PEARLS OF THE ANTILLES

PRINTED MAPS OF THE CARIBBEAN ISLES

THE UNIVERSITY OF TEXAS AT ARLINGTON LIBRARY
SPECIAL COLLECTIONS
Dedicated to the memory of Virginia Garrett

Front Cover:
Cat. No. 22.
Jacques Nicolas Bellin the elder (1703-1772) et al.
Carte réduite des Isles de la Guadeloupe, Marie Galante et les Saintes...
Copperplate engraving (with hand coloring) on paper, 60.5 x 87.5 cm., 1759, from Bellin, Hydrographie Française (2 vols.; Paris: Bellin, 1756-1765), vol. 2, plate 78.

Back Cover:
Cat. Nos. 54B and 54A.
After Pierre Toussaint Frédéric Milehe (1810-1881)
Mapa Historico Pintoresco Moderno de la Isla de Cuba
Toned lithograph on paper, 46 x 59 cm., and
Plano Pintoresco de la Habana con los numeros de las casas
Toned lithograph on paper, 46 x 57 cm., both fold into cover titled Mapa de la Isla de Cuba y Plano de la Habana
(New York: B. L. Corning, 1860).

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PEARLS OF THE ANTILLES
PRINTED MAPS OF THE CARIBBEAN ISLES

An Exhibition in Conjunction with the
2012 Virginia Garrett Lectures on the History of Cartography
Virginia Garrett Cartographic History Library

August 2012 through January 2013

Gallery Guide written by Ben W. Huseman

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PREFACE

Every two years since 1998 the University of Texas at Arlington holds the Virginia Garrett Lectures on the History of Cartography, which are underwritten in part by funds from the Jenkins and Virginia Garrett Endowment. This year’s lectures are accompanied with sadness as Mrs. Garrett passed away April 21 while preparations for the lectures were in progress. Her love for maps has always inspired us, and though she will be sorely missed, her legacy lives on, along with that of her husband, Jenkins Garrett, who passed away in February 2010.

The Virginia Garrett Lectures have dual purposes: to explore the history of cartography and to promote the use of the map collections at the UT Arlington Library, where Mrs. Garrett donated her extraordinary personal map collection in 1997. Topics in the past and their accompanying exhibits have included maps by soldier-engineers of the U.S. Southwest, maps of the Gulf Coast, maps and religion, maps of the western United States, and maps relating to chartered companies.

From the beginning, the map collections, while partly intended to show the history of cartography, have had a regional focus: that is, they are particularly strong in maps that depict Texas, the U.S. Southwest, Mexico, the Gulf of Mexico, and the Caribbean. Through the generosity of the Garrett Endowment and other gifts, we continue to collect in these areas.

Just how much information do the maps in the Special Collections area of the library convey of the Caribbean? Much of the impetus to find cartographic examples of certain West Indies islands came from professors and their students in the UT Arlington History Department, where strong programs in Trans-Atlantic History and the History of Cartography encourage students with an amazing diversity of backgrounds and origins to explore wide-ranging topics that deal with maps of both sides of the Atlantic. What do these maps show of individual islands? What can we learn from them? As we first began to explore these questions, we found some surprises. In some cases, we discovered we already had excellent original examples, but we also learned we did not have very good cartographic coverage for some islands. Therefore, we began to fill in these gaps with some new acquisitions that we believe compliment the others.

Although the Caribbean islands appear in thousands of maps of the western hemisphere, many of us know very little about the islands themselves. It is true that some of us like to visit them on vacation, hang out on a beach for a few days, and then fly back home. Some Americans never visit them except in a military or business capacity. We hope that this exhibit in Special Collections will be a small first step for some of us toward learning more about these islands, many of which have and will continue to have important connections to us here in the United States and Texas. The printed maps in this exhibit represent a very small percentage of island maps and were not necessarily selected for the purpose of presenting a balanced view of Caribbean history, culture, and geography.

Numerous people have assisted in the construction of this exhibit and gallery guide: Erin O’Malley, Cathy Spitzenberger, Ann Hodges, and the staff of Special Collections, and Jerrell Jones of the University of North Texas at Denton. I am particularly grateful to David Buisseret, formerly professor of history and Garrett Endowed Chair in the History of Cartography, UT Arlington; John Garrigus, professor of Caribbean history at UT Arlington, and Imre Demhardt, professor of history and the current Garrett Endowed Chair in the History of Cartography, UT Arlington, for reading the manuscripts and offering suggestions. However, as is appropriate, the author/curator of this exhibit and gallery guide takes full responsibility for errors and omissions. Not being a Caribbean expert and having limited time to become one, I have relied on a wide variety of sources of undetermined quality, including, I confess, Wikipedia, which I have nevertheless personally found to be a good place to start in some cases. That stated, everything here should be questioned further.

Ben W. Huseman
Cartographic Archivist, Special Collections
The University of Texas at Arlington Library
INTRODUCTION

“The Caribbean is named for its sea but the islands define the region and its history.”

— B. W. Higman

Printed maps of Caribbean islands incorporate many of the themes of cartographic history found in maps of other geographical areas, from technical developments to increasing diversification in types of maps, and from leading “national schools” in certain time periods to such themes as the growth of a tourist map industry. Not only is Caribbean geography depicted in printed maps of the islands but also many of the themes of Caribbean history are reflected in them. While general maps of the area delineate the shape of the large archipelago and show the directions of the winds and currents that dictated early transportation routes, maps of individual islands depict the islands often as the small places they are, as mountainous or flat, and are more likely to show details such as which islands are more tropical or arid, which have certain natural resources, which have larger populations at certain times, and what names were given to certain features.

As might be expected from maps conceived in the European tradition, the geographic impact of native cultures present at the time of first European contact received little recognition for several reasons. First, Columbus—the first European on record to discover the islands—never knew exactly where he was, but instead thought he had reached the Indies of the East. Second, since all historical documentation of these first encounters was recorded only by Europeans, there is an inherent bias and ignorance of native cultures in early printed maps as well. Third, the native islanders—whether known as Tainos today or by names such as Arawaks and Caribs—were for the most part exterminated over time either through warfare, enslavement, and/or disease in a process that surely qualifies for using the word “genocide.” The memory of these peoples survives on maps in some place names spelled phonetically by Europeans such as “Haïti” and “Xamaica” and possibly in rock art, but the modern disciplines of archaeology and ethnohistory offer far more comprehensive approaches to their study than the history of printed cartography. For our purposes, the arrival of Europeans to the Caribbean in 1492 signals a beginning.

Subsequent historical themes found on the printed maps are many. Over time, islands begin to assume their more familiar “modern” shapes as early explorers, surveyors, geographers, cartographers, and scientists worked together to delineate them properly in a cartographic sense. Initial Spanish discoveries and their efforts to exploit, settle, establish, and grow towns and ranches (or estancias) and to administer and protect these colonies form part of the cartographic history. After some initial discoveries of small quantities of gold, the islands soon took on a secondary but important role as part of the highway system between Spain and the gold and silver discovered on the American mainland—a role seen in many maps showing the tracks of the Spanish silver flotas across the Gulf, Caribbean, and Atlantic. As seen in numerous printed maps, Spain’s rivals—particularly the French, English, and Dutch—were keenly interested. As pirates, buccaneers, privateers, or smugglers they sought plunder or illicit trade with Spain’s fleets, ports, and colonies, and only later—primarily after 1625—began to establish their own colonies in the Caribbean, often through chartered companies.

Printed maps also document European efforts to introduce, cultivate, and produce certain agricultural “cash crops” such as tobacco and particularly sugar. The growing demand for these addictive products—especially the latter—required intensive labor, and after early attempts to employ enslaved natives and indentured Europeans proved unsuccessful, sugar and the Caribbean became closely associated with the African slave trade. The volume of printed maps for certain islands documents the various economic “booms” the islands experienced, both in terms of sugar production and in the population of slaves and colonists.
Many printed maps document the various conflicts on the islands. The world-wide European wars of the seventeenth and eighteenth centuries often extended into the Caribbean, with the European powers often seizing and exchanging the islands as if they were pieces in a global chess game. Printed maps of the impacted islands appeared almost as frequently as news of recent treaties or conquests arrived in parts of Europe. Less obvious but still present are the societal conflicts. Certainly anywhere there was a plantation there were slaves, and slave revolts were quite common on many islands. Also, certain interior details on maps of islands like Jamaica and St. Vincent hint at substantial communities of “Bandits” or “Maroons” or “Black Caribs” who existed independently for many years beyond the official control of the colonial island governments. Maps also record later conflicts. By the early nineteenth century, mapmakers documented the Haitian Revolution, for example, by recording damage inflicted upon the plantations by blacks. And numerous military maps document fortifications, barracks, and roads used to protect the islands from invaders and to establish control over the local populations. The Spanish-American War of 1898 created a demand within the United States for maps of the islands. These were not only utilitarian but document the conflict and the spread of growing American power and imperialism.

Travel literature relating to the islands almost invariably included maps to orient readers and to assist anyone who might wish to visit the islands. As a result of the introduction of steam-powered transportation, tourism and business travel to the West Indies began to boom beginning in the mid-nineteenth century—particularly to cities like Havana, Cuba, where hotels began to promote themselves through maps. A growing travel industry required more maps, including the ubiquitous road maps of the late twentieth century, published by oil companies to promote travel and the use of oil in automobiles, ships, and airplanes.

Later twentieth-century maps of the islands document their growth and diversification in terms of population, economics, education, and politics. Maps of Trinidad, for example, show oil deposits and refineries. Maps produced since the independence period of the 1960s replace symbols of colonial power with new nationalist ones. In short, maps of Caribbean isles both document and reflect their times just as other maps do in other areas of the world and of their times.


For Further Reading


Jan Rogoziński, A Brief History of the Caribbean From the Arawak and Carib to the Present (New York: Plume, a member of Penguin Group, U.S.A., 2000).


Useful Websites


1. Laurent Fries (ca.1490-ca.1531) after Martin Waldseemüller (1470-1521)

*Tabula Terrae Novae*

Woodcut engraving on paper, 30 x 43 cm. (Strasbourg: Michael Servetus, 1541; originally published in 1513).

