Charting Chartered Companies

Concessions to Companies as Mirrored in Maps, 1600-1900

An Exhibition in Conjunction with the
2010 Virginia Garrett Lectures on the History of Cartography
Virginia Garrett Cartographic History Library

August 2010 through January 2011

Sixth Floor • Special Collections
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Gallery Guide written by Ben W. Huseman

Dedicated to the memory of Jenkins Garrett (1914-2010)

Front Cover:

Willem Jansz. Blaeu (1571-1638) after Hessel Gerritsz. (1580-1632),
Insulae Americanae in Oceano Septentrionali cum Terris adjacientibus, Engraving (hand colored),
1635, probably from *Blaeu, Le Theatre du Monde, ou Nouvel Atlas. La seconde partie* (Amsterdam:
Blaueu, 1638). *Virginia Garrett Cartographic History Library,*
The University of Texas at Arlington

Back Cover:

Johannes van Keulen (1645-1715), Claes Jansz. Vooght, et al.
Pascaerte van Westindien begrypende in zich de vaste kusten en eylanden: alles op syn waere lengte en breete op wassende graden gelegt
Engraving (hand-colored), second state, 51 x 59 cm., from *De Groote*
Nieuwe Vermeerde Zee-Atlas ofte Water-Werelt (Amsterdam, 1681; first published 1680).
Virginia Garrett Cartographic History Library, The University of Texas at Arlington

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Introduction

The chartered company, considered a precursor to the modern corporation, played an important role in the history of cartography. Sovereigns, states, or nations in early modern Europe (where chartered companies first evolved) granted these companies certain concessions or rights and privileges and bound them to certain obligations under a special charter. The charter defined and limited the companies' rights, privileges, obligations, and the localities where these were in effect.[1] Often this involved the grant of a trading monopoly in a specific geographic area—a geographic component that necessarily involved mapping.

The concept of the chartered company existed from medieval times, but the idea of a charter, like that of a map, stretches back to pre-historic antiquity. In fact, the words "chart" and "charter" have more than just alliteration in common, for they share the same roots, deriving from the Middle French word *chartre* and the Latin *charta* and the Greek *chárt(ēs)*, meaning "papyrus leaf," "sheet of paper," or, literally, "something to make marks on."[2] A paper chart in the pre-electronic age defined or recorded a geographic area—sometimes accompanied with the idea of the rights, privileges, and obligations of ownership. So too, a paper charter legally defined or recorded certain rights or privileges an individual or group received from a governing state, council, sovereign, or leader in exchange for performing certain duties and obligations.

From the mid-sixteenth century, and particularly from the seventeenth through the nineteenth centuries, chartered companies became increasingly popular as an effective means to encourage overseas exploration, trade, expansion, and colonial power around the world by employing the collective economic power of a group of private individuals rather than just those resources belonging to the sovereign, state, or government. The Dutch, English, French, and other European governments were active in granting concessions to groups of investors, often in return for monopolies and other trade privileges in certain geographical areas. They also used chartered companies to fund wars and large-scale domestic industrial projects. In nineteenth-century America, and in the more regionally confined space of Texas, chartered companies often assumed the lead in the settlement and development of lands and in the building of railroads and other networks of transportation.

Throughout this period, chartered companies relied upon maps and charts produced by others for purposes of planning, implementation, and operation. Many companies employed their own surveyors, cartographers, and mapping departments to produce their own maps and charts. Ship captains and navigators employed by chartered companies trading to distant lands had particular need of sea charts just to find their way and return. The mere presence and activity of a chartered company in an area often changed that region's political, historical, and cultural boundaries, its geography, and its toponymy. In this context, a wide variety of maps intended for various purposes and different audiences both helped shape and reflect the histories of the regions represented and the activities of the chartered companies.[3]

This exhibit, "Charting Chartered Companies: Concessions to Companies as Mirrored in Maps, 1600-1900," echoes the theme of the Seventh Biennial Garrett Lectures for Friday, October 8, 2010, as well as the theme of the annual meeting of the International Cartographic Association's Commission on the History of Cartography (Monday-Tuesday, October 11-12). The gallery guide does not present here a comprehensive or even balanced study of the theme, but hopefully introduces a massive topic that merits much further study.

Imre Josef Demhardt, Professor & Garrett Endowed Chair in the History of Cartography, deserves recognition for suggesting the theme. Since his arrival at UT Arlington in 2008 from his native Germany he has been a constant source of excellent ideas, knowledge, and energy. As the Virginia Garrett Cartographic History Library's strengths are maps of the areas of present Texas, the Southwestern United States, Mexico, the Gulf of Mexico, and the Caribbean, the geography of the exhibit is necessarily stronger in these areas. However, Professor Demhardt was particularly supportive in my adding small sections pertaining to Africa, the East, and the Pacific, and I must thank him particularly for selecting the three German colonial maps from Petermanns' journal.

Other members of the 2010 Garrett Lectures Planning Committee deserve considerable thanks for their help in keeping this project on track: Ann Hodges, Special Collections Program Coordinator; Dr. Gerald Saxon, Dean of the UT Arlington Library; Carolyn Kadri, Map Cataloger; and Erin O'Malley, Exhibit Designer. Each plays a significant role in making the Garrett Lectures a success.

While Professors Richard Francaviglia and David Buisseret may have retired from UT Arlington's history department and the Garrett Lectures Planning Committees, they have not ended their contributions to the Garrett Lectures. Although quite busy with their own projects, both kindly agreed to quickly review a very hasty rough draft of this gallery guide and offered excellent suggestions on content and bibliography. They, UT Arlington Ph.D. history candidate Gene Tucker, and Special Collections' unofficial proofreader Cathy Spitzenberger no doubt prevented some embarrassing mistakes and omissions, but I have no delusions that there are probably many more, and I take full personal responsibility for these.

Student assistants David Sanchez, Cassandra Bartol, and others helped with various aspects of the project. Special Collections and the rest of the Library's staff make up a team that would not function properly without everyone's input. At University Publications, designer Melody Tolleson, photographer Robert Crosby, and most of the department worked their magic to please a grateful client. As was the case for other exhibits, I am once again grateful to Dr. Russell Martin, director of the DeGolyer Library at Southern Methodist University in Dallas, and to a private map collector for their generous loans of several key pieces. Their items and others are specifically noted in the guide; all others belong to the Virginia Garrett Cartographic History Library at UT Arlington Library's Special Collections.

Ben Huseman
Cartographic Archivist
Special Collections
UT Arlington Library

[1]See William Bartlett Duffield, "Chartered Company," in *Encyclopaedia Britannica*, (11th edition) vol. 5, pp. 950-952; *Encyclopaedia Britannica*, p. 132; John Micklethwait and Adrian Wooldridge, *The Company: A Short History of a Revolutionary Idea* (New York: The Modern Library, 2003) and Wikipedia, s.v. "Chartered Companies," http://en.wikipedia.org/wiki/Chartered_company," accessed 4/3/2010. David P. Dewar, "Joint Stock Companies," in Will Kaufmann and Heidi Slettedahl Macpherson, eds. *Britain and the Americas: Culture, Politics, and History* (3 vols.; Santa Barbara, California: ABC CLIO, 2005), vol. 2, pp. 506-509.

[2]*The Random House Dictionary of the English Language*, ed. by Jess Stein and Laurence Urdang (New York: Random House, Inc.,1967), p. 249, s. v. "chart," "charta," "charter."

[3]Alistair Simon Maeer, "The Cartography of Commerce: The Thames School of Nautical Cartography and England's Seventeenth Century Overseas Empire," Ph.D. diss., The University of Texas at Arlington, 2006, p. 2, argued that "Discussions about the rise of capitalism and consumerism are incomplete unless they include maps and charts and explanations of readers' understanding of them, since they are also instruments of acquisition and reflections of desire."

The Rise of Chartered Companies

The rise of chartered companies in the seventeenth century roughly coincided with a period when Western Europe led much of the world in commerce, trade, and colonial development. While access to the sea was a common factor in the development of chartered companies, each European nation had unique political, economic, and historical conditions that favored or hindered chartered companies to various degrees. The Netherlands in particular had distinct advantages in the role of middlemen in trade, shipping, manufacturing, banking, science, geographical knowledge, and commercial cartography. With a large population living in towns, dependence upon trade and manufacturing, and self-government by largely independent guilds and councils whose relationships with hereditary rulers were proscribed by strict sets of liberties, the Netherlands—and, to a considerable extent England also—were ideal places for the establishment of chartered companies that soon became models for the entire world.

Fernand Braudel, *Civilization and Capitalism, 15th thru 18th Century: Volume II: Wheels of Commerce*, trans. by Sian Reynolds (New York: Harper & Row Publishers, 1982, first published in French, 1979), pp. 443-455. Jonathan Israel, *Dutch Primacy in World Trade*, 1585-1740 (Oxford: Oxford University Press, 1989).

Major Shifts in Trade and Commercial Cartography

Curiously, the long, protracted Protestant Dutch revolt against the Catholic Spanish Hapsburgs in the Netherlands that began in the 1550s served as a catalyst for the rise of chartered companies. Up until the Dutch war of independence, the city of Antwerp had been the center of the Hapsburg Empire and the center of international trade. As the world's storehouse of commodities and leader in shipping and distribution, Antwerp was also a center for the burgeoning map and print trade since it had access to much of the geographical and scientific knowledge gained by European explorers and had craftsmen skilled in metalworking and copperplate engraving techniques. The thriving trade in printed maps, books, and atlases at this time also encouraged a free-flow of information and ideas. However, as the Protestant Dutch rebelled against their Catholic Spanish rulers beginning in the 1550s and 1560s, Antwerp's trade was disrupted, setting off a chain of events. Spanish suppression of the revolt there forced Protestant and northern European merchants and manufacturers to begin looking for other markets for their goods. Protestant governments and councils began to seek new ways to fund the struggle against the Catholic Spanish and Portuguese who already possessed the wealth necessary to fund wars through their considerable overseas possessions and thus were less inclined to innovate in financial matters. Spanish suppression forced many Protestant businessmen and craftsmen to flee north to Amsterdam beginning in the 1580s, and the center of the printed map and chart trade shifted with them. There it would thrive for over a century.

See Israel, *Dutch Primacy in World Trade*, 1585-1740 (1989); Fernand Braudel, *Civilization and Capitalism, 15th thru 18th Century: Volume I: The Perspective of the World*, trans. by Sian Reynolds (New York: Harper & Row Publishers, 1984, first published in French 1979), pp. 143-157. Braudel, *Civilization and Capitalism: Volume II: Wheels of Commerce* (New York, 1982), pp. 443-455.

Routes to the Indies, Chartered Companies, and Cartography

The wealth of the Indies and trade with the civilizations of the East proved the strongest attraction for chartered companies from the mid-sixteenth century through the eighteenth. A by-product of these Western European companies' desire for profit was their exploration of large geographical areas such as the coasts of Africa, the Americas, and the East and West Indies. Chartered, joint-stock companies seeking new trade and commercial routes with the East contributed much to world exploration. And maps and charts were critical components to the augmentation of geographic knowledge.

In the mid- to late-sixteenth century, manufacturers in Protestant lands such as the English—suddenly cut off from their traditional European woolen trade through Spanish-Catholic-controlled Antwerp—needed other, more distant outlets overseas for their products. Naturally, such far-flung trading required more investment of capital up front just to outfit well-armed expeditions in order to reach these areas and return safely. The chartered joint-stock company was an ingenious solution to the problem.

Company expeditions trading at such distances also required and generated route maps and charts, and their activities and the geographic knowledge they gained began to appear on printed charts and maps of the regions they traversed. Some early printed maps reflected optimistic speculation about the possibility of more direct routes from Europe to the East. In some cases maps became the medium of communication through which mapmakers, either consciously or not, encouraged company-sponsored ventures into unknown or little understood spaces or regions.

See Andrew S. Cook, "Surveying the Seas: Establishing the Sea Routes to the East Indies," in James R. Akerman, ed., *Cartographies of Travel and Navigation* (Chicago and London: University of Chicago Press in Association with the Hermon Dunlap Smith Center for the History of Cartography, Newberry Library's Kenneth Nebenzahl, Jr., Lectures in the History of Cartography, 2006), pp. 69-96.

Early English Chartered Companies

As early as 1553, King Edward VI chartered the first English joint-stock company, the **Company of Merchant Adventurers to New Lands,*** to explore a northeast passage to the Orient. After a company expedition reached the Archangelsk area by sea and established a route to Moscow, the company in 1555 renamed itself the **Muscovy Company**. The company was soon involved in explorations for a northwest passage through North America to China. Not surprisingly, it also had a chart maker, William Borough (1536-1599), a navigator and hydrographer who prepared manuscript charts of the northeast and northwest passages—in several cases, in advance of expeditions. In 1577 Queen Elizabeth I of England chartered a "Company of Cathay." In 1588 she granted an English company a monopoly on the trade to and from Senegambia, and in 1592 she gave another one a charter for the trade to and from Sierra Leone.** Also that year, she charted a "Venice Company" and a "Turkey Company" that later merged to form the **Levant Company**. And it was also Queen Elizabeth I who in 1600 granted a charter to the famous **English East India Company**. Unlike Dutch chartered company models, however, these early English companies were not initially considered permanent and their investors did not have limited liability—a distinction that would prove critical in the development of chartered companies.

*The term "adventurer" applied not just to the explorers but also to the investors who were assuming considerable financial risks. R. P. Bishop, "Lessons of the Gilbert Map," in *The Geographical Journal* 72:3 (September 1928): 237-243.

**Both of these English African companies later merged in 1618 into the "Company of Adventurers of London Trading to the Ports of Africa" or Guinea Company. Niall Ferguson, Empire: *The Rise and Demise of the British World Order and the Lessons for Global Power* (New York: Basic Books, 2002), pp. 20-21. On Borough, see Maeer, "The Cartography of Commerce," Ph.D. diss., The University of Texas at Arlington, 2006, pp. 6-7, 38-43, 68, 70.

1

1.

Abraham Ortelius (1527-1598)

Typus Orbis Terrarum

Engraving, 34 x 50 cm., on sheet 46 x 56 cm., by Frans Hogenberg, from Abraham Ortelius, *Theatrum Orbis Terrarum* (Antwerp: Ortelius, 1584).
DeGolyer Library, SMU, Dallas
Gift of B. B. Barr and John N. Rowe III

Many of the East Indies islands and much of the Americas were already well known to Europeans by the time this world map by Abraham Ortelius of Antwerp first appeared in 1570 in the world's first truly "modern" atlas (logically arranged and uniformly formatted). Based upon Gerard Mercator's huge 1569 world map on twenty-one sheets, it represented the state of the art for geographic information before the involvement of most of the chartered companies in world exploration.

