or Co-Editor of Imago Mundi should be made by May 15, 2022. Applicants who wish to apply for the position of Co-Editor may apply individually or jointly. Applications should consist of a Curriculum Vitae, accompanied by a letter of no more than two pages outlining the relevant editorial experience of the applicant(s); the nature of the contribution they envisage making to the journal as Editor/Co-Editor; and the names of two referees who may be contacted by the Search Committee.
Applications should be sent by email to: wouter.bracke@kbr.be.
Informal enquiries about the position of Editor or Co-Editor of Imago Mundi may be made in confidence either to Wouter Bracke (wouter.bracke@kbr.be) or to Mary Pedley (mpedley@umich.edu).

Appointment Process

The Board of Directors of Imago Mundi Ltd has established a search committee to help it make this appointment. Its members are Wouter Bracke (Chair of Imago Mundi Ltd); Alfred Hiatt (Hon. Secretary; Queen Mary, University of London); Daniel Crouch (Hon. Treasurer; Bookseller); Mary Pedley (University of Michigan); Carme Montaner (Institut Cartogràfic de Catalunya); Matthew Edney (University of Southern Maine); Michele Hannoosh (University of Michigan)

The appointment will be made by the Imago Mundi Ltd Board of Directors.
The Directors of Imago Mundi Ltd are:
Wouter Bracke (Chair; Royal Library of Belgium); Daniel Crouch (Hon. Treasurer; Bookseller); Alfred Hiatt (Hon. Secretary; Queen Mary, University of London); James Akerman (Newberry Library, Chicago); Peter Barber (former Map Librarian, British Library); Tony Campbell (former Map Librarian, British Library); Imre Demhardt (University of Texas at Arlington); Matthew Edney (University of Southern Maine); Chris Fleet (National Library of Scotland); Tom Harper (British Library); Markus Heinz (Staatsbibliothek zu Berlin); Catherine Hofmann (Bibliothèque nationale de France); Roger Kain (School of Advanced Study, University of London); Nick Millea (Bodleian Library, Oxford); Carme Montaner (Institut Cartogràfic de Catalunya); Anthony Payne (Independent Scholar); Mary Pedley (University of Michigan); Alexey Postnikov (Russian Academy of Sciences); Zsolt Török (Eötvös Loránd University, Budapest); Sarah Tyacke (former Chief Executive, The National Archives)

Imago Mundi Ltd is a limited company, registered with Companies House (UK), and also a charity registered with the Charity Commission for England and Wales. It exists to promote the study of maps and map history as an international discipline by:

1. The publication of *Imago Mundi*
2. Oversight of the biennial International Conferences on the History of Cartography.

The Editor of Imago Mundi is not a Director of Imago Mundi Ltd, but is invited to attend Board meetings in an advisory capacity.

The Board of Directors of Imago Mundi Ltd is committed to principles of equality, diversity and inclusion in all it does. It welcomes expressions of interest from persons in groups currently under-represented within scholarly publishing.

Wouter Bracke
wouter.bracke@kbr.be

Congratulations, Henri!

Our great friend Henri Godts turned 70 years on 5 April this year.
He was present at the first informal meeting on 31 March 1998, joining our Brussels International Map Collectors' Circle (BIMCC) that October, as Member number 015.
He has been an active supporter of our Circle ever since.

But Henri is, first of all, a key figure on the Belgian scene of rare books and historical cartography. He learned the trade with the book seller Louis Moorthamers, heir to a 100-year-old dynasty which founded the first shop for rare books and old prints in 1894, in Antwerp. He then started his own Librairie Ancienne Henri Godts, on the prestigious Avenue Louise in Brussels and scheduled regular auctions, whose gorgeous catalogues have themselves become real collectables.
He was also the very first sponsor of the BIMCC, with an advertisement appearing in BIMCC Newsletter No 3 in January 1999.
In 2001, Henri joined the Executive Committee of the BIMCC and became its Vice-President. In 2006, he gave up the vice-presidency in order to prioritise his professional activities. But Henri has never stopped giving full support to our Circle.
For example, since September 2000 he has hosted our Executive Committee meetings at his premises. He also takes care of the dispatching and mailing of *Maps in History*, ensuring that your favourite magazine gets to you in the post.
And in recent years he has taken an active part, together with Jean-Christophe Staelens, in the organisation of our Map Afternoons at the Royal Library.

In 2018, Henri Godts joined forces with another of our faithful sponsors, The Romantic Agony, to become the largest book auction house in Belgium and the Netherlands, specialising in rare, old, and modern books, manuscripts, autographs, drawings, prints, photographs AND atlases and maps. The merger, named Arenberg Auctions, with its team of around 14 specialists, moved to new, larger premises in Brussels' antiquarian Sablon district.
From his new business premises, Henri continues to provide full support to the Brussels Map Circle, as well as to the endeavours of individual Belgian map collectors.