Among the early printed maps depicting the Caribbean area, those by Martin Waldseemüller are among the best known. His famous world map of 1507 and his later maps titled *Tabula Terrae Novae* show Spanish discoveries in the West Indies. Waldseemüller had not comprehended Columbus’ importance in 1507, but he understood this by 1513, when the first version of this map appeared, noting in South America that "this land and the adjacent territories were discovered by Columbus under the mandate of the King of Castile." Waldseemüller's maps transmit distortions of the island of Cuba (called here "Isabella") and Hispaniola (here "Spagnoha") dating back to depictions on Juan de la Cosa’s portolan world chart of 1500 and on maps like the Cantino Planisphere of 1502.

Laurent Fries of Strasbourg reworked many of Waldseemüller's maps, and he first added the vignette depicting the odd-looking animal and the scene of cannibals in 1522. Such strange images undoubtedly gave Europeans a negative impression of the native peoples and animals of the New World. By 1550 many of the native peoples of the Caribbean had been exterminated, enslaved, or were dead from disease. Others survived and intermarried with the Europeans and the Africans who were brought with them. These racial, cultural, political, and economic encounters resulted in radical changes in the West Indian environment.


2. Benedetto Bordone (1460-1531)

*[Island of Spagnola (Hispaniola)]*

Woodcut engraving on paper, 31 x 21 cm., from *Libro di Benedetto Bordone nel qual si ragiona de tutte l'Isole del mondo...* (Venice, 1528; later published as *Isolario di Benedetto Bordone...* (1534, 1537, 1547, etc.).

This engraved woodcut map of the island of Hispaniola is one of several Caribbean island maps appearing in Benedetto Bordone’s *Isolario, or Book of Islands*. Bordone’s book included individual maps of Jamaica, Cuba, Guadeloupe, and Martinique ("Martinina") and a general map of the Lesser Antilles. There are maps of other “islands” including Mexico City ("Temistitan"—which receives the same kind of prominence afforded to the Piedmontese-born author’s adopted city of Venice), as well as portions of the American continents. All the maps were crude representations, reflecting not only the difficulty of the medium of wood engraving but also perhaps the lack of accurate information and the intent to give readers only a summary or general impression of each island. Island books represent a whole genre of books dating back to the fifteenth century; and the maps in them were similar to Mediterranean nautical navigation charts, with compass rays emanating from island interiors. Bordone’s book is actually considered an early modest attempt at a kind of world atlas because it included recent European discoveries in the Americas, Africa, and Asia in addition to well-known islands near Europe.


Robert W. Karrow, Jr., *Mapmakers of the Sixteenth Century and Their Maps*, pp. 89-93.

*Pearls of the Antilles* 5
Abraham Ortelius (1527 -1593)

Culiacanae, Americae regionis, descriptio [and] Hispaniolae, Cubae, aliarumque insularum circumiacientium, delineatio

Copperplate engraving (hand colored) on paper, 36.5 x 51 cm., from Ortelius, Theatrum Orbis Terrarum (Antwerp: printed by Christopher Plantin for Ortelius, 1581; first printed in Latin in 1579).

A large portion of the Caribbean, including southern Florida, the Bahamas, Cuba, Hispaniola, Jamaica, Puerto Rico, and a portion of the Lesser Antilles, appears on this hand-colored sheet from Ortelius' world-renowned and widely-produced atlas. The other portion of the same sheet has a map showing the central part of the western coast of Mexico. In depicting the West Indies, Ortelius apparently utilized Gerhard Mercator's 1569 world map and Diego Gutierrez' 1562 America map engraved by Hieronymous Cock. Ortelius scholar Peter Meurer also believes that Ortelius had access to a manuscript copy of Spanish Royal Cosmographer Alonso de Santa Cruz' Islario General de Todas las Islas del Mundo, commissioned by Charles V and dating from 1560. Ortelius also drew upon cartographic details and toponyms from earlier printed maps.


Girolamo Ruscelli (ca. 1504-1566)

Isola Spagnola Nova

Copperplate engraving on paper, 19.5 x 26.5 cm., from Ptolemy, Geographia (Venice: Ruscelli, 1561).

The map of the Island of Hispaniola in Ruscelli's edition of Ptolemy's Geography was one of the supplemental maps depicting recent discoveries of lands not known to the second-century Greek geographer. The sharper details of the map resulted not only from the greater availability of information about the island but also from the use of the medium of copperplate engraving which generally produced cleaner, crisper, and more graceful lines than the woodcut process, which it gradually superseded. Ruscelli's maps were generally enlarged versions of the maps by cartographer Giacomo Gastaldi, whose edition of Ptolemy had appeared in 1548. However, a very similar map of Hispaniola appeared even earlier in 1534, in Peter Martyr d'Anghiera's Historia de l'Indie Occidentali Libro Ultimo, apparently edited by the Venetian Giovanni Ramusio.

Cuba Insula et Jamaica

Cornelis Wytfliet (1555-1597)

Copperplate engraving on paper, 23 x 29.5 cm., in Cornelis Wytfliet, Antonie Magin, et al., Histoire Universelle des Indes Occidentales et Orientales, et de la Conversion des indiens (Douay: Chez François Fabri, 1611; first published in Louvain as Descriptionis Ptolemaicae Augmentum in 1597), between pp. 82 and 83.

Considered the first American atlas when first published in 1597, Cornelis van Wytfliet's Descriptionis Ptolemaicae Augmentum, seen here in a 1611 French edition, contained a map of Hispaniola in addition to this map of Cuba and Jamaica. While Cuba exhibits much of its proper shape in Wytfliet's map, Jamaica is still quite distorted, reflecting the lack of good printed maps of the island in the Spanish period (1494-1655). Wytfliet, as secretary to the Council of Brabant, called his atlas of the New World a supplement to Ptolemy's "Geography," although the two works are actually quite separate. Dedicated to King Philip III of Spain, it covered the history of the first European encounters with the New World, its geography, and natural history. Wytfliet's sources included the works of Acosta, Hakluyt, de Bry, and Ramusio.

5.

Antonio Herrera y Tordesillas (1559-1625)

Description del Distrito del Audiencia de la Española

Copperplate engraving on paper, 21 x 22 cm., in Antonio Herrera y Tordesillas, Historia General de los Hechos de los Castellanos (4 vols.; Madrid: Emprenta Real, 1601), vol. 2.

One of the more detailed early Spanish printed maps of the New World, Herrera y Tordesillas' map outlines the administrative district subject to the rule of the royal Audiencia (a quasi-legislative and consultative assembly) based at Santo Domingo on the island of Hispaniola. Derived largely from manuscript charts by Juan López de Velasco, it carefully denotes a large number of the islands in the Caribbean and western Atlantic initially explored and claimed by Spain. It also hints at the advanced cartographic knowledge about the Caribbean available to the Spanish (mostly in manuscript maps considered "top secret") by the end of the sixteenth century. The Spanish government supported and sanctioned historian Herrera y Tordesillas' work as the official royal account of Spain's exploratory and colonial activities in the New World.


6.

Pearls of the Antilles 7
7. Willem Jansz. Blaeu (1571-1638) after Hessel Gerritsz (1580-1632)

**Insulae Americanae in Oceano Septentrionali cum Terris adjacentibus**


Based on an extremely rare prototype chart of the Caribbean by Hessel Gerritsz from around 1631, Blaeu's decorative map of the Caribbean was the first of a number of derivatives and copies that continued to be issued into the eighteenth century. Both Gerritsz and Willem Blaeu and his successors served as chief cartographers and principal map suppliers for the Dutch East India and Dutch West India Companies. Gerritsz incorporated firsthand information into his chart since he actually traveled to Brazil and the Caribbean in 1628-1629 with a successful West India Company fleet. Blaeu's map differed little from Gerritsz' chart with a few exceptions: Blaeu included the Pacific coast of Central America and removed an inset showing the north coast of Cuba, substituting a cartouche with a dedication to a wealthy Amsterdam physician, investor, and government official.


8. Attributed to Matthäus Merian (1593-1650) or David Aubry

**Abbildung Welcher Gestalt die Spanische Silberflotta von dem holländischen General Peter Peters Hayn an der Insul Cuba in de Baya Matanca Anno 1628. erobert worden**

Copperplate engraving on paper (34 x 42 cm.), printed by David Aubry, Hanau, 1630.

Although this German print includes an interesting general map of the island of Cuba (with the island of Jamaica and south at the top), the real focus of the composition is a celebratory depiction of the capture of the galleons of the Spanish silver fleet in the Bay of Matanzas on the northern coast of Cuba by ships of the Dutch West India Company in 1628. The large inset portraits portray the Dutch admirals Piet Heyn and his subordinate Witte de With (considered pirates and terrorists by the Spanish but renowned as folk heroes by the Dutch). Although there is no engraver mentioned on the plate, some sources credit either Merian or Aubry, who were both copperplate engravers working in Frankfurt. The capture of the silver fleet from New Spain...
during the Thirty Years War (1618-1648) simultaneously deprived imperial forces of a major source of revenue and enriched Dutch (and Protestant) coffers.

9. John Ogilby (1600-1676)

_Urbs Domingo in Hispaniola_

Copperplate engraving on paper (hand colored), 29.5 x 36 cm., from Ogilby, *America: being the latest, and most accurate description of the New World* (London: Ogilby, 1671).

The oldest continuously inhabited European settlement in the Americas, the city of Santo Domingo on the island of Hispaniola, dates back to 1496 when it was established as a Spanish settlement by Columbus's younger brother, Bartholomew. Although destroyed by a hurricane in 1502, the settlement was rebuilt that year in a nearby location by the new governor, Nicolás de Ovando. This view from John Ogilby's *America* appeared in 1671, but it is essentially the same as a much older view drawn by the Italian engraver Battista Boazio who had accompanied Sir Francis Drake there on his voyage to the Caribbean in 1585. European artists and printmakers repeatedly copied Boazio's view for 150 years, and not too faithfully. Instead of representing the actual places, they were content to show Caribbean cities and towns as generic towns modeled upon European models.