Reflecting interests in finding new routes to the East, Ortelius' world map includes direct east-west sea passages in the northern areas of the globe. In fact, in 1584—at the time of the publication of the second edition of Ortelius' atlas—chartered companies outfitted ships to explore these routes. These included a Flemish-Dutch company for trade with Russia via the White Sea, backed by Antwerp businessmen Gillis Hooftman, Balthasar de Moucheron, and Olivier Brunel, as well as the English **Muscovy Company**, which had already been and continued to be active there. Ortelius's large hypothetical landmasses in the southern parts were equally speculative and influential, although chartered companies, such as the **Australian Company**, would not explore these regions until a few years later.

Ortelius' atlases appeared in many editions and languages and marked the beginning of a new era in the history of cartography in which supremacy in map publishing passed from Italy to the Netherlands. The Dutch soon surpassed all others in every aspect of cartographic production.

Rodney W. Shirley, *The Mapping of the World: Early Printed World Maps, 1472-1700* (London: Holland Press Ltd., 1983), pp. 144-145, no. 122. See J. Braat, "Dutch Activities in the North and the Arctic during the Sixteenth and Seventeenth Centuries," Arctic 37:4 (December 1984): 473-480.

2

2.

Cornelis de Jode (1568-1600)

Americae Pars Borealis, Florida, Baccalaos, Canada, Corterealis

Engraving (hand colored), 36.5 x 50 cm., from Gerard de Jode, *Speculum Orbis Terrarum* (Antwerp, 1593).
DeGolyer Library, Southern Methodist University, Dallas
Gift of George and Julie Tobolowsky

A direct "Northwest Passage" through North America to Asia is also a prominent feature in this map of 1593. The map appeared in a world atlas by an Antwerp competitor of Ortelius, Gerard de Jode. De Jode's son Cornelis, who drew the map, based his outline of North America upon a large and very influential wall map of the world in eighteen sheets by Petrus Plancius which was published by Cornelis Claesz in 1592. Plancius was a Flemish Protestant clergyman and geographer/cartographer who soon became a founder, wealthy investor, and chief scientist for the **Dutch East India Company**. Despite a Hapsburg (Spanish, Austrian, etc.) attempt to censor new geographic information coming into Antwerp, Plancius had accessed numerous Portuguese charts, which influenced his wall map and possibly that of de Jode. Many of the names along the northeastern coast in de Jode's map reflect the impact of Portuguese or Spanish activities there, such as "Baccalaos" (derived from an Iberian word for "codfish"), "Corterealis" (for Portuguese explorer Gaspar Corte-Real), and "Laborador" (for Portuguese explorer João Fernandes Lavrador).

In the illustrations for his map, de Jode also demonstrated an awareness of two prints published in 1590 and 1591 by the Flemish engraver Theodor de Bry in the latter's multi-volume *Americae*. The upper-right vignette showing Native American warriors attacking a European ship derives from a de Bry engraving relating to a voyage of the English explorer Martin Frobisher who was employed by the English **Muscovy Company**. The inset showing six natives of Virginia was based upon de Bry's engravings after the eyewitness artist John White who was involved in the failed English colonization efforts in Virginia under Sir Walter Raleigh and who had also received a charter granted by Queen Elizabeth I.

Burden, *The Mapping of North America I*, pp. 103-104, no. 81. On the Hapsburg blockade and embargo on new geographical information reaching the Netherlands in the critical year of 1592 see Kees Zandvliet, *Mapping for Money: Maps, Plans*

and Topographic Paintings and their Role in Dutch Overseas Expansion during the 16th and 17th centuries (Amsterdam: Batavian Lion International, 1998), pp. 37-49.

3. _____

Cornelis Wytfliet (d. 1597)

Estotilandia et Laboratoris Terra

Engraving, 23.5 x 30 cm., from Wytfliet and Antoine Magin (Giovanni Antonio Magini), ***Histoire Universelles des Indes Occidentales et Orientales et de la Conversion des Indiens*** (Douay: Chez Francois Fabri, 1611), between pp. 98 and 99.

First published in Louvain in 1597 in *Wytfliet's Descriptionis Ptolemaicae augmentum* (the first atlas specifically on America), this printed map concentrates upon areas explored by Englishmen Martin Frobisher and John Davis in their voyages in search of the Northwest Passage. At the time of the discovery of Frobisher Bay (actually on Baffin Island) in 1576, Frobisher was working for the **Muscovy Company**, the English trading company chartered in 1555. Frobisher made two more attempts to find a route to China in 1578 and 1579—this time while employed by the **Company of Cathay**, chartered in 1577 by Queen Elizabeth I. Davis later served in the campaign against the Spanish Armada and as pilot-major for Captain James Lancaster's voyage for the English **East India Company** in 1601-03. On his last voyage to the East, Davis was killed by Japanese "pirates" off Sumatra in December 1605. Wytfliet's map attempts to show "Forbisseri Angustiae" (which Frobisher mistakenly thought was a strait leading to Cathay) and Davis Strait ("Fretum Joan Davis") off the coasts of Labrador, Baffin Island, and Greenland. Incidentally, a Venetian, Nicolo Zeno, had placed the name "Estotiland" on a 1558 map of the north Atlantic to make a retroactive claim on the discovery of America for Venice, but the hoax was later revealed.

Burden, *The Mapping of North America I*, pp. 125-126, no. 101; Derek Hayes, *Historical Atlas of Canada: Canada's History Illustrated with Original Maps* (Vancouver/Toronto: Douglas & McIntyre; Seattle: University of Washington Press, 2002), pp. 34-37; Michael Hicks, *Oxford Dictionary of National Biography*, s.v.,"Davis [Davys], John," http://www.oxforddnb.com/view/article/7326?docPos=2, accessed 3/15/2010; On the Zeno map and hoax see John Fiske, *The Discovery of America* (2 vols.; Boston and New York: Houghton, Mifflin and Company, 1901), vol. 1, pp. 226-255.

The Dutch East India Company (VOC)

Granted a charter by the States-General of the northern United Provinces in 1602, the Dutch United East India Company, or Vereenigde Oostindische Compagnie (VOC), was one of the world's first great corporations. It was certainly the largest and for many years the most powerful of the chartered companies and served as a model for many of them, particularly in England and northern Europe. The origins of the VOC can actually be traced to a group of precursor companies, the oldest of which was founded in 1592—the year that the Spanish Hapsburgs attempted to block all international trade with the rebellious Netherlands merchants. The company's original goals included regulating and protecting this already considerable international trade in the Indian Ocean and prosecuting the long war of independence with Spain and Portugal. The company had a board of directors called the Heeren XVII (Seventeen Gentlemen) and issued limited-liability stocks that were publicly traded on a regular stock market (founded in Amsterdam in 1611) that allowed private investors to pool their resources. Almost a government unto themselves, the VOC could wage war, negotiate treaties, issue money, and set up colonies. Immensely profitable during the seventeenth century, its volume of commerce at that time surpassed that of all its rivals in the Asia trade, including the British East India Company. While Asian trade was its primary focus, Dutch East India Company-employed pilots such as Henry Hudson made important early discoveries for European exploration in North America. During the eighteenth century, the VOC entered a long period of decline, went bankrupt, and was finally dissolved in 1800.

Kees Zandvliet, *Mapping for Money: Maps, Plans and Topographic Paintings and their Role in Dutch Overseas Expansion during the 16th and 17th centuries* (Amsterdam: Batavian Lion International, 1998); "Dutch East India Company," *Encyclopaedia Britannica* (Chicago, London, Toronto, 1958), vol. 7, pp. 769-770; Israel, *Dutch Primacy in World Trade, 1585-1740* (1989), pp. 16-17, 69-73, 171-187 ad passim. Also see J. de Vries and A. van der Woude, *The First Modern Economy. Success, Failure, and Perseverance of the Dutch Economy, 1500-1815* (Cambridge University Press, 1997); Braudel, *Civilization & Capitalism: Volume III: The Perspective of the World* (1984), pp. 213-215, 220-232.

The Dutch West India Company (WIC)

The Dutch West India Company, officially "Chartered West India Company" for the Dutch *Geoctroyeerde Westindische Compagnie* (abbreviated GWC in Dutch or WIC in English), received its charter from the Dutch Republic in 1621. Granted monopolies on trade in the Caribbean, North America, and Brazil, as well as the African slave trade, the WIC's areas of operation extended from West Africa and across the Atlantic and the Americas to the eastern part of New Guinea in the Pacific. Organized in a manner similar to the VOC, but with nineteen directors (Heeren XIX), the WIC fought the Portuguese and Spanish and established colonies such as the Netherlands Antilles, Suriname, Guyana, and New Holland (present Recife, Brazil). Perhaps its most notable successes included prizes taken from other nations through privateering—particularly, the seizure of an immense Spanish silver fleet in 1628 by WIC Vice Admiral Piet Hein. As Dutch sea power declined in the late seventeenth and eighteenth centuries, so did the company's stock, which was taken over by the Dutch government after 1797.

Kees Zandvliet, *Mapping for Money* (1998), pp. 164-209 ; "Dutch West India Company" in *Encyclopaedia Britannica* (Chicago, London, Toronto, 1958), vol. 7, pp. 780-781. Israel, *Dutch Primacy in World Trade*, 1585-1740 (1989), pp. 17, 61-62, 81, 83-84, 156-170, *ad passim*; Braudel, *Civilization & Capitalism: Volume III: The Perspective of the World* (1984), pp. 232-235.

The Dutch Chartered Companies and Cartography

Early on, the founding members of the future VOC, including Petrus Plancius, recognized the importance of geographic knowledge and cartography to the survival, independence, and future growth of Dutch mercantile interests. The Dutch made provisions to secure geographic, cartographic, and other information from as many sources as possible, including manuscript portolan charts, printed books, maps, pilots, navigators, and traders—even from special agents or spies in other countries. They carefully studied and copied aspects of the Portuguese system of map and chart making involving the cosmógrafo-mor (chief cartographer) and the Spanish *Casa de Contratación* (literally, "house of commerce"). The VOC employed trained mapmakers and draftsmen in addition to trained pilots, navigators, hydrographers, examiners of company pilots, land surveyors, military engineers, mathematicians, and administrators. By 1617 the company had taken steps to control and standardize the collecting and production of cartographic information by appointing Hessel Gerritsz as chief cartographer for the VOC at their headquarters in Amsterdam. From 1620 the company also had a dépôt of charts (and from 1633 onwards a hydrographic office) in their Asian headquarters at Batavia (present Jakarta, Indonesia, on the island of Java). At first, sea charts were kept secret and produced only in manuscript form. Ship captains and officers had to account for them at the end of a voyage or pay money penalties for losses.

The WIC likewise institutionalized the collecting and editing of cartographic information about its geographic area of monopolistic power. Between 1621 and 1632 Hessel Gerritsz was also the WIC's chief cartographer and map supplier and in 1628-29 actually traveled to Brazil and the Caribbean. In addition, several Dutch cartographers, including members of the famous Blaeu family, used their connections with the companies to considerable commercial advantage. A wide variety of people connected with the companies (almost anyone with education, money, or involved in decision making or planning) often wanted maps and/or globes for display in cabinets, libraries, or on walls in meeting rooms, offices, or homes. This demand helped fuel Dutch cartographic production and the trade in cartographic items.

See Kees Zandvliet, *Mapping for Money* (Amsterdam, 1998).

4

4.

Hondius Family

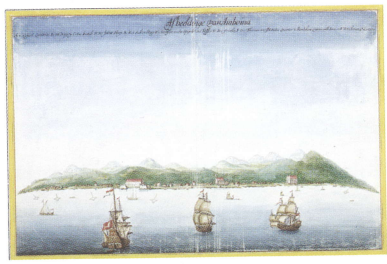
America

Engraving (hand colored), 37.5 x 50 cm., from *Gerardi Mercatoris Atlas sive Cosmographicae* (Amsterdam, 1630, first published in 1606).

The Hondius Family's largely decorative map of America includes types of information which would have been considered useful to planners in the chartered companies. Wealthy company stockholders and employees often purchased such decorative maps. A Japanese vessel in the Pacific at far left ultimately derives from an eyewitness sketch. VOC traders had first reached Kyushu, the southernmost island of Japan, in 1600. Company traders, mariners, and stockholders could also appreciate ethnographic information such as that illustrating a native method of making a beverage in the inset at bottom derived from Theodor de Bry's engravings based upon Hans Staden's account of his capture by the Tupinamba people of Brazil. The depiction of Newfoundland is similar to that found on maps by Petrus Plancius, a founder, director, investor, and chief scientist of the VOC.

The family of Jodocus Hondius, Sr. (1563-1612), with branches in Amsterdam and The Hague, acquired the copperplates from Gerard Mercator's atlas and continued to publish and augment it for years with plates of their own. Jodocus Hondius, Jr. (1595-1629), Henricus Hondius (1597-1651), and Jodocus Hondius III (1622-1655) may have all worked on this America map at some point.

Burden, *The Mapping of North America I*, pp. 182-184, no. 150. See J. Keuning, "Jodocus Hondius Junior," *Imago Mundi* 5 (1948): 63-71.



4

5.

Johannes Vingboons (1617-1670)

Afbeeldinge van Amboina [Representation of Amboyna or Ambon]

Reproduction of an original ink and watercolor on paper, 44 x 47 cm., ca. 1670, in the *"Vingboons-Atlas."*
General State Archives in The Hague, Netherlands

In 1605, the Dutch East India Company (VOC)'s first fleet under Admiral Steven van der Haghen seized the Portuguese colonial port of Amboyna located on the island of Ambon in present Indonesia. No shot was fired. From 1610 Ambon served as the headquarters of the VOC in Asia until 1619, when the company established their new Asian headquarters at Batavia (present Jakarta, on the island of Java, Indonesia). On Ambon in 1623 Dutch company employees tried, tortured, convicted, and killed twenty employees of the English East India Company on a charge of treason, setting off a war of pamphlets that led to the First Anglo-Dutch War.

The image reproduced here was one of many original watercolor views and maps prepared from VOC and WIC materials by the artist, cartographer, and engraver Johannes Vingboons for a series of manuscript portfolio/atlases that he, his brothers Pieter and Philips Vingboons, and their partners Willem Blaeu and Hessel Gerritsz produced for wealthy patrons. In many cases, Vingboon's views (of which about 200 exist today) are among the earliest surviving images of certain areas and settlements around the world based upon meticulous research and eyewitness views.