HAPPY BIRTHDAY HENRI !

Jean-Louis Renteux
jl.renteux@gmail.com

Making Maps in History

This issue of Maps in History was edited by Luis Robbles. Paul De Candt did the lay-out on the basis of a design by David Raes.
Contents have been checked by the Editorial Committee comprising Jean-Louis Renteux, Nicola Boothby, Wouter Bracke, Francis Herbert, Pierre Parmentier, Soetkin Vervust and Luis Robles.

The Brussels Map Circle

AIMS AND FUNCTIONS

The Circle was created, as the Brussels International Map Collectors' Circle (BIMCC), in 1998 by Wulf Bodenstein.

Now known as the Brussels Map Circle, it is a non-profit making association under Belgian law (asbl/vzw 0464 423 627).

Its aims are to:

1. Provide an informal and convivial forum for all those with a specialist interest in maps, atlases, town views and books with maps, be they collectors, academics, antiquarians, or simply interested in the subject
2. Organise lectures on various aspects of historical cartography, on regions of cartographical interest, on documentation, paper conservation and related subjects
3. Organise visits to exhibitions, and to libraries and institutions holding important map and atlas collections.

In order to achieve these aims, the Circle organises the following annual events:

- A MAP-AFTERNOON in March or April, bringing together all those interested in maps and atlases for an informal chat about an item from their collection – an ideal opportunity to get to know the Circle.
- An EXCURSION to a map collection or exhibition.
- An INTERNATIONAL CONFERENCE on a specific major topic in December.

The Brussels Map Circle also publishes *Maps in History* (formerly known as *BIMCC Newsletter)*, three times a year and a monthly electronic news bulletin *'WhatsMap?'*. It also maintains a website.
Information on events and exhibitions to be placed on the calendar of our website and announced in WhatsMap? should be sent to webmaster@bimcc.org

OFFICIAL ADDRESS

c/o Arenberg Auctions
Wolstraat 19/2 Rue aux Laines
B-1000 Brussels
www.bimcc.org
info@bimcc.org

HONORARY PRESIDENTS

Wulf Bodenstein
Avenue des Camélias 71
1150 Bruxelles
telephone: +32 (0) 2 771 23 14
e-mail: wulfbo@outlook.com

Eric Leenders
Zwanenlaan 16
2610 Antwerpen
telephone: +32 (0) 3 440 10 81
e-mail: eric.leenders3@telenet.be

Caroline De Candt
Burggravenlaan 341
9000 Gent
telephone: +32(0)9 222 80 14
e-mail: carolinedecandt@gmail.com

EXECUTIVE COMMITTEE
PRESIDENT

Wouter Bracke
Louis Hapstraat 210,
1040 Brussel
telephone: +32(0)493864281
e-mail: wouter.bracke@kbr.be
or: president@bimcc.org

VICE-PRESIDENT

Jean-Louis Renteux
telephone: + 32 (0)2 770 59 03
e-mail: vp@bimcc.org

EDITOR - ÉDITEUR RESPONSABLE

Luis Robles
Rue Geleytsbeek 16A.
1180 Uccle
telephone: +32(0)471610861
e-mail: editor@bimcc.org

CO-EDITOR

Paul De Candt
telephone: +32(0)475899224
e-mail: pauldecandt@gmail.com

TREASURER

Jean-Christophe Staelens
e-mail: jcs@loginfra-strategy.com

SECRETARY

Marie-Anne Dage
e-mail: secretary@bimcc.org

WEBMASTER

Pierre Parmentier
e-mail: webmaster@bimcc.org

SCIENTIFIC ADVISOR

Wouter Bracke
e-mail: wouter.bracke@kbr.be

OTHER OFFICERS

- Jan De Graeve
  jan@degraeve-geo.eu
- Henri Godts
  henri@arenbergauctions.com

BECOMING (AND STAYING) A MEMBER

Members receive three issues of our magazine 'Maps in History' per annum and have free admission to most of the Circle's events.
Non-Members pay full rates.
Annual Membership: EUR 40.00,
Students and Juniors under 25:
EUR 15.00.
To become (and stay!) a Member, please pay the Membership dues EXCLUSIVELY by bank transfer (no cheques please) to our bank account:
IBAN BE52 0682 4754 2209
BIC: GKCCBEBB and notify the Membership Secretary (treasurer@bimcc.org) indicating your name and address.

MAPS IN HISTORY

The Brussels Map Circle currently publishes three issues per year. It is distributed, not only to Members of the Circle, but also to key institutions (universities, libraries) and to personalities active in the field of the history of cartography, located in 16 different countries.
Please submit articles and contributions to the editor (e-mail: editor@bimcc.org) by the following deadlines:

- 15 March for the May edition.
- 15 July for the September edition.
- 15 Nov. for the January edition.

Items presented for publication are submitted to the approval of the Editorial Committee.
Signed articles and reviews reflect solely the opinions of the author.