10. Herman Moll (ca. 1654-1732)

_A Map of the West-Indies or the islands of America in the North Sea..._

Copperplate engraving (hand colored) on paper, 59 x 101.5 cm. (London: Herman Moll, 1715).

English cartographer Herman Moll's large map of the West Indies strongly reflects the competition between the European powers for control of their overseas colonies before, during, and immediately after the War of the Spanish Succession (1701-1714). Not only does the map explain which islands the Spanish, English, French, and Dutch held at the time, but also shown are the trade winds and the common routes of the Spanish treasure fleets. There are insets depicting important Spanish-controlled cities and notes describing Spanish security measures. There is even a reference to English adventurer William Phips' successful recovery of sunken Spanish treasure off Hispaniola in 1685. Such information might be of interest to legitimate English mariners and investors and also to pirates at a time when there were not many distinctions between them—especially according to Spanish perceptions. Moll was part of an intellectual circle that included writer Jonathan Swift (author of *Robinson Crusoe*) and the buccaneer William Dampier as well as the Scottish financier and colonizer William Paterson, to whom Moll dedicated his map.

11. John Ogilby (1600-1676)

**Novissima et Acuratissima Barbados**

Copperplate engraving on paper (hand colored), 30 x 36 cm., from Ogilby, *America: being the latest, and most accurate description of the New World* (London: Ogilby, 1671).

While Spanish explorers had claimed Barbados, the island was largely uninhabited in 1627 when English settlers first arrived there. One of the earliest printed maps to focus on the island appeared in Englishman John Ogilby's *America*. While Ogilby's book was largely a translation from the Dutch of Arnoldus Montanus' *De Nieuwe en Onbekende Wereld: of Beschryving van America...*, Ogilby also added new information, including this map and another of Jamaica that he compiled from English sources. The images on the map itself (sugar cane, sugar mill, corn, pineapple, etc.) and the text refer to the abundance of agricultural products and the large slave population quickly imported to cultivate and produce them. By 1671 Barbados was the richest colony in the West Indies, with English planters enjoying the highest profits ever for sugar in the 1650s and 1660s.


12. Mount & Page (family, active 1650s-1800)

**Barbados**

Copperplate engraving on paper, 47.5 x 31 cm., from Mount & Page, *The English Pilot. The Fourth Book...the West India Navigation* (London: Mount & Page, ca. 1760; first published in 1698).

Ship captains and navigators have special cartographic requirements as hinted in this chart of Barbados from one of the many editions of the Mount & Page family's *The English Pilot*. In addition to compass points and rhumb lines, there are a general outline of the coast, names and descriptions of coastal features, such as harbors, bays, and ports, and a topographical outline to help mariners recognize the island. *The English Pilot. The Fourth Book*, which pertained to *West-India Navigation*, remained a best-selling reference work for many years after it first appeared by that title in 1698.

13. Herman Moll (ca. 1654-1732)

**The Island of St. Christophers alias St. Kitts**


London-based Herman Moll produced several maps that each featured individual Caribbean islands. For his *Atlas Minor*, these included Barbadoes (sic, Barbados), Jamaica, Antego (sic, Antigua), and this map of St. Christophers, also known as St. Kitts. The island of St. Christophers or St. Kitts is sometimes considered the site of the first permanent non-Spanish European colony in the Caribbean. By 1625 it had both a French colony and an English colony (established the year before). Depending upon the winds of war and the numerous European political treaties, control of the island fluctuated between the two powers until it finally reverted to the British according to the Peace of Paris in 1783 (ending the American War for Independence). With editions published long after Moll's death in 1732, his *Atlas Minor* was one of the most widely-circulated geographic works of the
eighteenth century. The text inset at lower left on the map does not appear in some of the earlier editions.

14. Homann Heirs

*Dominia Anglorum in praecipuis Insulis Americae ut sunt Insula S. Christophori, Antegoa, Jamaica, Barbados nec non Insulae Bermudes vel Sommers dictae*

Copperplate engraving (with hand-colored outlines) on paper, 50.5 x 57 cm.

(Nuremberg: Homann Heirs, ca. 1740).

Eighteenth-century German cartographers were hard-pressed to find accurate, up-to-date information about the West Indies. The Nuremberg firm of J. B. Homann's Heirs apparently compiled this double-page sheet for one of their atlases based upon maps of individual British-owned islands in the Atlantic and Caribbean found in Herman Moll's *Atlas Minor*. According to their inscriptions, all maps were copied faithfully from originals produced in London.

15. Matthäus Seutter the elder (1678-ca.1757) et al.

*Nova Designatio Insulae Jamaicæ ex Antillanis Americae. Septentrion...*

Copperplate engraving (hand colored) on paper, 49.5 x 55.5 cm. (Augsburg and Vienna: Seutter, 1740).

The rich imagery accompanying this map includes swarthy African slaves or indigenous West Indians cultivating and refining sugar, a cacique enjoying the finished product, and a mermaid splashing in the waves. By the 1740s, when Seutter produced the map, Jamaica had become the most important sugar producer in the British Empire—a position it maintained until the 1830s. Despite the map's aesthetic charm though, it contained no new information when it first appeared. In fact, very few of Matthäus Seutter the elder's maps were based upon original work. Earlier, Seutter had worked as an apprentice to J. B. Homann in Nuremberg, then opened his own firm in Augsburg, ca. 1707, and later added a branch in Vienna.

16. John Ogilby (1600-1676)

*Novissima et Accuratissima Jamaicæ Descriptio*

Copperplate engraving on paper, 44 x 57 cm., in Ogilby, *America: being the latest, and most accurate description of the New World* (London: Ogilby, 1671), between pp. 336 and 337.

The last Spanish fort on Jamaica fell to the English in 1655, just sixteen years before Ogilby compiled this map of the fast-growing English slave colony. Quite prominent are the newly-organized precincts or parishes, including a detailed list of the principal towns or settlements. Ogilby's text extolls the excellent climate and agricultural abundance of the island, particularly noting sugars "so good they now out sell those of Barbados," tobacco so good that merchants "...buy it faster than the Planters can make it," and that indigo "is producible in great abundance, if there were hands sufficient employ'd about it."
Guillaume Delisle (1675-1726) after Thimothee Petit (ca. 1660-1723)

**Carte des Antilles Francoises et des Isles Voisines**

Engraving (with hand-colored outlines) on paper, 65.5 x 38 cm., from de l'Isle, *Atlas de géographie* (Paris: de l'Isle, 1717 or later).

French royal geographer Delisle's atlas map of the French Antilles and neighboring islands includes quite a number of islands that either are today or were once claimed by France. Delisle's reputation as a scientific cartographer rests in part upon his willingness to cite his sources. Here he noted he compiled his map from the manuscripts and memoires of a royal engineer named Petit—undoubtedly Thimothee Petit, who had arrived in the Windward Islands in 1684 and served as surveyor general there until his death. In 1712 Petit accompanied Lieutenant General Raymond Balthazar Phelypeaux on an inspection tour of the French possessions there and Petit's notes were afterwards sent to France.

French settlers came to Saint Christophers (St. Kitts) in 1625, to Martinique and Guadeloupe in 1635, and to Saint Lucia in 1643. The French encountered, exterminated, or indentured the native Caribs and soon imported slaves from Africa to work sugar and tobacco plantations.


John Senex (ca. 1678-1740)

**A New Map of the English Empire in the Ocean of America or West Indies**


John Senex's English atlas of 1721 devotes a full double-page sheet to the British West Indies, containing a "Generall[sic] Chart of the West Indies," as well as individual maps of the English-controlled islands of Barbados, the Bermudas, Tobago, Antego (Antigua), St. Christophers (St. Kitts), and Jamaica, along with insets of St. Michaels or Bridgetown on Barbados and the Harbor of Port Royal on Jamaica. Senex dedicated his "New Map" of Jamaica to Thomas Grey, second earl of Stamford, a British politician and former first lord of the board of trade and plantations who passed away while work on the atlas was underway. Among the hundreds of interesting details, the Jamaica map notes "the Banditti" and "Spanish Quarters" deep in the interior mountains of western Jamaica—apparently a reference to the independent maroons, or former Spanish slaves who fled to the hills before and after the English invasion.

19.

Emanuel Bowen (1694-1767)

A New & Accurate Map of the Island of Jamaica: Divided into its Principal Parishes

Copperplate engraving (hand colored), 35 x 43 cm., from Bowen, A Complete Atlas... (London: Printed for William Innys and Joseph Richardson, Richard Ware, J. and P. Knapton, John Clarke, 1752).

Emanuel Bowen, a leading London engraver of maps to George II, updated the maps of Jamaica by older cartographers Moll and Senex. Among Bowen’s modifications were a stylishly asymmetrical rocaille cartouche and inset “draughts” of Port Antonio and St. Francis on the northeast coast of the island and Port Royal and Kingston Harbor.

According to Kit Kapp, The Printed Maps of Jamaica, no. 65, Bowen’s map first appeared in 1747.

20.

Dépot des Cartes, Plans et Journaux de la Marine

Carte réduite de l’Isle de Saint Domingue et de ses Débouquements : pour servir aux Vaisseaux du Roy...

Copperplate engraving (with hand redlining) on paper, 57 x 90 cm. (Paris: chez Bellin Ingr. Ordre de la Marine Rue Dauphine pres la Rue Christine, 1750).

Sea charts intended for use aboard ships in the eighteenth-century required a minimum of ornament but a maximum of accuracy and legibility. This redlined chart produced by the French government’s Dépôt de Marine Charts, Plans, and Journals by order of naval minister Antoine-Louis Rouillé, comte de Juoy, includes Hispaniola, Turks and Caicos Islands, the Lower Bahamas, the eastern ends of Cuba and Jamaica, and the western end of Puerto Rico. The chart was probably compiled by Jacques Nicholas Bellin the elder, who worked at the Depot as premier ingénieur-géographe du roi and who had government permission to sell the maps as his own property. Like Delisle and other cartographers, Bellin worked empirically and analytically from a wide variety of sources in French, English, and Spanish—suggested on this map by alternate measurements for longitude and latitude, reflecting their competing methods for calculations from meridians at Paris, London, Cap Lizard (Lizard Point off Cornwall), Tenerife, and Fer (El Hierro in the Canaries).