Zandvliet, *Mapping for Money*, pp. 125-127, 161, 175-181; *Atlas van kaarten en aanzichten van de VOC en WIC, genoemd Vingboons-Atlas in het Algemeen Rijksarchief te 's-Gravenhage [Atlas of Maps and Views for the VOC and WIC, known as the "Vingboons-Atlas" in the General State Archives in the Hague, Netherlands]* Facsimile: (Haarlem: Fibula-Van Dishoeck, 1984), plate 19; Peter van der Krogt and Erlend de Groot, in Günter Schilder, ed., *The Atlas Blaeu van der Hem of the Austrian National Library* (6 vols.; 't Goy-Houten, Netherlands: Hes & De Graaf, 2005), vol. 5, pp. 344-347.

The Blaeu Family and the Dutch Chartered Companies

This important Dutch family in the cartographic business had extensive connections with the Dutch chartered companies. The family patriarch, Willem Janszoon (1571-1638) adopted the name Blaeu to distinguish his firm and family from that of his principal competitors, the family of Johannes [Jan] Janssonius. A native of either Alkmaar or nearby Uitgeest (northwest of Amsterdam), Willem studied under the Danish astronomer Tycho Brahe. In the late 1590s Willem opened a globe and instrument business in Amsterdam and soon expanded into the creation and publication of maps, topographical works, sea charts, and navigation manuals, with the Dutch East India Company (VOC) among his principal clients. In 1617 the VOC appointed one of Blaeu's young and capable assistants, Hessel Gerritsz (1580-1632), as the company's official cartographer, reportedly passing over Blaeu for religious and political reasons. However, after Gerritsz' death in 1632, the political situation had changed, and Willem Blaeu became the VOC's official cartographer, followed by Willem's son Joan Blaeu (1597/98-1673) and grandson Joan Blaeu II (1650-1712). The WIC also favored the Blaeu family with information and contracts, but the company also patronized their lesser-priced competitors. Wall maps, atlases, charts, and globes by the Blaeus were highly-prized in their time and remain so today.

Tooley's *Dictionary of Mapmakers*, vol. 1, pp. 143-145; Zandvliet, Mapping for Money, pp. 36, 45, 50, 58-60, 96-100, 114-115, 119-130, 175-185, 200, 204-206; Peter van der Krogt, *Koeman's Atlantes Neerlandici* (New Edition; 't Goy-Houten, Netherlands: Hes & De Graaf, 2005), vol. 2, pp. 24-27.

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6.

Willem Jansz. (Blaeu) (1571-1638), Joan Blaeu (1596/97-1673), et al.

Asia noviter delineata

Engraving (Amsterdam: Joan Blaeu, 1635; first published separately in 1617).
Private Collection, Courtesy of Cohen & Taliaferro

Willem Blaeu, who later served as the chief cartographer of the VOC, first issued a series of wall maps of the continents with decorative borders in 1608; however, he did not issue single-sheet general maps of the continents until 1617. This map of Asia was part of the set that first appeared in 1617 and was regularly included with very few updates in subsequent Blaeu atlases from 1630 to the 1660s. Much of the information for it may have ultimately derived from the VOC, including their maps and charts by Gerritsz and dozens of other mapmakers, mariners, and surveyors, as well as copies of earlier printed maps and Portuguese charts. That the Blaeus did not update this map regularly in their atlases may reflect in part the difficulties they sometimes faced to obtain VOC permission to release information to the public about their territories.

Border decorations include native peoples in costume and views of cities, many of which were connected with chartered companies including "Calecuth" (Calcutta or Kolkata) and Goa in India, Ormus and Aden on the Arabian Peninsula, Bantam on the island of Java in present Indonesia, and Macao (Macau) on the south China coast. In many cases, the Dutch VOC and the English East India Company wanted to control these cities or wrestle them from the Portuguese, who had arrived at many of them nearly one hundred years earlier. For example, the English East India Company in 1603 established a permanent post at the port of Bantam which guarded the Sunda Strait. In 1622 approximately 150 Macanaese and Portuguese defenders on Macau repelled around 800 Dutch attackers, but the Dutch successfully took Bantam from the English in 1682.

John Goss, *Blaeu's Grand Atlas* (New York: Rizzoli, published in co-operation with Royal Geographic Society, London, 1991), pp. 190-191; Van der Krogt and de Groot, in Schilder, ed., *Atlas Blaeu-Van der Hem*, vol. 5, p. 440; Braudel, *Civilization & Capitalism: Volume III: The Perspective of the World* (1984), pp. 213-215.

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7.

Willem Jansz. (Blaeu) (1571-1638), Joan Blaeu (1596-1673), et al.

Americae Nova Tabula

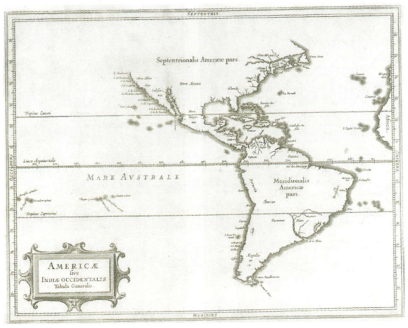
Engraving (hand colored), 36 x 46 cm., first published in 1617.
From Blaeu, *Theatrum Orbis Terrarum* (Amsterdam, 1640-1655) or *Atlas Maior* (Amsterdam, 1662).

Famous as a decorative example of Dutch cartography, Blaeu's single-sheet general map of America has many connections to chartered companies. In addition to the Blaeu family's important status as map suppliers for the VOC and the WIC, the map itself contains references to various European company-funded discoveries. As part of the set of single-sheet general maps of the continents, it regularly appeared in Blaeu atlases from 1617 onward with few corrections. The map was one of the first popular maps to show the bay where Henry Hudson was cast adrift in 1611 on his last voyage which was funded by the Virginia and East India Companies of England. It also attempted to visualize some of the eastern Great Lakes up the St. Lawrence where a few French chartered companies sought to trade.

Blaeu's map shows Tierra del Fuego at the tip of South America as an island, although the rare first state of the map issued in 1617 had shown it attached to a southern landmass labeled "Terra Australis Incognita." A Dutch expedition under Willem Cornelisz Schouten and Jacob le Maire had just circumnavigated the world in 1615-16 and had discovered a new passage (Strait of Le Maire, shown on the map as *Fretum le Maire*) south of Magellan's strait, which proved that Tierra del Fuego was an island. This expedition was funded by the **Australian Company**, a short-lived Dutch rival to the VOC. Lawsuits between this company and the VOC had prevented Blaeu, who was sworn to secrecy, from incorporating the information on his 1617 map.

In several cases, the decorative illustrations on and around the map also relate to chartered companies. Early Dutch expeditions sent by precursor companies of the VOC frequented Mocha Island off the coast of Chile and Olinda in Pernambuco, Brazil, seen in a couple of the vignettes at the upper left. By the 1630s the WIC effectively controlled some of these areas, if only temporarily. Throughout the map itself a number of East India merchantmen fly the Dutch tri-color. A simplified version of the Cross of Burgundy flag used by the Spanish as a naval ensign, for overseas territories, and as a battle flag signifies rival vessels.

Burden, *The Mapping of North America I*, pp. 230-233; Van der Krogt and de Groot, in Schilder, ed., *Atlas Blaeu-Van der Hem*, vol. 5, p. 499, no. 44:02; Thomas Suarez, *Early Mapping of Southeast Asia*, pp. 201-204.



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8.

Johannes de Laet (1593-1649), Hessel Gerritsz (1580-1632), et al.

Americae sive Indiae Occidentalis Tabula Generalis

Engraving, 28 x 35.5 cm., from Johannes de Laet, *Nieuwe Wereldt ofte Beschrijvinghe van West-Indien* (2nd edition; Leiden, 1630; first published 1625).

Johannes de Laet was a WIC director from Leiden who authored works on the geographical area of the WIC which he painstakingly researched and based on the best and most reliable information available. He worked with Hessel Gerritsz, who until his death in 1632 was the official cartographer for the VOC (beginning in 1617) and for the WIC (beginning in 1621). This general map of the American continent, like other maps in various editions of Laet's book on the Americas, departs from the more decorated styles of maps common at the time to concentrate upon as much accurate, verifiable information as possible. Due to a lack of reliable information the cartographer did not show a northwest passage or even a northwest coast, and, despite recent and contemporary maps that showed California as an island, the cartographer did not succumb to this delusion either.

Burden, *The Mapping of North America I*, pp. 267, 284-285; Keuning (1949), pp. 61-62; Davis et al., *Going to Texas: Five Centuries of Texas Maps*, p. 10, plate 3. Zandvliet, *Mapping for Money*, pp. 167-168, 176-180. On Gerrisz. see also Johannes Keuning, "Hessel Gerritsz." in *Imago Mundi VI* (Amsterdam: N. Israel, Reprint edition, 1965), pp. 48-65.

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9.

Willem Jansz. Blaeu (1571-1638) after Hessel Gerritsz (1580-1632)

Insulae Americanae in Oceano Septentrionali cum Terris adjacientibus

Engraving (hand colored), 37 x 51 cm., 1635, probably from Blaeu, *Le Théâtre du Monde, où Nouvel Atlas. La seconde partie* (Amsterdam: Blaeu, 1638).

Based on an extremely rare prototype chart of the Caribbean by Hessel Gerritsz from around 1631, Blaeu's map 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 VOC and WIC. Gerritsz incorporated first-hand information into his chart since he actually traveled to Brazil and the Caribbean in 1628-29 with a successful WIC 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 decorative cartouche with a dedication to Albert Conrad van der Burgh (1593-1647), a wealthy Amsterdam physician, investor, and government official. Blaeu also added decorative cartouches with *putti* and various reptiles for the title and scale of distances.

On Gerritsz, see also Johannes Keuning, "Hessel Gerritsz." in *Imago Mundi VI* (Amsterdam: N. Israel, Reprint edition, 1965), pp. 48-65; Zandvliet, *Mapping for Money*, pp. 11, 13, 56ff; Van der Krogt and de Groot, in Schilder, *Atlas Blaeu-Van der Hem*, vol. 5, p. 515; Burden, *The Mapping of North America I*, pp. 293-294, 305-306, nos. 236, 242.

10.

[See back cover]

Johannes van Keulen (1645-1715), Claes Jansz. Vooght, et al.

Pascaerte van Westindien begrypende in zich de vaste kusten en eylanden: alles op syn waere lengte en breete op wassende graden gelegt

Engraving (hand-colored), second state, 51 x 59 cm., from *De Groote Nieuwe Vermeerde Zee-Atlas ofte Water-Werelt* (Amsterdam, 1681; first published 1680).

Like Blaeu's sea chart of the Caribbean, Johannes van Keulen's sea chart, issued almost fifty years later, is also derived from Hessel Gerritsz's famous Caribbean chart from around 1631. Long after Lucas Jansz Waghenaer first issued his *Spieghel der Zeevaerdt (Mariner's Mirror)* in 1584, Dutch map publishers like Van Keulen continued to produce such charts for the international market, including them in atlases and pilot books with picturesque names like *The Sea Torch* and *The Light of Navigation*. These often appeared in multiple editions in different languages. In a number of cases, the elaborate charts were often prized as much or more for decoration than for practical navigation, but Van Keulen, who was a successful publisher, employed mathematician Claes Jansz Vooght in a bid to help him ensure a certain level of accuracy.

Van Keulen and Vooght extended the territory covered in the chart northward to include "Nieuwe Nederland" and Long Island, although the Dutch had by this time lost this territory to the English. Interestingly, the popularity of Gerritsz's map (Burden lists over a dozen derivatives) did not just rest on the general map alone, but also in part on the inset chart of northwestern Cuba, which Van Keulen here includes. Undoubtedly many purchasers in the seventeenth century would have particularly appreciated the fact that northwestern Cuba, specifically the area off the port of Matanzas, was the location where Dutch Admiral Piet Hein had intercepted and captured the annual Spanish treasure fleet in 1628.

Burden, *The Mapping of North America II*, pp. 160-161, no. 517; Zandvliet, *Mapping for Money*, pp. 177, 184-186, 268, 272, 288, 293, 297-298.

11.

Claes Jansz. Vooght, Gerard van Keulen, Johannes van Keulen (1645-1715)

Pas Kaart van de Boght de Florida. Met de Canaal Tusschen Florida en Cuba

[The Florida Peninsula with the Strait between Florida and Cuba]

Engraving, 51.5 x 60 cm., from Johannes van Keulen, *De Nieuwe Groote Lichtende Zee-Faakel…[The Large New Sea Torch]* (Amsterdam: 1687; first issued in 1684).

With geography again largely derived from Hessel Gerritsz' famous chart of the Caribbean from around 1631, Van Keulen's larger scale chart now focuses on the eastern Gulf of Mexico, with the direction east at the top. Scaled detail insets show Matanzas Bay, Havana Bay with Spanish fortifications, and Hondo Bay—areas frequented by both Dutch WIC

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and Spanish fleets. Van Keulen continued to augment his Sea Atlas and Sea Torch (similar to the Sea Atlas but a pilot guide) until 1695, and his son Gerard and grandson Johannes II continued to issue various editions into the early eighteenth century.

Burden, *The Mapping of North America II*, pp. 241-254, no. 591; James C. Martin and Robert Sidney Martin, *Maps of Texas and the Southwest, 1513-1900* (Austin: Texas State Historical Association, 1999; first published 1984), pp. 84-85.

12.

Willem Jansz. Blaeu (1571-1638) after Hessel Gerritsz (1580-1632)

Indiae quae Orientalis dicitur et Insulae Adiacentes

Engraving, 41 x 50.5 cm., in Willem and Joan Blaeu, ***Theatrum Orbis Terrarum, sive Atlas Novus. Pars secunda.*** (Amsterdam: Joan and Cornelius Blaeu, 1640; first published in 1634).
DeGolyer Library, Southern Methodist University, Dallas

Blaeu's map of the East Indies was apparently based upon a map constructed by VOC chief cartographer Hessel Gerritsz shortly before his death in 1632. Although Blaeu succeeded Gerritsz in the position, he and his family did not update this map with new information, and Gerritsz's original sketchy depiction of the coast of Australia remained static in time despite more recent Dutch discoveries. The decorative cartouche at lower left in Blaeu's map bears a dedication to Dr. Laurens Reael (1583-1637), VOC director and WIC director in Amsterdam and former VOC Governor General in Asia. Interestingly, Reael served on a committee that inspected Gerritsz's copperplates for maps after the latter's death and may have given them to his friend Blaeu, and it is quite posible that it was Reael who recommended Blaeu as Gerritsz's successor.*

John Goss, *Blaeu's Grand Atlas* (New York: Rizzoli, published in co-operation with Royal Geographic Society, London, 1991), pp. 190-191; Van der Krogt and de Groot, in Schilder, *Atlas Blaeu-Van der Hem*, vol. 5, p. 488; Ronald Vere Tooley, *The Mapping of Australia and Antarctica* (2nd rev. ed.; London: Holland Press Limited, 1985; first published in 1979), pp. 32-33; On Reael and the WIC see Israel, *Dutch Primacy in World Trade*, p. 157.