Official French colonization of the island of Hispaniola (which they refer to as Saint-Domingue) dates to 1655. Before that, French and Dutch pirate activity there and on the island of Tortuga (Tortue) had forced the Spanish to retreat to the area on the island around the town of Santo Domingo on the southeastern side of the island. By 1750 French Saint-Domingue (separated here from the Spanish side of the island by an unofficial dotted boundary) had gradually expanded economically through the importation of African slaves and the production of sugar and the cultivation of other crops. Although the economy was severely disrupted during the Seven Years War, it rapidly expanded afterwards.

For information on Bellin, see Christine Marie Petto, When France Was King of Cartography: The Patronage and Production of Maps in Early Modern France (Lanham, Maryland: Lexington Books, a division of Rowman & Littlefield, 2007).
21. Jacques Nicolas Bellin the elder, et al., *Carte de l’Isle de Sainte Lucie*


The publication of the first edition of Bellin’s large two-volume atlas titled *Hydrographie Françoise* coincided with the Seven Years’ War of 1756-1763, a world war that included fighting in the West Indies as well as North and Central America, the West African coast, India, and the Philippines, in addition to continental Europe. The British and French vied for control of the Caribbean islands during the war, and French cartographic needs were extensive, both from a military and colonial perspective.

This map bears the sanction of still another naval minister, Étienne-François duc de Choiseul, who also controlled the ministries of foreign affairs and war. During Saint Lucia’s turbulent history, control of the island fluctuated between the French and the British fourteen times (seven each), with the British finally gaining the upper hand in 1814. In this map of the island, there are several references to forts and fortifications, both old and new, both English and French. East is located at the top of the main map and of the inset detail map at top right, which shows anchorages along the island’s northwest coast, including the Grand Islet and modern Rodney Bay (later named for British Admiral Rodney). The inset at top left depicts the Carenage (a place to careen ships in order to clean or repair them) and the harbor or cul-de-sac known as Marigot des Rouseaux, literally “river or lake of reeds.” A key in the decorative cartouche notes symbols for anchorages for large vessels, places where ships between forty and fifty tons may anchor, and fallow fields where cassava and corn were formerly planted. The frequent appearance of the word soufrière (literally sulphur mine) relates to a town and district on the island’s west coast but also denotes the sulphur springs and geothermal activity on the volcanic island. Interestingly, the map considerably distorts the shape of the island, which is more that of a spear point.

22. Jacques Nicolas Bellin the elder (1703-1772) et al., *Carte réduite des Isles de la Guadeloupe, Marie Galante et les Saintes…*

Copperplate engraving (with hand coloring) on paper, 60.5 x 87.5 cm., 1759, from Bellin, *Hydrographie Françoise* (2 vols.; Paris: Bellin, 1756-1765), vol. 2, plate 78.

This French map of the islands of Guadeloupe, Marie Galante, and the Saintes was originally produced by order of Nicolas-René Berryer, secretary of state to the navy, by the Dépôt of Marine Charts, Plans, and Journals for ship-board use during the Seven Years’ War and was included in Bellin’s large marine atlas. The price of “trente Sols” indicated at the bottom of this map and the previous one suggests that Bellin’s maps were also sold as individual sheets. An inset plan of the environs of Fort Louis, complete with soundings of the harbor, as well as a key at lower left to symbols noting forts, batteries, anchorages, government offices, towns, parishes, and settlements made it useful for both military and civilian use. Details include numerous mornes (bluffs) and ances (archaic, now spelled anses for coves or little bays). After a British attack on Martinique failed earlier in January 1759, the British struck Basse Terre and captured Fort Louis on Grande Terre, both of which had surrendered by May—just days before the arrival of a French relief expedition. The British also took the islands of Marie-Galante and Les Saintes, but returned them all to the French at the end of the war, according to the Treaty of Paris in 1763. Soon the British and French were at it again, and it is important to note that the French fleet under Admiral de Grasse (who made possible George Washington’s and General Rochambeau’s victory over the British at Yorktown in 1781 in the American War for Independence) was soundly defeated shortly afterwards by a British fleet under Admiral Rodney at a Battle off Les Saintes in 1783.
Paul Küffner (1713-1786) after material compiled by Johann Jakob Bossart (d. 1789) and C. G. A. (Christian Georg Andreas) Oldendorp (1721-1787)

Die Insel Sainte Croix mit den Namen Plantagen die bestaendig sind...

[The Island of St. Croix with the Names of the Existing Plantations...]


Maps of the islands of St. Croix and St. Thomas in the Danish Virgin Islands (today U.S. Virgin Islands), a general map of the West Indies, and four engravings from eyewitness sketches appear in this German-language history of Moravian evangelical missionary work on the islands of St. Thomas, St. John, and St. Croix published in Barby near Leipzig in 1777. This map of St. Croix shows topographical features, the towns of Friedrichsted and Christiansted, boundaries of various administrative districts or "quartiers," and existing plantations, including plantations with a sugar mill. The book is based upon a manuscript, still preserved today in Herrenhut, Germany, that was written by Christian Georg Andreas Oldendorp, a Moravian missionary who visited the Danish-controlled islands from May 1767 to October 1768. He kept meticulous notes, descriptions, and sketches (prints 23A and 23B based upon some of these), collecting geographical information, including natural, political, and cultural history of the islands and their inhabitants. Primarily concerned with the spiritual welfare of the African slaves there, Oldendorp conducted many interviews and original field research into the slaves' African languages and origins—material that is prized by Africanists today as it is the only early source for non-coastal societies in the Lower Guinea Coast region and particularly the Niger Delta region.

Danish West India and Guinea Company employees first settled St. Thomas and St. John in 1672 and 1683, respectively. The Danes purchased St. Croix from the French West Indies Company in 1733. The Danish government sold the islands to the United States in 1917.


24.

Thomas Kitchin (1719-1784)

An Accurate Map of the Caribby Islands, with the Crowns, &c. to which they severally belong

Copperplate engraving on paper, 25 x 19 cm., from London Magazine (London, 1759). During the Seven Years’ War of 1756-1763, a fascination with news of military actions in the colonies and far-off lands fueled cartographic efforts for popular periodical publications like Gentleman's Magazine and London Magazine. One cartographer who responded to this demand was Thomas Kitchin, a prolific London mapmaker, engraver, and hydrographer to George III. Kitchin had served as an apprentice to Emanuel Bowen and later married Bowen’s daughter, Sarah. As early as 1741, Kitchin had his own business and between
1746 and 1760 produced 170 maps for London Magazine alone, not to mention cartographic work for other publications, including journals, books and atlases.


25.

Thomas Kitchin (1719-1784)

Plan of the General Attack upon the Island of Guadeloupe, January 23d. 1759

Copperplate engraving on paper, 12 x 18 cm., from London Magazine (London, 1759).

The British attack on Guadeloupe during the Seven Years' War occurred near the town of Basse-Terre, located on the southwest coast, on January 23, 1759, after British warships had reduced the town to smoldering ashes. Troops landed and marched inland to quell French resistance, but, as was common at the time, more combatants died from disease than from actual combat.

26.

After Thomas Jefferys (ca.1710-1771) and Anne Claude Philippe, Comte de Caylus (1692-1765)?

A Plan of the Town and Citadel of Port Royal in Martinico, the last Landing Place of our Army and Country, through which it Marched to the Attack


Following the British conquest of French Canada in 1760, the same British forces turned their attention back to the French West Indies, taking the island of Dominica in June 1761 and then invading Martinique in January 1762. London Magazine staff scrambled to provide readers with cartographic illustrations of the latest news, so the former copied an earlier version of this print, engraved by Thomas Jefferys, that appeared in Jefferys' The natural and civil history of the French dominions in North and South America, published in 1760. Jefferys credited the plan to the French Engineer de Caylus, possibly Anne Claude Philippe, Comte de Caylus, or a younger relative. The plan shows Case des Navires in the west where the entire British amphibious force landed on January 16, and Fort Royal, which surrendered to the British on February 3. A few days later the rest of the island fell. Martinique reverted back to French control after the Peace of Paris of 1763. Despite a British naval victory there during the American War for Independence as well as further successful British invasions of the island during the Wars of the French Revolution and Napoleonic Wars, the island remains to this day part of France.
27. After Thomas Jefferys (ca.1710-1771) and Anne Claude Philippe, Comte de Caylus (1692-1765)?

*Plan of the Town & Fort of Grenada [and] The Isle of Grenada*

Copperplate engraving on paper, 23.5 x 18.5 cm., from *London Magazine*, vol. 31 (December 1762), opp. p. 640.

The British captured the French colonial island of Grenada on April 5, 1762. *London Magazine* again responded in the December issue that year with another copy of a plan originally engraved by Thomas Jefferys, and also crediting the French engineer de Caylus, that had appeared in 1760 in *The natural and civil history of the French dominions in North and South America. By the Treaty of Paris in 1763, Grenada became British. Despite the island’s brief recapture and occupation by the French (1779-1783) during the American War for Independence, it remained a British colony until 1950 and became fully independent in 1974.


28. Unknown Cartographer, possibly Thomas Kitchin (1719-1784)

*A Plan of the Straights of Bahama, through which the Expedition Fleet was Conducted in the Year 1762, against the Havana*

Copperplate engraving on paper, 11.5 x 19.7 cm., from *London Magazine* (London, 1762).

29. Unknown Cartographer, possibly Thomas Kitchin (1719-1784)

*A Plan for the City and Harbour of Havana, Capital of the Island of Cuba*

Copperplate engraving on paper, 19 x 12 cm. 11.5 x 20.8 cm., from *London Magazine* (London, 1762).

30. Unknown Cartographer, possibly Thomas Kitchin (1719-1784)

*The Form of Landing our Troops on the Island of Cuba for the Besieging of the Havana, 1762*

Copperplate engraving on paper, 26 x 19.5 cm. 11.5 x 20.8 cm., from *London Magazine* (London, 1762).
31. Unknown Cartographer, possibly Thomas Kitchin (1719-1784)

**A Plan of the Late Siege of the Havana and Moor’s Castle, & Their Environrs**

Copperplate engraving on paper, 12 x 19.5 cm., from *London Magazine* (London, 1762).