*Zandvliet, *Mapping for Money*, pp. 96-99, makes this observation and reproduces Gerritsz map (fig. 5.5) and the Blaeu map (fig. 5.6).

13.

Joan Blaeu (1596-1673) and Cornelius Blaeu

Magni Mogolis Imperium [Empire of the Grand Mughal]

Engraving (hand colored), 41 x 51 cm., (Amsterdam: J. Blaeu, 1640-1665).
Gift of Lewis and Virginia Buttery

This map by Blaeu, included in his atlases from 1640 on, depicts lands that comprise present-day Afghanistan, Pakistan, northern India, Nepal, Bhutan, western China, and Myanmar. The Dutch East India Company (VOC), the English (later British) East India Company, and, later, the French had vital interests there. While the Portuguese had been among the first Europeans to establish a regular trade with the area by sea, the Dutch had also been trading in India since 1595 and the English had soon followed. By 1606 the VOC had visited Surat ("Suratte"), then India's largest port, located in Gujarat on the northwest coast off the Gulf of Cambay. In 1613 the English East India Company set up its base of operations there. Two years later the embassy of the English ambassador Sir Thomas Roe to the Mughul emperor Jahangir traversed these lands with funding from the East India Company.* Between 1616 and 1619 the VOC established factories in Bharuch ("Baroche"), Cambay, Ahmadabad ("Armadabad"), Agra, and Burhanpur ("Brampore"). By 1650 they were in Bengal. This European presence was by no means overwhelming, and for many years the companies needed the permission and tolerance of the Indians themselves to remain.

Blaeu's map derived from a map produced by William Baffin in London in 1618. Baffin had just returned from a voyage to India, the Red Sea, and the Persian Gulf with an English East India Company fleet. He is better known as the Arctic explorer who in 1616 discovered the bay, which is named for him. At that time he was officially working for the "London Company for the discovery of the North-West Passage," but even earlier he worked for the Muscovy Company. The decorative cartouche in the lower left corner of Blaeu's map bears a dedication to Joan Huydecooper I (1599-1661), a wealthy and powerful director of the VOC who served as mayor of Amsterdam, who was a close friend and supporter of Willem Blaeu, and whose family had a long connection with the company.

John Goss, *Blaeu's Grand Atlas* (New York: Rizzoli, published in co-operation with Royal Geographic Society, London, 1991), pp. 194-195; Van der Krogt and de Groot, in Schilder, *Atlas Blaeu-Van der Hem*, vol. 5, p. 487; Ferguson, *Empire*, pp. 18-26; Braudel, *Civilization & Mapping: Volume III: The Perspective of the World* (1984), p. 215; Zandvliet, *Mapping for Money*, pp. 118-119, 126, 161, 246, 252, 283, 287.

*Interestingly, Roe had a number of company connections. He had also previously served on the council of and was an investor in the Virginia Company. Later, while serving as English ambassador at Constantinople, Roe was on the payroll of the English Levant Company. Michael Strachan, "Roe, Sir Thomas (1581-1644)," in *Oxford Dictionary of National Biography*, ed. H. C. G. Matthew and Brian Harrison (Oxford: OUP, 2004); online ed., ed. Lawrence Goldman, October 2008, http://www.oxforddnb.com/view/article/23943, (accessed 3/31/2010).

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14.

Johannes Vingboons (1617-1670)

Nieuw Amsterdam ofte nue Nieuw Iorx op' Teylant Man.

[New Amsterdam, now New York on the Island of Manhattan]

Reproduction of an original watercolor on paper, 43 x 62.5 cm., ca. 1664, in the "Vingboons-Atlas," *General State Archives, The Hague, Netherlands*

Artist, cartographer, and engraver Johannes Vingboons carefully sketched his original watercolor view of the former Dutch port of New Amsterdam (present New York) from materials—perhaps including an original eyewitness sketch—that belonged to the WIC. Vingboons purportedly made his watercolor for a custom atlas for a wealthy patron in the WIC in 1664, the year that the English seized New Amsterdam, renaming it New York. In 1667 the Dutch traded their claim to the English for the more profitable Spice island of Run, but in 1673, during the Second Anglo-Dutch War, the Dutch temporarily re-captured the town. By the Second Peace of Westminster of 1674, ending the Third Anglo-Dutch War, they ceded it permanently to the English in exchange for Suriname, which the Dutch had captured from the English in 1677.

Dutch activity in the New York vicinity actually dates back to 1609 when sea captain and navigator Henry Hudson, who was at that time employed by the VOC, headed the first recorded European exploration of the area and the river that bears his name. Several Dutch merchants soon established the Nieuw Nederland Compagnie (**New Netherland Company**), which was granted a charter by the Dutch States General in 1614 for a monopoly of trading privileges between the 40th and 45th parallel for three years in order to trade with the Indians, to continue the search for the Northwest Passage, and to establish a colony in the area. They established Fort Amsterdam, and then, in 1625 the WIC, which had taken over Dutch interests in North America, established the town of New Amsterdam as the capitol of the province of New Netherland.

Atlas van kaarten en aanzichten van de VOC en WIC, genoemd Vingboons-Atlas in het Algemeen Rijksarchief te 's-Gravenhage Facsimile: (Haarlem: Fibula-Van Dishoeck, 1984), plate 14. On Vingboons relationship to the VOC, WIC, and cartography, see Zandvliet, *Mapping for Money*, pp. 125-127, 161, 175-181; compare Van der Krogt and de Groot, in Schilder, *Atlas Blaeu-Van der Hem*, vol. 5, p. 505; on the New Netherland Company, see Israel, *Dutch Primacy in World Trade*, pp. 109-110.

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15.

Henricus Hondius (1596/97-1651), Joannes Janssonius (1588-1664), et al.

America Septentrionalis

Engraving (hand colored), 41.5 x 56 cm., from Hondius and Janssonius, *Atlas Novus* (Amsterdam, 1636).

This famous Dutch map exhibits the general state of European knowledge (and ignorance) about North America at the time of its first publication in 1636. Much of the hard earned knowledge came from danger filled explorations funded by various chartered companies. The map shows Hudson's Bay, reflecting knowledge of the results of Hudson's last fatal voyage of 1610 under the auspices of the English Virginia and East India Companies. Nearby Button's Bay was named for Welshman Thomas Button who had explored it in 1612 while seeking to determine what happened to Hudson and his followers who had been cast adrift by mutineers the year before. The Company of the Merchants Discoverers of the North-West Passage, or Northwest Company, funded Button's voyage. Dutch knowledge of his discovery and the depiction of California as an island probably came from Englishman Henry Brigg's map *The North Part of America*, published in 1625 in Samuel Purchas' compendium of travel accounts titled *Purchas, His Pilgrims*. "Lac de Champlain" and the extension of the St. Lawrence to "Lac des Iroquois" (Lake Ontario) provide evidence of Champlain's extensive explorations associated with French companies granted monopolies on fur trading and colonization.

Henricus Hondius and his brother-in-law and partner Joannes Janssonius were heirs to an extensive family cartography, printing, and publishing business. In 1602 Henricus' father Jodocus had acquired the copperplates for the maps in Mercator's Atlas, which the Hondius family continued to publish for a number of years. In 1629 Hondius and Janssonius began work on a complete revision or *Atlas Novus*.

Burden, *The Mapping of North America I*, p. 245; Van der Krogt and de Groot, in Schilder, *Atlas Blaeu-Van der Hem*, vol. 5, p. 501; Van der Krogt, *Koeman's Atlantes Neerlandici*, vol. 1, pp. 31-39.

The Virginia Company

Many of the thirteen original English/British-American colonies began as royally chartered joint-stock companies. In 1606 James I of England chartered a pair of joint-stock companies known collectively as the Virginia Company. These two companies—the London Company and the Plymouth Company—had different geographical territories, but with some territorial overlap and identical charters. The Plymouth Company did not fulfill its charter, but its territory eventually became New England. The London Company established Jamestown, which barely survived under the strong military and civilian leadership of John Smith who was also its chief engineer, surveyor, and mapmaker. The English government dissolved the Virginia Company in 1624, making Virginia a royal colony.

Thomas M. Ray, "Virginia Company," in Will Kaufmann and Heidi Slettedahl Macpherson, eds., *Britain and the Americas: Culture, Politics, and History* (3 vols.; Santa Barbara, California: ABC CLIO, 2005), vol. 3, pp. 1036-1038.

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16.

John Smith (ca. 1580-1631)

Virginia

Engraving, 32.5 x 41.5 cm., by William Hole, in Samuel Purchas, ***Purchas his Pilgrimes*** (4 vols.; London: Printed by W. Stansby for H. Fetherstone, 1625), vol. 4.
DeGolyer Library, Southern Methodist University, Dallas

Captain John Smith's important map of Virginia first appeared separately in 1612 and was re-issued, copied, and imitated over the next sixty-four years by a number of famous mapmakers including Jodocus Hondius, Jr., Matheus Merian, Joannes Janssonius, Henricus Hondius, Arnoldus Montanus, and John Speed. Smith compiled it from surveys he and a small group of Virginia Company colonists made of the Chesapeake Bay area between 1607 and 1609. It is oriented with west at the top, and among its more unusual features are a series of Maltese crosses by which Smith noted the limits of his personal knowledge. For the areas beyond, he had to rely upon information from Indians or other colonists. Highly detailed, it recorded over 150 native Indian villages. This version of Smith's map was one of the earliest published; it was issued by Smith's friend Samuel Purchas (ca. 1577-1626), a geographical editor and compiler of travel literature, Church of England clergyman, and shareholder in the Virginia Company.

Burden, *The Mapping of North America I*, pp. 202-205, 226-229; David B. Quinn, "Maps of the Age of European Exploration," in David Buisseret, ed., From *Sea Charts to Satellite Images: Interpreting North American History through Maps* (Chicago and London: The University of Chicago Press, 1990), pp. 60-61; Margaret Beck Pritchard and Henry G. Taliaferro, *Degrees of Latitude: Mapping Colonial America* (Williamsburg, Va.: Colonial Williamsburg Foundation in association with Harry N. Abrams, Inc., Publishers, New York, 2002), pp. 68-69, plate 5; Cassandra Farrell, "Virginia Discovered and Discribed: John Smith's Maps of Virginia and Its Derivatives," in The Library of Virginia Research Notes 28 (March 2007): 1-12; David Armitage, "Purchas, Samuel (bap. 1577, d. 1626)," in *Oxford Dictionary of National Biography*, ed. H.C.G. Matthew and Brian Harrison (Oxford: OUP, 2004); online ed., ed. Lawrence Goldman, May 2007, http://www.oxforddnb.com/view/article/22898 (accessed 4/1/2010); On Smith, see Gwenda Morgan, "Smith, John (bap. 1580, d. 1631)," in *Oxford Dictionary of National Biography*, ed. H. C. G. Matthew and Brian Harrison (Oxford: OUP, 2004), http://www.oxforddnb.com/view/article/25835 (accessed 4/1/2010).

Somers Isles Company

From 1615 until 1684 this English chartered company administered the islands of Bermuda off the Atlantic coast. Originally called "the Somers Isles," they had been first settled accidentally in 1607 when Virginia Company Admiral Sir George Somers was shipwrecked there. Under the company's rule, Africans, both free and slave, were encouraged or forced to settle there, along with Native American and Irish captives from Britain's various wars.

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17.

Arnoldus Montanus/John Ogilby after Richard Norwood (1590-1675)

Mappa Aestivarum Insularum alias Barmudas dictarum

[Map of the Summer (sic., Somers) Islands also called Bermudas]

Engraving, 29.5 x 35.5 cm., in Arnoldus Montanus/John Ogilby, ***America: Being the Latest and Most Accurate Description of the New World...*** (London: John Ogilby, 1671), between pp. 310-311.

Most seventeenth-century printed maps of the Somers Isles or Bermudas ultimately derive from the first important map of the islands constructed by mathematician and surveyor Richard Norwood. He made his initial survey in 1614-15 while working for the Somers Isles Company or "Company of Adventurers for the Bermudas." Norwood included a list or key to the original eight "tribes" or parishes ("Smith's Tribe," "Devonshire Tribe," "Pembroke Tribe," etc.) plus a residuum below the map that refers to the original colonists or members of the company and the lands they occupied on the map. Landforms at the top of the map labeled "Virginia" and "Nova Anglia" or "New England" deceptively imply that these colonies are closer to the islands than in reality. The baroque title cartouche includes a figure of Neptune, sea-nymphs or Nereids, and dolphins. Norwood was later appointed surveyor to the Virginia Company in 1621. He also taught mathematics in London and published such books as *Trigonometrie, or, The Doctrine of Triangles* (preface, dated 1631) and The Seaman's Practice (1637). Ogilby's 1671 America was largely a translation of Arnoldus Montanus' *De Nieuwe en Onbekende Weereld*, published earlier that same year in Amsterdam, but with some added material.

Sarah Bendall, "Norwood, Richard (1590-1675)," in *Oxford Dictionary of National Biography*, ed. H.C.G. Matthew and Brian Harrison (Oxford: OUP, 2004), http://www.oxforddnb.com/view/article/20365 (accessed 4/1/2010). For a discussion of Blaeu's similar map see Goss, *Blaeu's The Grand Atlas of the 17th-Century World*, pp. 166-167; Van der Krogt and de Groot, in Schilder, *Atlas Blaeu-Van der Hem*, vol. 5, p. 523. On the relationship between Montanus and Ogilby see Burden, *The Mapping of North America II*, pp. 3-11, who relates a story that Ogilby, as a boy, invested some of his earnings on a Virginia Company lottery. When it paid off, he used it to buy his father out of debtor's prison.

English (later British) East India Company

On December 31, 1600, Queen Elizabeth I of England granted a charter to the East India Company (sometimes referred to as the Honorable East India Company [HEIC])—a company that lasted over two and a half centuries. Like the Dutch VOC, it achieved a global power, wealth, and presence that exceeded that of many independent nations. Despite the fact that the English East India Company was two years older than its Dutch rival and the fact that in 1700 it employed over 350 people in its head office alone, it was initially not as successful and never exceeded the VOC in volume of traffic, which was nearly double the English company's during the seventeenth century. In the beginning, shareholders invested in one voyage at a time, and they recovered their investments and profits only when the ship returned instead of spreading the costs and profits over a series of voyages like the Dutch. After 1688 the company began to follow the Dutch VOC model more closely with shares negotiable on a London Stock Exchange like those of the Dutch company were on the Amsterdam Bourse.*

The English company's activities involved them in various overseas clashes with the Portuguese, the Dutch, and the French. Like the Dutch VOC, the English company sent factors (traders) to live in factories (local trading posts, often fortified). Initially concerned chiefly with the spice trade, the English company began to focus around 1700 on the textile trade in India, leaving the spice trade and Indonesia to the Dutch VOC. The East India Company also attempted to monopolize the tea trade, and it was this and their financial troubles later in the century that led to the British government's imposition of the infamous colonial tax on tea that helped spark the American Revolution. During the nineteenth century the company became involved in the opium trade in China. After the Indian Rebellion of 1857, the British government nationalized the company's assets in 1858, finally bringing its long history to an end.

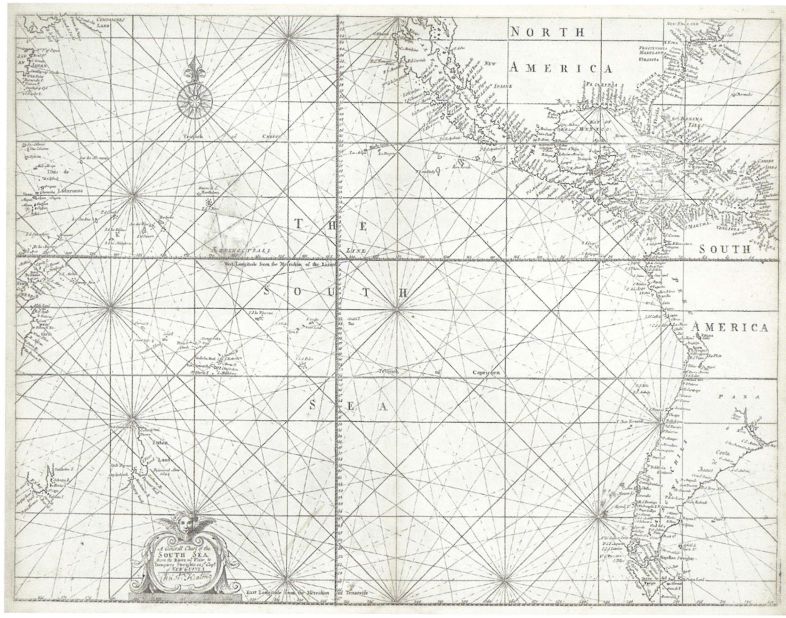
Micklethwait and Wooldridge, *The Company: A Short History of a Revolutionary Idea*, pp. 21-28; Braudel, *Civilization & Commerce: Volume II: The Wheels of Commerce* (1984), pp. 449-450; John Keay, *The Honorable Company: A History of the English East India Company* (London: Harper Collins, 1991); Niall Ferguson, *Empire: The Rise and Demise of the British World Order and the Lessons for Global Power* (London: Allen Lane, an imprint of Penguin Books, 2002; New York: Basic Books, 2003), pp. 18-29; "East India Company," in Encyclopaedia Britannica (Chicago, London, Toronto,1958), vol. 7, pp. 869-870.

*By 1695 the trade in shares in London was centered around Change Alley in two coffee shops: Garraway's and Jonathan's. When Jonathan's burned in 1748, the exchange moved to Threadneadle Street, where it was officially called the London Stock Exchange.

The Rise of English Cartography

In the sixteenth and seventeenth centuries, English company navigators, when they did not have hand-drawn manuscript charts produced by the so-called Thames school of cartography, had to rely primarily upon foreign and, particularly, Dutch printed maps, charts, and sailing directions to find their way. These unlocked areas traversed by the Portuguese nearly a hundred years earlier. The first English-language atlases and sea charts were translations of, and/or largely based upon, Dutch models. Toward the end of the seventeenth century, English cartography began to come into its own. This was partly the result of greater cooperation between the Dutch and English after the Glorious Revolution of 1688 when William of Orange was made King of England, Ireland, and Scotland. Soon a number of Dutch businesses moved their activities to London, and by the eighteenth century, Amsterdam was in decline. Among the early English map and chartmakers were John Speed, John Seller, William Fisher, John Thornton, and Herman Moll. Of these, Thornton became hydrographer to both the English East India and the Hudson Bay Companies.

See Alistair Simon Maeer, "The Cartography of Commerce: The Thames School of Nautical Cartography and England's Seventeenth Century Overseas Empire," Ph.D. diss., The University of Texas at Arliington, 2006. See also Thomas Suárez, *Early Mapping of Southeast Asia* (Singapore: Periplus Editions (HK) Ltd., 1999), pp. 200ff. On later developments in English nautical cartography and particularly Alexander Dalrymple of the English East India Company, see Andrew S. Cook, "Surveying the Seas: Establishing Sea Routes to the East Indies," in Akerman, ed., *Cartographies of Travel and Navigation* (2006), pp. 69-96.



18

18.

John Thornton (1641-1708)

A Generall Chart of the South Sea from the River of Plate to Dampier's Streights on ye Coast of New Guinea

Engraving, 44 x 57.5 cm., 1703, according to dealer's inscription on back from *Atlas Maritimus: or, the Sea Atlas…* (London: 1746; first published 1685, with this map 1703).

Although John Thornton was hydrographer to the English East India Company, he based many of his early charts on those of the Dutch, carefully adding information from English East India Company voyages. His chart here shows most of the Pacific Ocean as a "work in progress." Outlines of portions of two coastlines with "Vanderlins I." and "Staten Land" at lower left evince Dutch discoveries in the South Seas by Abel Tasman of the VOC in 1642. These are actually portions of Tasmania and New Zealand. Immediately to the northwest of these coastlines are the Fiji Islands, discovered by Tasman in 1643. At upper left is the "No. Pt. of Japan," probably referring to the Island of Hokaido. Nearby is the "Straet de Vries" referring to Maarten Gerritsz Vries, the first western European to leave a record of a visit to Sakhalin Island in 1643. Also at upper left near "C. Vanderlin" is "Compaignes Land"—an attempt by Vries to claim the Kuril Islands for the VOC. "Nova Britania," or New Britain, and "Dampier's Streights" at far left off the coast of New Guinea refer to discoveries made in 1700 by William Dampier. A buccaneer and explorer who circumnavigated the globe three times, Dampier was sometimes in the employ of the English East India Company. While the English chart depicts the coasts of North and South America in amazing detail, California appears as an island.

A copy of this chart is also in the National Library of Australia. See http://nla.gov.au/nla.map-rm1874, accessed 2/25/2010. Susanna Fisher, "Thornton, John (bap. 1641, d. 1708)," in *Oxford Dictionary of National Biography*, ed. H.C.G. Matthew and Brian Harrison (Oxford: OUP, 2004); online ed., ed. Lawrence Goldman, January 2008, http://www.oxforddnb.com/view/article/50901, (accessed 4/2/2010). Also see Joel H. Baer, "Dampier, William (1651-1715)," in *Oxford Dictionary of National Biography*, ed. H.C.G. Matthew and Brian Harrison (Oxford: OUP, 2004); online ed., ed. Lawrence Goldman, January 2008, http://www.oxforddnb.com/view/article/7087, (accessed 4/2/2010).

19

19.

John Senex (ca. 1678-1740)

A New Map of India & China. From the Latest Observations

Engraving (with hand-colored outlines), 50 x 59 cm., in Senex, *A New General Atlas* (London: D. Browne, 1721).

Dedicated to the Directors of the British East India Company and compiled "from the latest Observations," John Senex's map focuses upon the company's area of interests in India and China. English trade in India was already over a hundred years old by 1700, and the focus had changed from spices to cotton cloth woven by Indian weavers. The company's base for the China trade was originally on Formosa ("Tayoan" on Senex's map), but by 1700 they had moved it to their factory at Canton ("Quanton" on Senex's map).

The map is almost identical to Guillaume de l'Isle's *Carte des Indes et de la Chine* of 1705, suggesting that Senex copied the French map and simply translated its inscriptions into English. This imitation would be consistent with the fact that by 1700 the French were the new leaders in cartography. Moreover, Senex copied other de l'Isle maps for his atlas. Examples of exact translations are everywhere on Senex's map, but there is no reference to the Frenchman. In the Indian Ocean, the Islas do Ouro or Golden Isles (Isles d'Or) are drawn "according to Texeira" (Selon Texeira). This information originally came to de l'Isle from a 1664 French copy by Melchisédech Thévenot of a portolan chart of 1649 by the royal cosmographer of Portugal, João Teixeira. Senex also repeats de l'Isle's mistakes, such as showing a large lake in present Myanmar as a source of the Ganges.

Peter Marshall, "The British Presence in India in the 18th Century," BBC British History in Depth, http://www.bbc.co.uk/history/british/empire_seapower/east_india_01.shtml, accessed 5/10/2010.

David Rumsey Map Collection, Guillaume de L'Isle, *Carte des Indes et de la Chine* 1705, http://www.davidrumsey.com/luna/servlet/detail/RUMSEY~8~1~2910~300046:Carte-des-Indes-et-de-la-Chine--Dre, accessed 5/10/2010; Dr. Julian Davison and Tan Lay Kee, *Mapping the Continent of Asia*, ed. by Shan Grant (Singapore: Antiques of the Orient ,1994). Thomas Suarez, *Early Mapping of Southeast Asia*, p. 208.

Early French Chartered Companies

French world trade and exploration expanded during the seventeenth century in part through the participation of royal chartered companies. However, the French monarchs, like the Spanish and Portuguese kings, more often granted monopolistic privileges to individuals rather than companies, and only then upon a limited time basis. The French were slow to utilize the joint stock company concept—that is, with publicly traded, easily transferable shares. Moreover, the French government established, disbanded, and re-established companies at whim, French officials tended to meddle in company affairs, and French merchants tended to distrust them. Finally, the early successes of the Dutch and English left little room for the French.

In North America, for example, the French government encouraged colonization by granting monopolies on fishing and the fur trade. Explorer, colonizer, geographer, and cartographer Samuel de Champlain (ca. 1580-1635) was associated with several of these, including the ***Compagnie des Cent-Associés*** **(Company of One Hundred Associates)**, which was chartered in 1627 at the instigation of Cardinal Richelieu, Louis XIII's chief minister. This company's charter expressly banned protestant Huguenots and encouraged the spread of Catholicism over profits. In 1628 the company's fleet was seized by British privateers, and by 1631 it had to allocate portions of its monopoly to subsidiary companies such as the ***Compagnie des Habitants*** in Quebec in order to attract new investors and capital. The company finally surrendered its charter in 1663. Elsewhere, French compagnies were active in colonizing the Caribbean as early as 1626. The French arrived in Asia only after the Dutch and English companies there were well entrenched.

In 1664 Louis XIV's minister of finance Jean-Baptiste Colbert reorganized French overseas assets by combining several existing chartered companies into the ***Compagnie des Indes orientales*** **(French East India Company)** in the eastern hemisphere and the ***Compagnie des Indes occidentales*** **(French West India Company)** in the Americas as well as Senegal and the coast of Guinea. Also, the French formed a ***Compagnie du Nord*** in 1669 and a ***Compagnie du Levant*** in 1670. All of these companies were soon in financial trouble. Wars with Great Britain devastated the French West India Company (which had its grant revoked in 1674) and the French East India Company (which had its grant revoked in 1682). The latter was reconstituted and pursued an aggressive policy in India during the mid-eighteenth century, but suffered resounding defeats by the British. The company survived until it was abolished in 1769.

Braudel, *Civilization & Capitalism: Volume II: The Wheels of Commerce* (1984), pp. 433-447; Greg MacKinnon, "Richelieu, Cardinal…," in Bill Marshall, ed., *France and the Americas: Cutlure, Politics, and History: A Multidisciplinary Encyclopedia* (3 vols.; Santa Barbara, California: ABC CLIO, 2005), vol. 3, pp. 997-998. See Louis Jean Pierre Marie Bonnassieux. *Les grandes compagnies de commerce: étude pour servir à l'histoire de la colonisation.* (Paris: 1892; Reprinted 1969 by Ayer Publishing).

French Cartography

Considered by some to be the founder of the French school of cartography, Nicolas Sanson d'Abbeville (1600-1667) was a precocious former military engineer who became geographer to the King of France and the founder of a cartographic dynasty that included several sons. They had access to geographic information arriving at the expanding French royal court, which included a considerable amount of material provided by chartered companies. The establishment in 1666 of the French Academy of Sciences in Paris and the French Royal Engineers led to numerous scientific advancements in cartography, and by the late seventeenth century, French cartographers, through continued royal encouragement, challenged the supremacy of their Dutch rivals in the production of maps and charts. As early as 1695 the French created a *Dépôt des Fortifications et Plans* (depot for fortifications and plans) and in 1720 the government established a *Dépôt des Cartes, Plans, et Journaux de*

la Marine (depot for maritime charts, plans, and journals). Moreover, like the Dutch, the French East India Company for a time had an independent hydrographic office at Lorient in Britanny maintained by Jean Baptiste Nicolas Denis d'Après de Mannevillette (1707-1780).

See Hayes, *Historical Atlas of Canada*, pp. 49-57; *Tooley's Dictionary of Mapmakers*, vol. 4, pp. 102-104; Andrew Cook, "Surveying the Seas," in Akerman, ed., *Cartographies of Travel and Navigation*, pp. 70-71; On Mannevillette see MapHist.Com, s.v. "d'Apres de Mannevillette…" http://www.maphist.com/artman/publish/article_191.shtml, accessed 5/12/2010; Alfred E. Lemmon, John T. Magill, Jason R. Wiese, and John R. Hebert, eds., *Charting Louisiana: Five Hundred Years of Maps* (New Orleans: Historic New Orleans Collection, 2003), p. 43.

20

21

20.

Nicholas Sanson d'Abbeville (1600-1667)

Amerique Septentrionale

Engraving (with hand-colored outlines), 38 x 54 cm. (Paris, 1650 or 1651).