The loss of Havana, capital of the Spanish West Indies, and the British occupation of Manila, capital of the Spanish East Indies, later that same year proved British naval supremacy and Spanish weakness. In Havana itself, an eleven-month British occupation demonstrated the economic benefits of increased trade. During that time, the British abolished trade taxes and allowed imports and exports to flow between Cuba and other countries, including Britain and the North American colonies. The British also imported nearly 10,000 slaves to Havana, which radically changed Cuba economically and culturally. By the terms of the 1763 Treaty of Paris ending the war, Britain returned Havana. However, Spain lost Florida and Minorca to Great Britain, paid a ransom for the return of Manila, and received French Louisiana as compensation.


32. Unknown Cartographer, possibly Thomas Kitchin (1719-1784)

**A View of the Moor’s Castle near the Havana Whilst Besieged by Us**

Copperplate engraving on paper, 12 x 19 cm., from *London Magazine* (London, 1762).

These five prints (cat. nos. 28-32) from *London Magazine* illustrate the Battle of Havana, Cuba, a major engagement between the British and Spanish toward the close of the Seven Years’ War. On June 6, 1762, a large, combined British fleet arrived off Havana, having earlier rendezvoused off northwest Saint-Domingue (present Haiti). British ships immediately blocked the harbor entrance. The next day British troops landed northeast of the city and, advancing westward, soon began a long siege of El Morro, the old fortress on the northwest side of the harbor entrance. Despite an outbreak of yellow fever, several Spanish sorties, and the loss of several ships, the British, now reinforced by troops from North America, took El Morro on July 30. On August 11, British guns opened fire on the city, and Fort La Punta, opposite El Morro along the harbor entrance, was silenced. After two more days of negotiations, the city surrendered. In addition, the British seized intact twelve Spanish ships-of-the-line, three frigates, and several smaller vessels.

33. J. Gibson

**A Plan of Bridge Town, in the Island of Barbadoes**

Copperplate engraving on paper, 11.5 x 19.5 cm., from *Gentleman’s Magazine* (London, 1766).

34. Jacques Nicolas Bellin the elder

(1703-1772)

**Carte de l’île de la Jamaïque**

Copperplate engraving (hand colored) on paper, 22 x 33 cm., 1758, from Abbé Prévost’s *Histoire générale des voyages* (15+ vols.; Paris, 1746-1789), vol. XV, 1759, no. 16.

Jacques Bellin’s map of Jamaica here shows many coastal features, but also several inland Maroon settlements, including Trelawny, Accompong’s Town, and Gomma’s Town(?). Based on an earlier map Bellin created for his *Hydrographie Francoise*, it appeared in the popular multi-volume collection of voyages by the French author.
Abbé Prévost. In true encyclopédiste fashion, Prévost attempted to describe historical travels to all parts of the world, recording detailed descriptions of Jamaica drawn from eyewitnesses. Other writers continued his project.

Jacques Nicolas Bellin the elder (1703-1772)

Isle de Curaçao ou Corassol


Dutch colonization of the island of Curacao began in 1634. The Dutch West India Company founded Willemstad, the principal city, on the site of an excellent natural harbor, shown in the inset of this French map of the island by Bellin dating from the end of the Seven Years War. Over the years, the Dutch profited from piracy, the African slave trade, and through illegal and legal trade with the Spanish, French, and British colonies. The Dutch capitalized on the nearly incessant wars between the other colonial powers by often remaining neutral and by allowing ships from the antagonists to shelter in their harbor.

Jacques Nicolas Bellin the elder (1703-1772)

Carte de l'Isle de Nieves [Map of the Island of Nevis]

Copperplate engraving on paper, 22.5 x 17.5 cm., from Bellin, Petit Atlas Maritime (5 vols.; Paris: Bellin, 1764), vol. 1, no. 84.

The Treaty of Paris of 1763 ending the Seven Years War only temporarily halted the conflict between the French and British in the Caribbean. This map of the British-controlled island of Nevis (today part of the independent St Kitts and Nevis), which appeared in a French atlas from 1764, still reflects those simmering hostilities. It shows entrenchments along the western coast and also notes the anchorage at the southern tip of the island where French forces, including Buccaneers, under Pierre Le Moyne, Sieur d'Iberville, invaded the island in 1706 in part to stop English piracy. The island was for a time the seat of the British Court of Admiralty in the West Indies and also the headquarters for the slave trade in the Leeward Islands.

Rigobert Bonne (1727-1795)

Cartes de Supplement pour les Isles Antilles

Copperplate engraving on paper, 25 x 36.5 cm., by André (Paris, 1788).

French cartographer Rigobert Bonne succeeded Bellin as the French Royal Engineer-Hydrographer, producing a vast quantity of maps for multiple editions of an atlas titled Atlas de Toutes les Parties Connues du Globe Terrestre... to supplement French Enlightenment author Guillaume Thomas Raynal's major work L'Histoire philosophique et politique des établissements et du commerce des Européens dans les deux Indes (Amsterdam, 4 vols., 1770). This map of the Antilles was one of the last maps included in the atlas. In addition to eight individual maps of the Lesser Antilles, it includes a map showing the eastern tip of Puerto Rico, the Virgin islands (both Danish and British), St. Martin (divided between the French and Dutch since 1648), Anguilla (British), St. Barthélemy (French, but briefly controlled by the British and the Swedish during the eighteenth century), and Barbuda (British, but now part of the independent nation of Antigua and Barbuda).
Rigobert Bonne (1727-1795)

**Carte de l’Isle de la Martinique, Colonie Françoise dans les Isles Antilles**

Copperplate engraving on paper, 33 x 22.5 cm., in *Atlas de Toutes les Parties Connues du Globe Terrestre...* (Paris, 1782).

The French colony on the mountainous island of Martinique bristles with fortifications in this French atlas map. Gun batteries appear on almost every projection of land around the island. Fort Royal (today Fort-de-France) has been an important French naval base in the Caribbean since it was founded in 1638 as Fort St. Louis. Although captured by the British during the Seven Years War, it was returned to France. A naval battle fought off the island in 1780 during the American Revolution between French and British fleets (commanded by the Comte de Guichen and Admiral Rodney, respectively) ended in a draw but prevented a French invasion of Jamaica. Naval actions in the two following years were extraordinary: In 1781 a French fleet under the Comte de Grasse prevented British assistance to Cornwallis' forces at the Siege of Yorktown, but in 1782 the same fleet under de Grasse was soundly defeated at the Battle of the Saintes by a British fleet again under Admiral Rodney.

Rigobert Bonne (1727-1795)

**Carte de l’Isle de St. Domingue, une des Grandes Antilles, Colonie Françoise et Espagnole**


By the 1780s the French colony on the island of Saint-Domingue (Hispaniola) was the richest colony in the world, producing almost half of the world’s sugar and a larger proportion of the world’s coffee. Port-au-Prince had replaced Cap Français (Cap Hâitien) as the capital of the French side in 1770. Spain had recognized the French Colony in 1776 and a boundary had been officially established between the two parts of the island (shown as a dotted line). The central portion of the Spanish part of the island bears the inscription "all of this part is mountainous and almost deserted." The map also shows the eastern tip of Cuba (including Guantanamo Bay) and the nearby islands of Grand Inagua (the southernmost island in the Bahamas), Tortuga, Gonave, Beata, Saona, and the Turks and Caicos ("Caque"). In 1783 the French seized Grande Cayque (Grand Caico) from the British, but they had to return it later that year.

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**Carta Esférica de una Parte del Canal Viejo de Bahama y Placeres Adyacentes Desde Punta de Maternillos hasta la de Ycacos**

Copperplate engraving on paper, 64 x 98 cm., by Fernando Selma (Madrid: Dirección de Trabajos Hidrografico, 1799).

In 1783 King Carlos III of Spain commissioned officers of the Spanish Navy to prepare an atlas of maritime charts for Spain and her colonies. Similar to efforts of the British and French navies of the time, it was an enormous scientific undertaking that took years to complete as well as a major improvement over the charts of the Casa de Contratación, not only because of technological advances, but also because these new charts were to be printed for wider distribution. The first atlas volume, initially produced under the direction of Vicente Tofño of San Miguel, covered the Mediterranean coasts of Spain and appeared in 1787. This chart, from one of the later volumes that followed, was printed in Madrid in 1799. It was prepared by order of King Carlos IV in the Hydrographic Depot of the Navy and was issued at the request of Don Juan Francisco de Lángara y Huarte, the Spanish secretary of state for the navy. It covers the "Old Bahama Channel" along the northern coast of Cuba. Originally favored as a Spanish colonial trade route, the Old Bahama Channel was later replaced by the Straits of Florida (the New Bahama Channel) because of the many dangerous shoals and cays depicted in the chart.

41. Frigate Captain Don José del Rio and
Lieutenant Don Ventura de Barcaiztegui
d.(1816)

Carta Esférica que comprende
la Costa Meridional, parte
de la Setentrional é Islas
adyacentes de la Isla de Cuba:
desde la punta de Maisi hasta
Cabo S. Antonio

Copperplate engraving on paper, 64 x 96.5
cm., by Felipé Cardano (Madrid: Dirección
Hidrografico, 1821).

In earlier times naval officers were often
expected to possess drawing and mapping
skills, as demonstrated here. Between 1793
and 1804 the captain of a frigate and a
lieutenant in the Spanish Navy surveyed
and compiled charts of Cuba’s southern
coastline, including the Bay of Pigs
(Ens(enad)a. [cove] de Cochineas), Isle of
Pines, Cayman Islands, and several coastal
elevations. Shortly afterward, the German
scientist and polymath Alexander von
Humboldt praised the work in his Personal
Narrative:

"The island of Cuba being surrounded
with shoals and breakers, for more than
two-thirds of its length, and the navigation
being made beyond those dangers, the real
configuration of the island remained for a
long time unknown. Its breadth, especially
between the Havannah and the port of
Batabano, has been exaggerated, and it
is only since the Deposito hidrografico de
Madrid, the finest establishment of the
kind in Europe, has published the labors
of the captain of a frigate, Don Jose del
Rio, and of the Lieutenant, Don Ventura
de Barcaiztegui, that the area of the island
of Cuba could be calculated with any
exactness..."