Sanson's landmark 1650 map of North America includes interesting details relating to chartered company operations in the northern and eastern part of the continent as well as the Caribbean. Employing a sinusoidal projection, its construction demonstrates considerable scientific acumen. Much of the Great Lakes system now appears, with Lakes Superior and Ontario named for the first time. Sanson's sources must have included the annual reports of the Jesuits which included eyewitness accounts of their missionary activities and explorations in association with the chartered fur companies. These augmented the earlier explorations of Champlain. There is also "Mon Royal," or Montreal, laid out as a trading site by Champlain in 1611. "N[ouvelle]. Anglet[erre]" refers to New England, while "Nouvelle Amsterdam" and "Nouvelle Hollandia" on the east coast allude to activities there of the **New Netherland Company** (beginning in 1614) and the Dutch **WIC** (beginning in 1625). There is even "N[ouvelle]. Suede" relating to the new settlements in the Delaware Valley of the **New Sweden Company** chartered by the Swedish government in 1638.

Burden, *The Mapping of North America I*, pp. 375-377, no. 294; Schwartz and Ralph Ehrenberg, *The Mapping of America*, pp. 111-112, plate 61. Hayes, *Historical Atlas of Canada*, p. 60; Martin and Martin, *Maps of Texas and the Southwest*, pp. 82-83.

21.

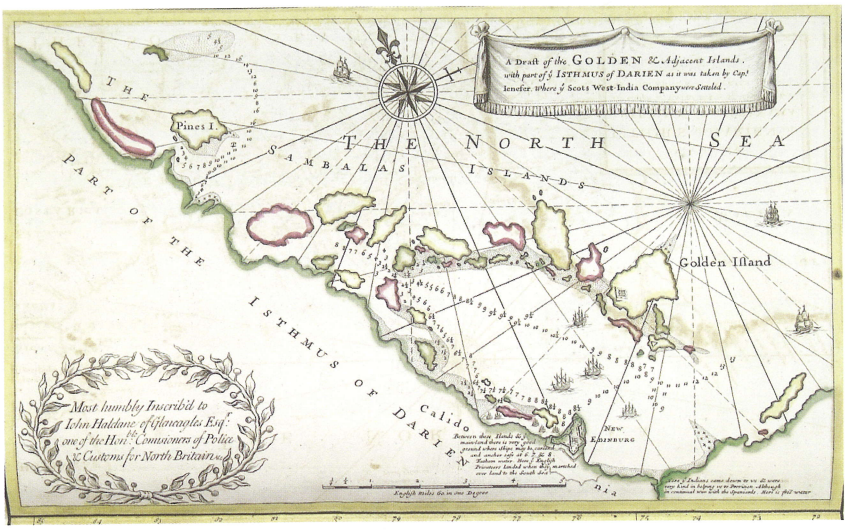
Nicholas Sanson d'Abbeville (1600-1667) and sons

Le Canada, ou Nouvelle France, &c. Tiree de diverses Relations des Francois, Anglois, Hollandois, &c.

Engraving (with hand-colored outlines), 21.5 x 31.5 cm., in Sanson, ***L'Amerique, en plusiers cartes nouvelles, et exactes*** (Paris: Sanson's sons, 1683; first published in 1656).

Although there is little to indicate it, Sanson's map of Canada or New France portrays territories where the Hudson's Bay Company, the *Compagnie d'Occident*, the *Compagnie du Nord*, the Virginia Company, Massachusetts Bay Company, New Netherland Company, New Sweden Company, and others claimed jurisdiction during the course of the seventeenth century. First issued in 1656, the map was the first relatively accurate depiction of the Great Lakes on a large scale, and it remained a standard one of the area for the rest of the century.

Burden, *The Mapping of North America I*, pp. 422-423, no. 325; Burden, *The Mapping of North America II*, pp. 230-231; Schwartz and Ehrenberg, *The Mapping of America*, pp. 111, 114, plate 62; Hayes, *Historical Atlas of Canada*, p. 60, map 85.



22

22.

John Senex (ca. 1678-1740) after Captain John Jenefer (active ca. 1686-1700)

A Draft of the Golden & Adjacent Islands with part of ye Isthmus of Darien as it was taken by Capt. Jenefer where ye Scots West-India Company were Settled.

and

23.

John Senex (ca. 1678-1740)

A New Map of ye Isthmus of Darien in America. The Bay of Panama The Gulphs of Vallona or St. Michael

Engravings (hand colored) on single sheet (neatline), 59.5 x 49 cm., from Senex, *A New General Atlas* (London: D. Browne, 1721), between pp. 252 and 253.

These two maps show (22.) a detail of the failed Scottish West-India Company colony and (23.) a general map of the colony's location on the isthmus of Panama. As Senex's maps demonstrate, British interest in the strategic isthmus did not suddenly end with the failure of the colony or with the 1707 Act of Union. Nor did it end with the 1720 financial fiasco known as the South Sea Bubble. Indeed, the maps would also be useful to privateers and pirates operating in the area. Note the Scottish flag on Golden Island on the top map and the fortified settlement of "New Edinburgh" on both. Captain Jenefer's map has depth soundings and notes: "Between these Hands and ye main-land there is very good ground where Ships may be careend [sic., careened] and anchor safe…Here ye English Privateers landed when they marched over land to the South Sea." A second note states "Here ye Indians came down to us & were very kind in helping us Provision, Although in continual war with the Spaniards. Here is fresh water."

On Jenefer see Tooley's *Dictionary of Mapmakers*, vol. 4, pp. 146-147.

The Company of Scotland and British Cartography

In 1695—before the British Act of Union of 1707 which joined England and Scotland together—the Parliament of Scotland, in hopes of reaping rewards similar to the English and the Dutch banks and chartered companies, created the Bank of Scotland and the "Company of Scotland Trading to Africa and the Indies." In 1698 the company sent an expedition under Scottish trader and financier William Paterson (1658-1719) to establish a colony at Darien on the east coast of Panama. Interestingly, it had been Paterson who had helped found the Bank of England in 1694 on the Dutch model. He is also the same Paterson to whom English geographer/cartographer Herman Moll dedicated his great Map of the West Indies.* At any rate, a combination of poor planning, lack of supplies, jungle diseases, and Spanish and English hostilities led to the failure of Paterson's Scottish Colony—a failure which in turn financially ruined and demoralised many Scottish nationalists and contributed to the 1707 Act of Union with England. Nevertheless, the Scottish company's activities were reflected in a number of curious British toponyms and maps of the area.

*Not included here because of space considerations. See Dennis R. Hidalgo, "To Get Rich for Our Homeland: The Company of Scotland and the Colonization of the Darién," Colonial Latin American Historical review 10:3 (2001); David Armitage, "Paterson, William (1658-1719)," in *Oxford Dictionary of National Biography*, ed. H. C. G. Matthew and Brian Harrison (Oxford: OUP, 2004); online ed., ed. Lawrence Goldman, October 2006, http://www.oxforddnb.com/view/article/21538, (accessed 4/5/2010).

French Louisiana, Mississippi Companies, and a Financial Panic

In the late seventeenth century, the French made several attempts to form a *"Compagnie du Mississippi"* to exploit the resources in the new French territory of "la Louisiane," which had been claimed for France in 1682 by the explorer René-Robert, Sieur de La Salle. These early attempts proved unsuccessful. After La Salle's failure to establish a French fort and colony at the mouth of the Mississippi in 1684-87, the French government redoubled its efforts to secure the territory, sending an expedition there led by Pierre Le Moyne d'Iberville and his younger brother Jean-Baptiste Le Moyne de Bienville in 1698-99. They soon established Fort Maurepas or Old Biloxi (1699), Fort Louis de Mobile (1702), Fort Rosalie or Natchez (1716), and New Orleans (1718).

Meanwhile, the French government's efforts to finance the colony resulted in an international financial crisis known as the "Mississippi Bubble." In 1717 the ***Compagnie d'Occident*** **(Company of the West)*** received a royal charter and a monopoly over the territory of Louisiana. Scotsman John Law (1671-1729)—a wealthy speculator and friend of the French Regent Philippe, Duke of Orleans—acquired control of this company and other overseas trading monopolies, renamed it the ***Compagnie des Indes*** **(Company of the Indies)**, and used it in a complicated scheme to refinance the French national debt. Law had also meanwhile gained control of the Royal Mint and set up a Banque Generale, later the Banque Royale, to issue banknotes in order to help with French coin shortages, unstable currency, and rampant inflation. He issued shares to service the French public debt by converting government annuities, which paid fixed interest, into lower-yielding company shares. After a frenzy of public investment, the "bubble" burst in early 1720 when investors grew tired of the company, withdrew precipatively, causing shares and banknotes to fall in value. By December 1720 Law had abolished the paper currency, closed the bank, and fled France.

Despite the disillusionment in France caused by the financial panic, the Company of the Indies and the colony in Louisiana continued to exist, although profits were negligible. In 1731 the company terminated its contract for the colony. Following the Seven Years' War in 1763, France ceded control of the territory west of the Mississippi to Spain and that east of the Mississippi to Britain.

*Also sometimes called the Mississippi Company. See Mickelthwait and Wooldridge, *The Company*, pp. 28-31; Alfred E. Lemmon, Magill, Wiese, and Hebert, eds., Charting Louisiana, pp. 45-49; Cécile Vidal, "Compagnie d'Occident," in Marshall, ed., *France and the Americas* (2005), vol. 1, pp. 289-290; see also "Louisiana: European Explorations and the Louisiana Purchase," in U.S. Library of Congress, *American Memory* website http://memory.loc.gov/ammem/collections/maps/lapurchase/lapurchase.pdf, accessed 5/19/2010.

The Mississippi Companies and Cartography

French interest in Louisiana was reflected in the various Mississippi company schemes and in their persistent efforts at mapping the Mississippi valley and adjacent areas. Possibly at the urging of La Salle, in 1688 Vincenzo Coronelli, globemaker to Louis XIV, had placed the Mississippi River too far west in Spanish Texas. French cartographers Nicholas de Fer and Guillaume de l'Isle soon corrected this misconception, the latter in particular producing two landmark maps of the area in 1703 and 1718.

27

24.

Vincenzo Coronelli (1650-1718)

America Settentrionale

Engravings on two sheets, 62 x 87 cm. (total size), (Venice: Coronelli, 1688).

25.

Guillaume de l'Isle, et al.

Carte du Mexique et de la Floride des Terres Angloises et des Isles Antilles...

Engraving (with hand-colored outlines), 47.5 x 64.5 cm. (Paris: De L'Isle, 1745, first published in 1703).

26.

Guillaume de L'isle (1675-1726), et al.

Carte de la Louisiane et du Cours du Mississippi...

Engraving (hand colored), 49 x 66 cm. (Paris: De L'Isle, 1718).

27.

John Senex (ca. 1678-1740)

Map of Louisiana and of the River Mississippi

Engraving (hand colored), 46 x 56 cm., from John Senex, *A New General Atlas* (London: D. Browne, 1721).

John Senex's map is a copy and translation of the de L'isle family's famous *Carte de la Louisiane* of 1718. Senex dedicated his map to either John Law's father or younger brother, both named William Law. The latter had been involved in the administration of both the Banque Generale and the Louisiana Company. Charles Mackay, writing in 1841, reported that William Law, the younger, was imprisoned in the Bastille for alleged corruption, but that no guilt was ever proved against him and that he was freed after fifteen months. Law descendants remained in France under the titles "the Marquises de Lauriston."

Charles Mackay, *Memoirs of Extraordinary Popular Delusions and the Madness of Crowds* (3 vols.; London, 1841), p. 45. Lemmon, Magill, Wiese, Hebert, eds. *Charting Louisiana*, p. 61, no. 21.

The British South Sea Company and the "South Sea Bubble"

In 1711 during the War of the Spanish Succession, the British government chartered "the Governor and Company of the merchants of Great Britain, trading to the South Seas and other parts of America, and for the encouragement of fishing." This oddly titled joint-stock company became known as the South Sea Company. Its trade monopoly included the coasts of Spanish South America from the Orinocco River in Venezuela to Tierra del Fuego and the entire west coasts of North and South America and much of the Pacific. This, of course, ran completely counter to Spanish imperial and mercantilist claims, which, even during peacetime, opposed any direct trade between the Spanish colonies and foreigners. Moreover, the Spanish had long considered the Great South Sea or Pacific Ocean a vast Spanish lake and any other Europeans there as intruders.

There was an important component of high finance to the company that led to the infamous "South Sea Bubble." In granting the original monopoly, the British government would receive from the company a loan for the reduction of the national debt. In fact, the company was seen largely as a Tory Party counterpart to the largely Whig-controlled Bank of England.

The company's wealthy merchant investors eventually took over the entire national debt, naturally with a promise from the government to repay with interest.

At first, the company prospered. In 1713, under the terms of the Asiento with Spain, the company received a monopoly on the slave trade with Spanish America. By 1718 the government was heavily indebted, the king was also the company's governor, and a new war between Britain and Spain threatened the company's assets. Nevertheless, while the Mississippi scheme of John Law took the French by storm in 1719-20, the British public also went wild in a mania of speculation. When the bubble inevitably burst, public confidence was shaken. The South Sea Company survived, but it never flourished. During its later years it was involved in whaling. It finally lost its exclusive privileges in 1807, and its last annuities were either redeemed or converted into government stock in 1853.

Micklethwait and Wooldridge, *The Company* (2003), pp. 31-33.

The South Sea Company and Mapping

At this time, British investors often frequented the newly popular coffee houses around London, where shares and stocks were traded, and discussed these vast Spanish territories with buccaneers, sailors, and geographers. They learned that the Spanish colonies were weakly defended and perceived them as a source of easy and unlimited wealth. Geographic and financial interests fueled the production of maps and vice versa. For example, the British geographer-cartographer Herman Moll was part of a "circle of English intellectual entrepreneurs" that included buccaneers William Dampier and Woodes Rogers, writers Daniel Defoe and Jonathan Swift, scientist Robert Hooke, antiquarian William Stukeley, and others. Moll's maps both fanned and reflected the frenzy of investment and speculation that resulted in the South Sea Bubble. They also encouraged further British discoveries in the Pacific.

Dennis Reinhartz, "Shared Vision: Herman Moll and His Circle and the Great South Sea," *Terrae Incognitae* 19 (1987): 1-10 and Dennis Reinhartz, *The Cartographer and the Literati: Herman Moll and His Intellectual Circle* (New York; Queenston, Ontario, Canada; and Lampeter, Wales, U.K.: Edwin Mellen Press, 1997).

28

28.

Herman Moll (ca. 1654-1732)

A New and Exact map of the Coast, Countries and Islands within ye Limits of ye South Sea Company...

Engraving, 42 x 48 cm., on sheet, 70 x 52 cm. (London: printed for J. Morphew, 1720).

Moll's map here shows the South Sea Company's area of operations. Among the twelve insets are Spanish ports of trade, some of which British seafarers hoped to occupy or seize for bases of operations. Perhaps the most interesting inset is the view of the main island of the Juan Fernando group, where Alexander Selkirk (the real person upon whom Defoe based his Robinson Crusoe) was marooned in 1704. Significantly, Moll dedicated the map to Robert Harley, the British Lord Treasurer and founder of the South Sea Company.

Moll issued his map separately and also in his atlas titled The World Described (London, 1715-1754, and Dublin, 1730 and 1741). It also appeared in a reduced form in his book titled *A View of the Coasts, Countrys & Islands within the Limits of the South-Sea Company* (London: printed for J. Morphew, 1720).

See Dennis Reinhartz, "Shared Vision: Herman Moll and His Circle and the Great South Sea," *Terrae Incognitae* 19 (1987): 1-10 and Dennis Reinhartz, *The Cartographer and the Literati: Herman Moll and His Intellectual Circle* (New York: Edwin Mellen Press, 1997).

Early European Chartered Companies in West Africa

As early as the late sixteenth century, the Dutch and the English, following in the wake of Portuguese explorers and traders, chartered companies to trade along the coasts of Senegambia, Guinea, and elsewhere in western Africa. While gold and spices and a route to the Orient had been the original attraction to the area, the Portuguese had built forts and learned to cultivate sugar on nearby islands through the labor of slaves obtained from local rulers and chieftains. The Dutch and English soon became serious competitors to the Portuguese in the growing of sugar and in the transatlantic slave trade. There the English operated the **Guinea Company**, established in 1618, while the Dutch granted the **WIC** a monopoly for the African slave trade in 1621. Between 1637 and 1642, the Dutch captured all the Portuguese strong posts, but later treaties required that some of these be returned to the Portuguese.

Meanwhile, other Europeans, including Swedish, Brandenburger (Prussian), and Danish trading companies, also sought to profit from the western African slave trade. The Danes, for example, in 1658 seized a Swedish fort at Cape Coast Castle on the Gold Coast and soon began erecting their own fortifications and settlements. Meanwhile, back in Glückstadt (then in Denmark, but today in Germany), Isaac Coymans and Nicolaes Pancras, two Dutchmen, attempted to go around the WIC monopoly by offering their services to a foreign government. In 1659 they founded the **Danish Africa Company**, a predecessor of the **Danish West India Company**, chartered in 1671, and the **Danish West India-Guinea Company**, chartered in 1680. The company was involved in the triangular trade between Denmark, Africa, and the Danish colony on St. Thomas in what became the U.S. Virgin Islands. The British **Royal African Company**, also chartered in 1671, was a competitor. The Europeans fought each other for the control of forts and factories or gained them diplomatically through treaties. By treaty with Spain in 1713, still another British company, the **South Sea Company**, chartered in 1711, received the Asiento, or permission, from Spain to export slaves to her dominions.

Israel, *Dutch Primacy in World Trade*, 1585-1740 (1989), pp. 60-62, 161-163; Henry L. Schoolcraft, "England and Denmark, 1660-1667," *English Historical Review* 25:99 (July 1910): 457-479.

29.

Dirck Cornelissen Swardt (active 1620s) after Jodocus Hondius (1563-1612)

Guinee

Engraving (hand colored), 19 x 25 cm., (n.p., ca. 1620s)
Gift of Grady Box

Dirck Swardt's map of the west African coast of Guinea is a copy of Jodocus Hondius' map *Guineae Nova Descriptio*, which was first issued in Amsterdam in 1606. The ship above the cartouche, also in Hondius' version, appears to be a Dutch East Indiaman. From the time of its original charter in 1621, the WIC was interested in the Portuguese colonies, including the island of São Tomé, shown in the inset, where the Portuguese had begun importing slaves to grow sugar during the sixteenth century. In 1637 the Dutch captured the Portuguese stronghold of Elmina (1637) and made it the headquarters of the WIC on the Gold Coast. In 1642 the Dutch captured São Tomé, Angola, and Axima. They later returned these to the Portuguese, but not before some of the Portuguese toponyms along the coast were replaced by those of other European nationalities.

See Oscar I. Norwich and Pam Kolbe, *Norwich's Maps of Africa: An Illustrated and Annotated Carto-Bibliography*, Second edition, ed. by Jeffrey C. Stone (Norwich, Vt.: Terra Nova Press, 1997), p. 360.

30.

Herman Moll (ca. 1654-1732) et al.

Negroland and Guinea. With the European Settlements, Explaining what belongs to England, Holland, Denmarck &c.

Engraving (hand colored), 21 x 28.5 cm., in Moll, ***Atlas Minor*** (London: Printed for John Bowles, 1763; first printed in 1729).

This map of western Africa from Herman Moll's *Atlas Minor*, first published in 1729, is based upon Moll's larger map of the continent of Africa from 1710. There are English, Dutch, Danish, Portuguese, and French forts, trading posts or factories, and settlements along the Gold, Ivory, Slave, and Grain Coasts, and along the coasts of Sierre Leone, Gambia, Senegal, Guinea, Benin, and the Cameroons. The preponderance of coastal over interior details, as well as the inaccurate depiction of the course of the Niger River, testifies to

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a European ignorance of the interior where Europeans were particularly susceptible to diseases. For this reason, during the seventeenth and eighteenth centuries, European companies preferred to deal with African merchants and middlemen along the coast rather than attempt to reach settlements deep in the interior.

Compare with Dutch views and maps in Schilder, ed., *Atlas Blaeu-Van der Hem* (2005), vol. 5, pp. 109-143.

The Hudson's Bay Company and Its Rivals in Northern America

This British company, still in business today, is the oldest commercial corporation in North America. It first received a monopoly for trade with the native peoples in the vast region watered by all rivers and streams flowing into Hudson's Bay in northern Canada in 1670. Chartered by English King Charles II as the "Company of Adventurers of England trading into Hudson's Bay," it is usually shortened to Hudson's Bay Company (HBC). The HBC established a network of "factories" or fortified trading posts, such as York Factory and Fort Rupert, primarily along waterways where they exchanged primarily European-manufactured goods for furs which were highly fashionable commodities in Europe. For many years the HBC preceded the British government in the exploration, mapping, and exploitation of unsettled areas, ruthlessly protecting its trading privileges from foreign and rival interests.

These HBC rivals often included other chartered trading companies such as the short-lived French **Compagnie du Nord**, established in 1682, and the powerful **North-West Company** of Montreal, formed in 1779. After a merger with the latter company in 1821, the HBC's area of operations extended throughout the Pacific Northwest and into northern California. There it contended with the **Russian-American Company**, an Imperial Russian joint-stock company chartered in 1799 with a monopoly on trade in Russian America, which then included Alaska, the Aleutians, and claims to the Pacific coasts of present British Columbia, Washington, Oregon, and northern California. Russian activity decreased during the 1820s when Russia began to reduce its territorial claims in a series of international treaties.

As the importance of furs declined throughout the mid- to late-nineteenth century, the HBC increasingly operated as a monopolistic general merchandise operation for settlers in the Canadian West. Maps that include the vast area of operations of the HBC from the period from 1670 to 1900 were often based on geographic information gathered by its factors or traders in their dealings with the company's Indian allies.

Peter C. Newman, *Company of Adventurers* (Toronto: Penguin Books, 1984); Peter C. Newman, *Caesars of the Wilderness* (Toronto: Penguin Books, 1988); Peter C. Newman, Empire of the Bay: An Illustrated History of the Hudson's Bay Company (Markham, Ont.; New York: Viking Studio; Toronto: Madison Press Books, 1989); Derek Hayes, *Historical Atlas of Canada*, pp. 140-142.

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31.

Aaron Arrowsmith (1750-1823) and Sir Alexander Mackenzie (1763-1820)

A Map of America, ... Exhibiting Mackenzie's Track from Montreal to Fort Chippewyan & from thence to the North Sea in 1789 & to the West Pacific Ocean in 1793

Engraving (with hand-colored outlines), 18.5 x 32 in., in Mackenzie, ***Voyages from Montreal...Through the Continent of North America, to the Frozen and Pacific Oceans...*** (London: T. Cadell, jun. and W. Davies; Edinburgh: W. Creech, 1801), following p. viii.
DeGolyer Library, Southern Methodist University, Dallas

Alexander Mackenzie, a British explorer and fur trader working for the North West Company of Montreal, was the first European to cross the continent north of Mexico. Like many "Nor'westers," Mackenzie, a Scotsman, often traveled long distances by river, greatly relying upon local Indians for their geographical knowledge and hunting expertise and upon French voyageurs for canoe handling and labor. English cartographer, engraver, and map publisher Aaron Arrowsmith produced this map for the first edition of Mackenzie's *Voyages*. Arrowsmith drew much from Mackenzie's own manuscript maps, but he also utilized cartographic information from a variety of sources including maps and descriptions by fur traders such as Alexander Henry and Peter Pond of the North West Company and other HBC men. For example, the top northern center of Arrowsmith's map shows the Coppermine River explored by HBC factor Samuel Hearne on an expedition from Prince of Wales's Fort ("Churchill Fort") on western Hudson's Bay to the Arctic Ocean in the years 1770-72. The numerous places designated on the map as "...House" or "Fort..." were generally constructed either by the HBC or the North West Company, not the British government, and served as trading posts.

Barry M. Gough, *First Across the Continent: Sir Alexander Mackenzie* (Norman, Okla., and London: University of Oklahoma Press, 1997); Derek Hayes, *Historical Atlas of Canada*, pp. 136-145; Ben W. Huseman, *"Territories so Extensive and Fertile" The Louisiana Purchase* (Dallas: The DeGolyer Library, 2004), pp. 28-29.

32.

Aaron Arrowsmith (1750-1823)

A Map Exhibiting All the Discoveries in the Interior Parts of North America:

"Inscribed by Permission to the Honorable Governor and Company of Adventurers of England Trading into Hudsons Bay..."

Engraving (with hand-colored outlines), 127 x 147 cm., (London: A. Arrowsmith, 1795, updated to 1814).

Arrowsmith depicted the western country including the Missouri and Columbia River basins according to Lewis and Clark, and also the area farther east from Pike. Based upon information from the North West Company explorer, fur trader, cartographer, and geographer David Thompson, Arrowsmith's map shows the Upper Columbia better than Lewis and Clark and the Flathead River (Clark's Fork) and the Falls with the Upper Columbia almost meeting the Kootenay.

Carl L. Wheat, *Mapping the Transmisssippi West* (5 Vols.; San Francisco: The Institute of Historical Cartography, 1958), vol. 2, pp. 61, 99-107, 215, no. 313; On Thompson see Jack Nisbet, *The Map-maker's Eye: David Thompson on the Columbia Plateau* (Pullman: Washington State University Press, 2005) and Nisbet, *Sources of the River: Tracking David Thompson Across Western North America* (Seattle: Sasquatch Books, 1994).

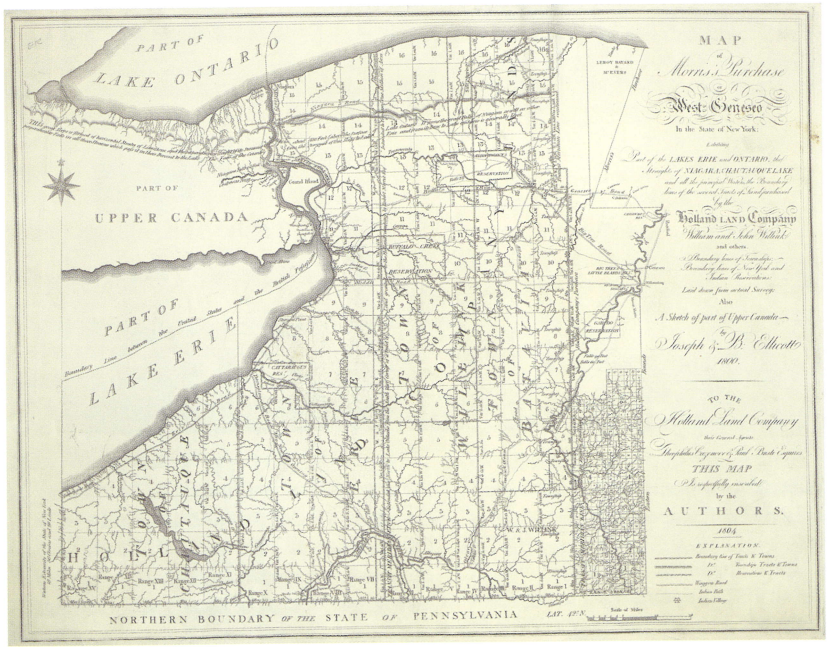
The Holland Land Company

Over the centuries, land speculation offered opportunities for great wealth. Naturally, surveying and mapmaking formed an integral part in this process of land acquisition and development. The Holland Land Company was a foreign-based group of land speculators purchasing lands in New York State during the early years of the United States. In 1789 a syndicate of four Dutch banking and investment partners in Amsterdam, known as the Club of Four, sent an agent to the U.S. to look for investment opportunities. Since foreigners could not purchase land in the U.S., they gave money to a group of trustees, and their agent began purchasing large tracts. Joined by two more Dutch partners, the syndicate, by then known as the Club of Six, next merged their individual holdings into a joint-stock company, the Holland Land Company, formed in 1795. In September 1797 their agents Theophilus Cazenove and Paolo Busti purchased 3.3 million acres of land in western New York from Robert Morris, one of the financiers of the American Revolution. Cazenove and Busti also attended the Treaty of Big Tree that month between the United States and the Seneca Indians, which opened up this area west of the Genessee River for settlement.

The company hired William Ellicott, a well-known surveyor, to survey, map, and divide the lands into six-mile-square townships. After he completed the survey in 1799, the company retained him as a resident land agent to begin selling the lands in the spring of 1800.

Unable to sell the lands as quickly as they hoped, the Holland Land Company invested more in development and never reaped great rewards. In 1835 a mob of enraged farmers, who refused to make what they perceived as exhorbitant interest payments on their debts to the foreign company, sacked the company's office in the far western village of Mayville. In 1837 the company sold the remaining lands to local investors who demanded prompt payment of the farmers' debts. Although most of the Dutch bankers had never personally received much return on their investment, their money greatly benefitted the early republic.

David M. Ellis, James A. Frost, et al., *A History of New York State* (Ithaca, N.Y.: Cornell University Press in co-operation with the New York State Historical Association, 1967), pp. 150-156; Holland Land Office Museum web site http://www.hollandlandoffice.com/04hlc.html, accessed 4/14/2010. Also see William Chazanof, *Joseph Ellicott and the Holland Land Company: The Opening of Western New York* (Syracuse, N.Y.: Syracuse University Press, 1970).