Alexander von Humboldt, Personal
Narrative of Travels to the Equinoctial
Regions of the New Continent, During the
Years 1799-1804, trans. by Helen Maria

42.

John Norman (1748?-1817) and William
Norman (before 1782-1807)

A New General Chart of the
West Indies from the Latest
Marine Journals and Survey
Regulated and Ascertained by
Astronomical Observations.

Copperplate engraving on paper, 69 x 98.5
cm., 1790 (1794), Printed and sold by W.
Norman, from John Norman, The American
Pilot (Boston: William Norman, 1794; first
published in 1791).

This is a later edition of the first sea chart
printed in the U.S. to depict the West Indies,
including the Gulf of Mexico. It bears
certification of accuracy by Osgood Carleton
(1742-1816), surveyor, cartographer,
and teacher of mathematics in Boston,
Massachusetts. In 1789—shortly after
the passage of the U.S. Constitution—the
new government also passed a navigation
act that greatly favored the carrying of
American imports and exports in American
ships. These vessels—often built, owned,
and operated by New Englanders—required
sea charts and frequently stopped to
trade in the West Indies. Obviously, total
reliance upon foreign-made charts and
maps was also imprudent as the European
powers were increasingly engulfed in wars
following the French Revolution while
America’s burgeoning economic interests
and emerging maritime power demanded
continued and expanded trade and, if
possible, neutrality.

43. Dirección Hidrografía [de España]

Carta Esférica en Quatro
Hojas de las Costas de Tierra
Firme: que Comprende desde la
longitud de 55°45’ occidental de
Cadiz hasta 75°50’ del mismo
meridiano

Copperplate engraving on paper, 64 x 97.5
cm. (Madrid: Dirección Hidrografia, 1816).

Excellent engraving by Felipé Cardano,
draftsmanship by S. Damiano, and lettering
by J. Morata combine in this sheet from
the Spanish Atlas Maritimo showing the
islands of Margarita and Trinidad off the
coast of present Venezuela. Finely engraved
hachures delineate the high mountains and
cliffs forming the Dragon’s Mouth channel
between the Paria peninsula and Trinidad,
giving a real sense of the elevation in an

Pearls of the Antilles 21
artistic way. The area shown was surveyed between 1793 and 1802 by the second class brigantines Empresita and Alerta under the command of Brigadier of the Fleet Don Joaquín Francisco Fidalgo. The florid title script and text includes a dedication to Spanish fleet Admiral Don José de Espinosa y Tello de Portugal, who had just passed away the year before.

44.

Dirección Hidrografia [de España]

Puerto del Guantánamo

Copperplate engraving on paper, 24 x 32 cm., in Dirección de trabajos hidrográficos, Portulano de la America Setentrional (Madrid, 1809).

The excellent harbor of Guantánamo Bay, located in the southeastern portion of the island of Cuba and today's U.S. territory, has changed hands several times. For many years after European discovery it remained under Spanish control, but in 1741—during the War of Jenkins' Ear—British forces under Admiral Edward Vernon seized it, renaming it Cumberland Bay. Spanish guerrilla forces and an outbreak of disease prevented the British from taking Havana, and the British soon withdrew. In 1809—when this atlas was published in Madrid by the Spanish Hydrographic Office—the city of Madrid and much of the mother country were under the yoke of the French army and Napoleon's brother Joseph Bonaparte. The compact Portulano is related to the larger Spanish Atlas Maritimo and, as its name implies, features ports, bays, roadsteads (radas), anchorages (fondeaderos), coves (ensanadas), and careening places (careneros). It is divided into four sections: 1) ports of the Antilles; 2) ports of the coasts of Tierra-Firme, Florida, and the Gulf of Mexico; 3) ports of Cuba; and 4) ports of the islands of Santo Domingo and Jamaica.

45.

Bryan Edwards (1743-1800)

Map of the Island of Jamaica, Divided into Counties and Parishes...


Edwards was an English politician and historian who inherited properties in Jamaica. His map shows "Bryan Castle the Author's seat in Trelawny Parish" on the north central coast, as well as many other details including plantations and settlements, churches and chapels, forts and barracks, rivers, roads, parish boundaries, and anchorages for small and large vessels—all noted by symbols described in the key at lower right. Embellishing the map at right is the Jamaican coat of arms, granted in 1661. By 1800, Jamaica had a large slave population and was the largest exporter of sugar in the Caribbean. Edwards' history first appeared in 1793, but this is the second, improved edition which contains engraved maps of the western and eastern Caribbean, as well as separate maps of the islands of Barbados, Grenada, St. Vincent, Dominica, St. Christopher's (with an inset of Nevis), Antigua, and several illustrated engraved plates. Despite the author's pro-slavery arguments, the British House of Commons decided to end the British slave trade only two years later, in 1796; however, it was not until 1808 that it finally became illegal.
Bryan Edwards (1743-1800)

Map of the Island of St. Vincent for the History of the West Indies


The volcanic origin of the island of St. Vincent, evident by its shape and mountainous interior, and the hybrid mixing of cultures, a common theme in Caribbean history, may both be seen here in Edwards’ map. The inscription “Land Granted to the Charibs in 1773” refers to the native Carib people, who inhabited the island and fiercely resisted European settlement for many years. The Caribs also intermarried with African slaves who were either shipwrecked or escaped there, giving rise to the name “Black Caribs.” While the Spanish and English laid claim to the island, it was the French who, in 1719, first established a European settlement there at Barrouallie—here called “Princes Bay or Barawally” by Edwards and just one of many curious toponyms reflecting multicultural influences.

After Agostino Brunias (ca.1730-1796)

A Negro Festival Drawn from Nature on the Island of St. Vincent


Ethnographically “correct” West Indian scenes were a specialty of Agostino Brunias, an Italian painter who worked in London and traveled to the West Indies in the years 1770-1773 in the company of Sir William Young, 1st Baronet, the first British Governor of Dominica. Brunias was especially renowned for depictions of Black festivals such as the one reproduced here in an engraving from Edwards’ book. Remarkably, the engraver Audinet skillfully simulated in a black and white medium the various shades of skin color for both blacks and mulattos—often important distinctions in West Indian cultures.

After Pierre Charles Varlé (1770-after 1833), Jacques Bellin the elder, et al.

Carte de la Partie Francoise de St. Domingue / A Map of the French Part of St. Domingo

Copperplate engraving on paper, 39 x 50 cm., by J. T. Scott, from Mathew Carey, General Atlas (Philadelphia: Carey, 1811 or later).

Events of the Haitian Revolution on the island of Saint-Domingue (Hispaniola) transfixed the world, including the young United States, which took in many of the white refugees from the slave revolt that began there in 1791. This bilingual map from Mathew Carey’s General Atlas was based upon a map by Bellin but with additions from others, including a French-Haitian immigrant engineer, surveyor, and geographer, in Philadelphia. A native of southern France, Varlé had trained and worked as an engineer there before the French Revolution convinced him to emigrate to Saint-Domingue. There he worked for “M. de Vincent” the chief engineer of the island before both men fled to Philadelphia after the beginning of the slave revolt. The key notes cities and towns by relative size, seats of parishes, and villages. The note “Places burnt by the Negroes are coloured Yellow” suggests that color should have been applied after printing, but this impression was never completed. Interestingly, there is no reference to the kingdom of the north or to the republic in the south, although these two entities existed between 1807 and 1820.

3.

Geographic Institute of Weimar

Charte von den Inseln Trinidad, Tabago und Margaretha, dem Busen von Paria, and einem Theile von Cumana

Copperplate engraving (with hand-colored outlines) on paper, 23.5 x 41.5 cm.

(Weimar: im Verlage des Geographischen Instituts, 1814).

The cartographic staff of the Geographic Institute of Weimar, founded in 1804, prepared this Chart of the Islands of Trinidad, Tobago, and Margarita, the Gulf of Paria, and a Portion of Cumana (Venezuela) under the exceedingly unstable political conditions of the Napoleonic Wars. The map has original hand-colored outlines with a key at left that denotes territories belonging to the English (Trinidad), French (Tobago), and Spanish (Margarita and the Venezuelan coast); however, these political outlines were not up-to-date. The island of Margarita, Spanish since the time of Columbus, became the first permanently independent part of Venezuela in 1814, following the collapse of the First Venezuelan Republic. In 1797 the British had captured formerly Spanish Trinidad during the Napoleonic Wars and it was formerly ceded to the British in 1802. Tobago, first settled by the Duke of Courland (present Latvia), had changed hands multiple times, but was British by 1802. Interestingly, the map refers to the asphalt lake ("Asphalt See" known as La Brea Pitch Lake reported as early as 1595 by Sir Walter Raleigh) in southwestern Trinidad as well as two whirlpools off the east and west coast of the island caused by the expulsion of asphalt—hints of the future importance of oil for the island.

5.

Jean Antoine Pierron (active 1780-1825) et al.

Carte Geographique, Statistique et Historique de la Martinique

Copperplate engraving (hand-colored) on paper, 49.5 x 63 cm., lettering by H. Mardelet, from J. A. Buchon, Atlas geographique, statistique, historique et chronologique des deux Ameriques et des iles adjacentes; traduit de l'atlas execute en Amerique d'apres Lesage, avec de nombreuses corrections et augmentations. (Paris: J. Cazex, 1825).

Despite the lofty ideals of the French Revolution and the example of Haiti or Saint-Domingue, slavery continued until 1848 on the French islands of Martinique and Guadeloupe, seen in this and the following map. Such “Geographical, Statistical, and Historical” maps surrounded by extensive text were very popular in

52.

Jean Antoine Pierron (active 1780-1825) after Colonel Eugène Édouard Boyer-Peyreleau (1774-1856)

**Carte Geographique, Statistique et Historique de la Guadeloupe**


During the political and military chaos of the French Revolution and the Napoleonic Wars, French colonies in the West Indies witnessed the rise and fall of several governments and experienced British military occupation. This map of Guadeloupe was based upon an 1823 map by French Colonel Eugène Édouard Boyer-Peyreleau, who made three trips between Europe and the Windward Islands from 1802-1809, while serving as aide-de-camp to Admiral Villaret de Joyeuse, governor at Martinique. In 1814 Colonel Boyer-Peyreleau was appointed “interim governor” of Guadeloupe and accepted the formal return of the island in 1815 from the British, who had captured it once again in 1810. Incidentally, despite British pressure and confirmation in 1818 to abolish the slave trade, some 80,000 slaves were transported illegally to Guadeloupe and Martinique before the trade finally ended there in 1831.


53.

Fielding Lucas, Jr. (1781-1854)

**Hayti or Saint Domingo**

Copperplate engraving (hand colored) on paper, 32 x 49.5 cm., by B. T. Welch (Baltimore: Fielding Lucas, Jr., ca. 1820-1833).

In this map, two distinct colors separate Hispaniola into the independent republic of Haiti and Spanish Santo Domingo. In 1820 however, Haitian President Jean-Pierre Boyer reunited the northern kingdom and southern republic of Haiti and in 1822 seized control of the Spanish part of the island, where most remaining white Spaniards then fled elsewhere. Boyer broke up the plantations and redistributed land with small farms now dominating both parts of the island. Under Boyer’s administration, which lasted until a revolution removed him in 1843, Haiti developed into a society of two castes often characterized by economic class and skin color (blacks and mixed-race colored), while Santo Domingo became a primarily mixed race society.

Fielding Lucas, Jr., was a Virginia-born artist, mapmaker, engraver, and publisher who, after working in the print and book trade in Philadelphia, came to Baltimore where he established his own business in 1810. His map of the island of St. Domingue closely resembles his work for Carey and Lea’s *A Complete Historical Chronological and Geographical Atlas* (Philadelphia: Carey & Lea, 1822).
54A & B.

After Piètre Toussaint Frédéric Mialhe (1810-1881)

**Plano Pintoresco de la Habana con los numeros de las casas**

Toned lithograph on paper, 46 x 57 cm., and

**Mapa Historico Pintoresco Moderno de la Isla de Cuba**

Toned lithograph on paper, 46 x 59 cm., both fold into cover titled *Mapa de la Isla de Cuba y Plano de la Habana* (New York: B. L. Corning, 1860).

The rich Spanish colony of Cuba and its picturesque capital city of Havana were flourishing in the mid-nineteenth century when this set of double folding maps with surrounding vignettes appeared. The maps and images emphasize singular historical and cultural aspects of the city and island, such as “El Morro” castle and its capture by the British in 1762, the Governors’ Palace, the Cathedral, royal prison, military hospital, theatre, amphitheatre, a Catholic mass, a crowd representing different societal castes gathered around a fountain, an 1846 hurricane, and cock fighting, as well as typical agrarian and “modern” industrial scenes, including a farm (*estancia*), ranch (*hacienda*), sugar mill, sugar refining, tobacco and coffee plantations, a gas depot (for gas lighting), shipping (both sailing and steam-powered), and railroads.

Although uncredited by the New York publisher, the artist (and possibly mapmaker) was a Paris-trained painter and printmaker named Frédéric Mialhe who traveled in 1838 to Havana where he was known as Federico Mialhe. Commissioned at first by the Real Sociedad Patriotica to document the island, he remained there until 1854, serving as drawing professor at the Havana art academy. He issued lithographs after his paintings in an album titled *Viaje Pintoresco al Rededor de la Isla de Cuba*, published in Havana in 1847-1848. Extremely popular, other versions of Mialhe’s album, including this one with the images surrounding the maps, appeared over the next decade in Berlin and New York—apparently without his permission.

55.

**Francisco Coello (1822-1898)**

**Posiciones de America: Isla de Cuba**

Lithograph (with hand-colored outlines) on paper, 71 x 111 cm., 1855, from Coello, *Atlas de España y sus Posiciones de Ultramar* (Madrid, 1848-1868).

During the 1850s, when this map appeared, Cuba produced more sugar than all the West Indies combined. The island had prospered after Spain had relaxed restrictions upon trade and the importation of slaves in the late 18th-century and after many Spanish immigrants fled there during the independence movements on the American mainland. While Spain abolished the slave trade in 1820, slavery continued on Cuba until 1880. Many Cuban planters saw Spain’s impact as negative and actually favored annexation by the U.S. in the years before the U.S. Civil War. The island’s lack of mountains made it easier to construct roads and railroads.

Cartographer Don Francisco Coello de Portugal y Quesada was a Spanish military engineer and geographer. His atlas of Spain and her Colonies included this incredibly detailed map. Around the map are inset plans of the towns of Guanabacoa (just east of Havana), Guanajay (west of Havana), Santa Clara (in the center of the island), San Juan de los Remedios, Caibarién, Puerto Príncipe, San Antonio de los Baños (south, southwest of Havana), Manzanillo (in Granma province along Guacanayabo Bay), and Holguín (in the east).

Late nineteenth-century Cuba witnessed growing economic and political troubles. The Ten Years' War (1868-1878) broke out in the eastern provinces and turned into a guerrilla campaign between insurgents and the Spanish authorities that laid waste to that portion of the island. Despite slave emancipation in 1880 and a truce between 1878 and 1895, more social unrest resulted from increased industrialization, arbitrary laws and tariffs, world economic conditions, and renewed Spanish efforts to reassert their authority over the island. This enormous rolled map of Cuba was produced by the Spanish government at the beginning of the Cuban War for Independence—an even worse guerrilla war encompassing the whole island, which escalated into the Spanish-American War of 1898. It is highly detailed, showing centers of military and political administration, provincial boundaries, railroads, roads, trails, telegraph stations, lighthouses, and submarine telegraph cables. It is probable that Spanish General Valeriano Weyler y Nicolau used such a map in 1896 to plan and implement his forced removals of nearly 500,000 members of Cuba's rural population into the hated reconcentraciones—considered forerunners of concentration camps.


57.
Alvin J. Johnson et al.

Johnson's West Indies


Before 1898, individual islands of the West Indies seldom received coverage in atlases produced in the United States—despite the islands' close proximity to U.S. shores. This 1864 map from an 1860s Johnson atlas was typical of the generalized coverage, but it also contains a small inset map of Bermuda. During the U.S. Civil War of 1861-1865, ships based at Bermuda, as well as Havana, Cuba, and Nassau in the Bahamas delivered arms, mail, and other essential supplies for the southern war effort. Necessarily light and fast to outrun patrol and picket warships of the Union Navy, the "blockade runners" were often specially designed, built, owned, and operated by British citizens. Charleston, South Carolina, and Wilmington, North Carolina, were particularly important Confederate ports for this trade. However, the last successful blockade-runner left Galveston, Texas, for Havana in May 1865.

58.
Gilbert H. Grosvenor, National Geographic Society, et al.

The National Geographic Magazine Map of Central America, Cuba, Porto Rico, and the Islands of the Caribbean Sea

Color half-tone photolithograph on paper, 33 x 49.5 cm., by the American Bank Note Co., New York (Washington, D.C.: National Geographic Society, 1913).

This early National Geographic Map details political capitals and boundaries, locations of U.S. consulates, steamship routes and distances, coaling stations, wireless telegraph stations, and submarine telegraph lines for the area of the Caribbean and Gulf of Mexico. An inset of the Panama Canal reflects its importance to the United States' presence in the area. After a group of explorers met at the Cosmos Club in Washington, D.C., in January 1888 and founded the National Geographic Society, the group published later that year the first of their continuously popular magazines.
Slavery ended in the British colonies between 1834 and 1838 after a massive slave rebellion on Jamaica from December 1831 to January 1832 shocked Parliament into action. Over 200 sugar estates in the Northwestern parishes were laid waste, and whites fled to Montego Bay and other ports. As reprisal whites not only executed some of the leaders but tore down primarily Baptist but also some Methodist chapels where the rebellion had begun, provoking indignation among abolitionists back in Britain. Arrowsmith's 1848 map of Jamaica shows these parishes and much more, including many details of the island's interior. Examples of the latter are Bog Walk Inn along the Rio Cobre northwest of Spanish Town and the Maroon settlement of "Old Nanny Town" in the Blue Mountains of Portland Parish in the east. An inset at lower left shows Wesleyan (Methodist) mission stations on the island. The British West Indies were not prepared for the changes emancipation brought to their economies, and the sugar industry on Jamaica collapsed as the large population of freed slaves abandoned the plantations and settled on small subsistence farms.

Despite a relative decline of Dutch power in the late seventeenth and eighteenth centuries, the Dutch companies and government managed to retain control of several Caribbean island colonies for many years. These included Aruba, Bonaire, and Curacao in the south (sometimes called "ABC islands") and St. Martin, Saba, and St. Eustatius in the Leewards to the north. From 1828 to 1845 these islands were combined with Suriname (Dutch Guiana on the South American mainland) under one administration. This colorful sheet appeared in an atlas published in Edinburgh in 1856. At that time slavery still existed in the Dutch Colonies, and it was not abolished until 1863—the same year that U.S. President Lincoln made his emancipation proclamation. Slaves in Suriname were not fully released until 1873. From the early 1950s the Netherlands Antilles, Suriname, and the Netherlands became autonomous entities within the overarching Kingdom of the Netherlands; however, in 1975 Suriname became independent, and in 1986 Aruba seceded from the Netherlands Antilles, which were dissolved in 2010. Currently, Aruba, Curacao and St. Martin are each autonomous countries within the Kingdom of the Netherlands, while Bonaire, St. Eustatius, and Saba are special municipalities of the Netherlands.
Color engraving on paper, 34 x 26.5 cm., in Petermanns Geographische Mitteilungen (Gotha, Germany: Justus Perthes) vol. 48 (1902), Table 12.

This detailed topographical map of Martinique appeared in the 1902 volume of Petermann’s journal—in its time the foremost scientific periodical dedicated to cartography. Earlier that year, Mount Pelée, the active volcano located on the northwest part of the island, erupted, obliterating the town of St. Pierre in one of the worst volcanic disasters in history. An estimated 29,000 people were killed there and in nearby villages. Meanwhile, 1,680 people were killed on the nearby island of St. Vincent when Mt. Soufrière erupted there about the same time. Further damage caused by the eruptions hit the town of Carbet located farther down Martinique’s west coast. Countries around the world sent relief and authorized scientific studies. U.S. President Theodore Roosevelt, for example, immediately sent U.S. Navy ships from nearby Santo Domingo and Puerto Rico to assist and requested emergency funds from Congress. Petermanns reported the scientific expeditions in some detail, hoping that they would record the recent changes in topography due to the volcanic activity and noting that among others sent there was U.S. Geologist Dr. Robert Hill, sponsored by the National Geographic Society in Washington, D.C., with access to the U.S. government steamer Dixie. (Hill was already famous for his work with the U.S.G.S., two Texas state geological surveys, and had just published in 1902 Physical Geography of the Texas Region—the first systematized geography of the state.) The map shows main roads, rail and tram lines, telephone lines, administrative borders, commercial harbors, lighthouses, mineral deposits, and sugar factories.


62. Joseph Basanta (active ca. 1838)
The Island of Trinidad, from the Latest Surveys...Shewing the Lines of Railway proposed to be constructed by the Trinidad Railway Company

Toned lithograph on paper, 48 x 60.5 cm., by Henry Hansard, 1842, from British House of Commons, Paper-Correspondence respecting the Construction of Railways in the Colonies (London: John Arrowsmith, 1847).

Trinidad witnessed major changes between the appearance of the first version of this map and that of its later version seen here. In 1838 full slave emancipation took effect throughout the British West Indies, and by 1847 almost half of Trinidad’s laborers had abandoned plantations and moved to free villages. To keep the economy from collapsing as it had on Jamaica, Trinidad planters imported Chinese, free West Africans, Portuguese from the island of Madeira, and indentured laborers recruited from Calcutta, India. They also sought to further modernize and mechanize sugar production, for example, by hauling cane by steam-power on railway lines constructed throughout the island. Several were in operation by the 1870s. Cartographer Joseph Basanta was a Creole from the island who became Surveyor-General for the British colonial government there. His map of Trinidad from 1838 was updated several times and here printed by John Arrowsmith for a British government publication.

“Trinidad Railway History” Interview with Glen Beadon, Trinidad Television 2009, posted on YouTube, 2011.

63. Rand, McNally & Co.
Texaco Map of Trinidad, Port of Spain, Tobago, and San Fernando [Trinidad]

Color half-tone photolithograph on paper, 46 x 73.5 cm., folds to 23 x 11 cm. (New York: Texaco, Inc., 1966)

Gift of Preston and Petra Figley, Fort Worth, Texas, 2011.
Trinidad is the only Caribbean island with significant oil and natural gas. In 1956 the Texaco oil corporation, founded in Beaumont, Texas, in 1901 as the Texas Fuel Company, acquired the British-owned Trinidad Leaseholds Limited, spurring a period of intensive development on the island and just off shore. U.S. interest in Trinidad and its oil was nothing new. As far back as the late 1850s the Merrimac Oil Company of Pennsylvania had been exploring for oil there. By the 1860s there were a number of successful wells on the island, and by 1914 there were three refineries, located at Point Fortin (operated by United British Oilfields of Trinidad, a subsidiary of Shell), Pointe-a-Pierre (operated by Trinidad Leaseholds Limited, and acquired by Texaco in 1957), and at Tabaquite (mainly for local demand). Trinidad received full independence from Britain along with Tobago in 1962, but Texaco remained there until the oil crisis of the 1980s forced it to declare bankruptcy and the government took over the refinery. This Texaco road map of Trinidad and Tobago actually consists of four separate maps on one sheet: the island of Trinidad, the city of Port of Spain, the city of San Fernando, and the island of Tobago.


64.

J. H. Colton

Cuba, Jamaica and Porto Rico


Several islands of the Caribbean have long been tourist and business destinations. In particular, the introduction of steam power in the early nineteenth-century made travel safer and more convenient. The map was apparently produced for the Hotel Telégrafo, established in Havana in 1849, which still operates there as a hotel, albeit probably run by the Cuban government on a different site in a building constructed in 1888. ‘The advertisement inside the map cover claims it to be “the largest in Cuba. Established since 1849, …situated in the healthiest and most central location in the city.” See the official Hotel Telégrafo website, http://www.hoteltelegrafo-cuba.com, accessed 4/10/12.

65.

Your Vacation in Cuba

Color halftone photolithograph on paper, 23.5 x 10.5 cm. (Havana: Sindicato de Artes Graficas de la Habana, ca. 1935).

Local businesses, chambers of commerce, and governments often produce printed flyers and other ephemera to encourage tourism. This 1930s-era brochure has black and white photographs taken around the island of Cuba, but, unlike many similar brochures of its time, it has no map.

66.

General Drafting Co., Inc.

The Caribbean with the Bahamas and Bermuda / Mar Caribe y las Islas Bahamas y Bermuda

Color halftone photolithograph on paper, 60.5 x 85 cm., folds to 21.5 x 10.5 cm. (New York, N.Y.: Esso Standard Oil S. A., ca. 1950).

During most of the twentieth century, oil companies promoted travel and the use of oil in automobiles, ships, and airplanes through the production of road maps. Travelers could often pick these up free or for a minimum charge at gasoline-filling stations.

Tourist Islands of the West Indies/ West Indies and Central America


Clear, concise, accurate, educational, and beautifully designed, National Geographic Magazine maps have introduced many people to fine cartography. This map has both a general map and, on the reverse side, maps focused on individual Caribbean islands each with text highlighting points of cultural, historical, and other significance.

68.

LeRoy Armstrong

Pictorial Atlas Illustrating the Spanish-American War: Comprising a History of the Great Conflict with Spain

38 x 30 cm., (New York, N.Y., and Chicago: George F. Cram, 1898)

The United States’ popular press—particularly the producers of “Yellow Journalism” (so named for the poor quality of the paper on which the newspapers were printed)—played a major role in the Spanish-American War of 1898, even to the point of instigating U.S. involvement in the conflict between the Spanish government and Cuban insurgents. Before, during, and after the war, the press covered the Cuban situation. As new technology made cheaper reproduction of photographs and images, there was a flood of souvenir histories and atlases of the war based upon on-the-spot (as well as remote) press coverage. Publishers like Harper’s, Collier’s, Leslie’s, George F. Cram, and Rand McNally capitalized on the demand for news and information, including geographic materials related to America’s “foreign” war.

69.

Staff of George F. Cram’s engraving establishment, Chicago(?)

Map of Porto Rico

Color cerograph on paper, 34 x 54 cm., from Leslie’s Official History of the Spanish-American War (New York: Leslie’s, 1899).

As the United States defeated Spanish forces in Cuba and the Philippines, the U.S. decided to seize Puerto Rico as well, featured on this map prepared for one of several “official” histories of the Spanish-American War of 1898. On July 25, forces under General Nelson Miles landed at Guánica, on the southwestern part of the island. Earlier in May and June, U.S. naval forces had bombarded and blockaded the principal port of San Juan in the north (shown also in the inset detail at lower left). The U.S. controlled roughly the southern and western half of the island by the signing of the Treaty of Paris that November when Spain ceded control of the rest of the island along with Cuba, the Philippines, and Guam. The map contains many details besides the more commonly seen coastal features, including cities, towns, mountains, roads, rivers, and creeks. The inset at lower right shows “Crab” (known today by its Spanish name “Vieques”) and Culebra islands, Puerto Rican territories located to the west of the main island.
70.

U.S. Fish Commission after U.S. Coast & Geodetic Survey

San Juan Harbor, Porto Rico

Lithograph on paper, 59.5 x 66 cm. (Washington, D.C.: U.S. Fish Commission, 1899)

Immediately upon acquisition of new overseas territories, various United States government entities went to work to administer them. This detailed map of San Juan Harbor, Puerto Rico, was prepared by the U.S. Fish Commission from a chart produced by the U.S. Coast & Geodetic Survey and augmented by information gathered by the U.S. Fish Commission Steamer Fish Hawk in 1899. According to a note on the map, "underlined figures refer to number of dredging Sta[tions]"—a matter of ecological concern to this government office which was established to investigate the causes for the decrease of commercial fish and aquatic animals in U.S. coastal and inland waters.

71.

Rand, McNally & Co.

The Rand-McNally Map of the City of Havana Showing Suburbs, Parks, Forts, and Principal Buildings

Color lithograph on paper, 51.5 x 62 cm. (Chicago: Rand, McNally & Co., 1914; first published in 1901)

United States forces occupied Havana, Cuba, from the end of the Spanish-American War of 1898 until 1902, when, as promised in the Teller Amendment, the island was left in the control of its own people. United States' influence there remained strong for years up until the early 1960s when Fidel Castro made clear his communist intentions, and relations between the two countries soured. This Rand-McNally map of the city from 1914 is apparently a later edition of a map first issued in 1901. Many details clearly relate to the earlier Spanish era, such as government buildings (from palaces to prisons), fortifications ("El Morro" castle, for example), churches, convents, the "old bull ring," the square "where executions took place," cemeteries, markets, and parks. Other more "modern" details include: railroads and railroad stations; ferry routes; offices for newspapers, steamship lines, and banks (mostly foreign-owned); hotels, clubs, theatres, and casinos; orphanages; factories for cigars, gin, and cement; single- and double-track electric roads; gas and electric plants; and even the location of the wreck of the U.S.S. Maine in the middle of the harbor. The destruction of this battleship on February 15, 1898, helped precipitate the American invasion, but the actual cause is still debated.

72.

U.S. War Department

Military Telegraph Lines in Cuba Operated by the Signal Corps, U.S. Army, June 30, 1899


During the Spanish-American War, communications were so improved through the use of extensive telegraph wiring and cables that the War Department and the White House were able to communicate almost immediately with troops in the field as well as naval forces around the world. As U.S. forces occupied Cuba, they set up a system of telegraph lines shown on this map. Despite this modernity, most of the U.S. military were poorly trained to administer former Spanish colonies.