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33.

Joseph Ellicott (1760-1826) et al.

Map of Morris's Purchase...New York

Engraving, 52.5 x 57.5 cm. (New York, 1804).

Surveyor Ellicott employed a grid-like township and range system in this map for the Holland Land Company's local agents and Dutch investors. At far right is the town of Geneseo (approximately 35 miles south of Rochester), near the site along the Genesee River where the Treaty of Big Tree with the Seneca had been signed in 1797. At upper left is Niagara Falls. The fine lettering on the title is typical for the period and similar to that on printed stock certificates.

See Ronald E. Grim, "Maps of the Township and Range System," in Buisseret, ed., *From Sea Charts to Satellite Images* (1990), pp. 89-109.

chartered company predecessors such as the Western Inland Lock & Navigation Company, chartered in 1792, and the Niagara Canal Company, chartered in 1798.

The Erie Canal's success inspired other projects involving chartered companies including the Massachusetts Railroad, which in 1834 ran only from Boston to Worcester. However, its developers contemplated linking it with the Hudson River and thus the whole Erie Canal and Great Lakes transportation system. The Baltimore and Ohio Rail Road, chartered by the states of Maryland and Virginia in 1827, only consisted by 1832 of some sixty-eight miles from Baltimore to Point of Rocks on the Potomac, but this railroad would soon outstrip the Chesapeake & Ohio Canal, rendering it obsolete. Interestingly, already in 1834 tiny Chicago on southern Lake Michigan appears as the eastern terminus of the chartered Illinois & Michigan Rail Road and a proposed ship canal linking the Great Lakes with the Gulf of Mexico by way of the Illinois and Mississippi Rivers.

Modelski, *Railroad Maps of North America* (1984), pp. 36-37, no. 18; on Norris see http://www.steamindex.com/people/american.htm#norris, accessed 4/28/2010.

35.

After L. Hartmann and/or J. B. Millard

[Plan of] Champ d'Asile

Engraving, 17 x 24.5 cm., from Hartmann and Millard, ***Le Texas, ou Notice historique sur le Champ-d'asile...*** (Paris, 1819), frontisp.

Van Diemens Land Company

Created in 1824, the Van Diemen's Land Company received its royal charter from the British Parliament in November 1825, and still exists today. The company's grant included 350,000 acres of land in northwest Tasmania with no consideration made for the dispossession of the aboriginal inhabitants. It was originally involved in colonization, farming (in particular, sheep farming), and trade. British investors at the time were looking for ways to develop colonial resources and also ensure a cheap supply of wool for British factories. The first company officials and surveyors, led by chief agent Edward Curr, arrived in March 1826 at the island's principal port of Hobart Town, established in 1804 and located inconveniently on the southeast or opposite side of the island where most of the island's original European settlers lived. With the assistance of convict laborers brought from these and other parts of the island, the company's colonists, many of whom were indentured servants, as well as the local company officials, soon established themselves in the northwest at Circular Head. Sheep-raising did not prove very profitable, so the company turned to land sales. Later, between 1875 and 1884, the company began the construction of the Emu Bay Railway to the Mount Bischoff tin mine where tin was discovered in 1871. In 1908 it also developed the subsidiary Burnie (Tasmania) Timber and Brick Company Ltd. Today the company's main concerns involve dairy activities, sheep, cattle, and tourism.

Geoff Lenox, *The Companion to Tasmanian History*, s.v. "Van Diemen's Land Company," http://www.utas.edu.au/library/companion_to_tasmanian_history/V/VDL%20Co.htm, accessed 4/15/2010; *Australian Dictionary of Biography* (London and New York: Cambridge University Press, 1968; first printed Melbourne, Australia: Melbourne University Press, 1966), s.v. "Curr, Edward (1798-1850)," vol. 1, pp. 269-272.

36.

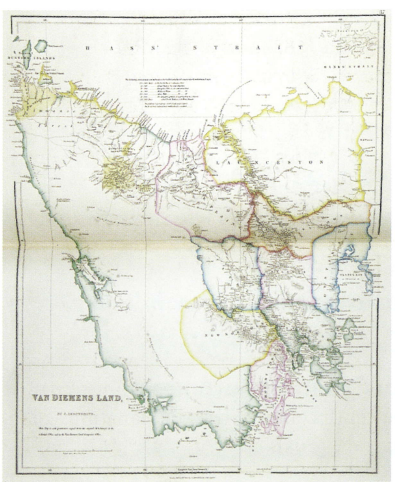
John Arrowsmith (1790-1873), et al.

Van Diemens Land

Engraving (with hand-colored outlines), 63 x 52 cm.,1842, in Arrowsmith, ***The London Atlas of Universal Geography*** (London: John Arrowsmith, 1842 or later), plate 37.

John Arrowsmith's copied this 1842 map of the island of Tasmania off southeast Australia "from the original M.S. Surveys in the [British] Colonial Office, and in the Van Diemens Land Company Office." Arrowsmith emphasized the company's holdings in many places. The color yellow notes land at Woolnorth in the far northwest as well as land along the northern coast between Circular Head and the company store near Emu Bay. Yellow also notes the company's properties in the more mountainous interior, including the Hampshire Hills, the Surrey Hills, and the Middlesex Plains. It is perhaps significant to note that, although in 1841-43 the company developed the township of Stanley and allotted tenant farms at Burnie (formerly Emu Bay, which was renamed for a company director), these do not yet appear on Arrowsmith's map.

Geoff Lenox, *The Companion to Tasmanian History*, s.v. "Van Diemen's Land Company."



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German Chartered Companies and Maps

Before German unification in 1871, the various German kingdoms, principalities, and city-states had also chartered joint-stock companies (*Aktien-Gesellschaften*) and conceded to them various rights and privileges. Just as in the case with other Europeans, the surveyors, cartographers, and map publishers of the German lands met the resulting demand for new maps that reflected these concessions and the activities of these companies.

Rhenish-West Indies Company

An early joint-stock company in Prussia, the **Rhenish-West Indies Trade Company** (Rheinisch-Westindische Kompagnie) was established in 1821 for the purpose of trading with the West Indies, the Americas, and other parts of the world. With branches in Port-au-Prince in Haiti, Mexico, Buenos Aires, and Chile, its profits were steady in the early years, and the Prussian King was himself a shareholder. However, after the initial earnings, a reversal took place, and in 1831 the firm was declared insolvent with a sixty-percent loss on deposited capital, and it took 12 years to clear up the claims.

Wikipedia s.v. "Heinrich Kamp" http://de.wikipedia.org/wiki/Heinrich_Kamp, accessed 4/15/2010, cites *Statuten der Rheinisch-Westindischen Compagnie vom 7. November 1821 veröffentlicht im Amstblatt der Regierung zu Düsseldorf Nr. 72 vom 24. Dezember 1821.* Also see Walther L. Bernecker, "Mexico, German-Mexican Relations in," in Thomas Adam., ed., *Germany and the Americas* (3 vols.; Santa Barbara, Calif.: ABC-CLIO, Inc., 2005), vol. 2, p. 742.

37.

Carl Christian Becher (active ca. 1832-1834) and M. L. Bueno (?)

[Map of Mexico]

Lithograph (with hand-colored outlines), 26 x 36.5 cm., in Becher, ***Mexico in den ereignissvollen Jahren 1832 und 1833 und die Reise hin und zurück [Mexico in the Eventful Years 1832 and 1833 and the Trips There and Back]***, (Hamburg: Perthes & Besser, 1834).

After the Latin American Wars of Independence, commerce between the newly independent Republic of Mexico and the German states was soon second only to that between Mexico and Britain. Among the thirty-nine German businesses that sent commercial representatives to Mexico by the early 1830s was the Rhenish-West Indies Company. And one of their deputy directors, Carl Christian Becher, who traveled there "in the eventful years of 1832-33," published one of the earlier accounts of foreign travelers in Mexico after the more famous visit by Alexander von Humboldt. Becher estimated that during the 1820s about 20 percent of all Mexican imports came from the German states (linen from Silesia was especially popular), and that by the mid-1830s the German trading companies handled one-third of all Mexican trade. The key on Becher's map shows Mexican States including number 5 for Texas and Coahuila and number 22 for an area dominated by "heathen Indians" in present northwest Texas.

Walther L. Bernecker, "Mexico, German-Mexican Relations in," in Thomas Adam., ed., *Germany and the Americas* (3 vols.; Santa Barbara, Calif.: ABC-CLIO, Inc., 2005), vol. 2, p. 742, quotes Becher's book, pp. 160, 220.

German Emigration Company

(Verein zum Schutze deutscher Auswanderer nach Texas)

In April 1842 a group of German nobles meeting at Biebrich on the Rhine (now a suburb of Wiesbaden opposite Mainz) organized the so-called *Adelsverein* (literally, Society of Nobles) for the purpose of promoting German emigration to the Republic of Texas. The next month they sent two of their members to Texas, and they acquired a farm (Nassau Plantation) in Fayette County in January 1843. In June the *Adelsverein* members back in Europe formed a joint-stock company, called, variously, the *Verein zum Schutze deutscher Auswanderer nach Texas* ("Society for the Protection of German Emigrants to Texas") or the Verein zum Schutze deutscher Einwanderer in Texas ("Society for the Protection of German Immigrants in Texas"), for the purpose of acquiring more land for a German colony in Texas.

In 1844-45 the *Adelsverein* acquired the Fisher-Miller land grant. This area of land consisted of nearly three million acres located between the Llano and Colorado Rivers that had first been granted in 1842 by the Republic of Texas to Henry Francis Fisher and Burchard Miller for the purposes of settling 600 families. Fisher and Miller had not fulfilled their contract which was extended in 1844 to include 6,000 settlers. Meanwhile, the first German colonists began arriving at Carlshafen (near later Indianola) on the Texas coast. Despite a shortage of wagons for transport due to the U.S. Army's requirements at the beginning of the U.S. War with Mexico, most of the colonists moved inland and survived, establishing several towns including New Braunfels and Fredericksburg. Although the Society eventually succeeded in attracting over 5,000 German emigrants to Texas, by 1847 it was facing bankruptcy due in part to a lack of business sense among many of its members. The German Emigration Company, as it was known in Texas after 1848, continued to exist until September 1853 when it assigned all its properties and colonization rights to creditors.

Louis E. Brister, in *Handbook of Texas Online*, s.v. "Adelsverein," http://www.tshaonline.org/handbook/online/articles/AA/ufa1.html, accessed 4/15/2010; Rudolph L. Biesele, in

Handbook of Texas Online, s.v. "Fisher-Miller Land Grant," http://www.tshaonline.org/handbook/online/articles/FF/mnf1.html, accessed 4/15/2010; Jerry C. Drake, "Adelsverein," in Thomas Adam., ed., *Germany and the Americas* (3 vols.; Santa Barbara, California: ABC-CLIO, Inc., 2005), vol. 1, pp. 40-42.

Publications and Maps of the German Emigration Company

In 1851 the Adelsverein published a packet of materials that included: "Instructions for emigrants"; a report of the society's operations; a general map of Texas; a map of the surveyed portions of the Society's land grant; a lithographed panoramic view of the town of New Braunfels; and a sheet of town plans. The materials represent the work of an interesting group of individuals including Conrad Caspar Rohrdorf, a Swiss artist who had come to Texas with a *Naturforschende Verein* (Natural Sciences Society) organized to collect specimens for German museums, and Herman Willke, a young surveyor and Prussian army veteran from Collburg on the Baltic who compiled most of the maps and town plans.

38.

Prince Carl von Solms-Braunfels (1812-1875)

Texas...Ein Handbuch für Auswanderer nach Texas...

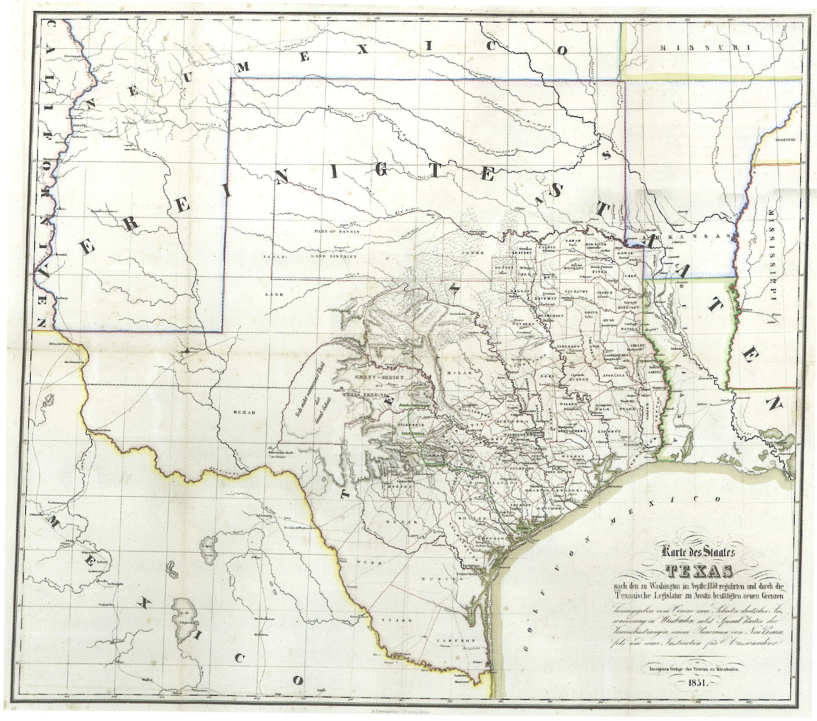
(Frankfurt am Main: Johann David Sauerländer's Verlag, 1846). 22 cm.

39.

Verein zum Shutze Deutsche Einwanderer in Texas

Karte des Staates Texas...

Engraving (with hand-colored outlines), 58 x 66 cm., printed and published for Dietrich Reimer, Berlin, from ***Instruction für Deutsche Auswanderer nach Texas...*** (Wiesbaden: Verein zum Schutze Deutscher Auswanderer nach Texas, 1851). 36 cm.



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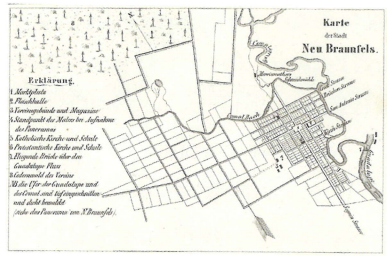
40.

Mainzer Adelsverein (Hermann Wilke, Nicolaus Zink, et al.)

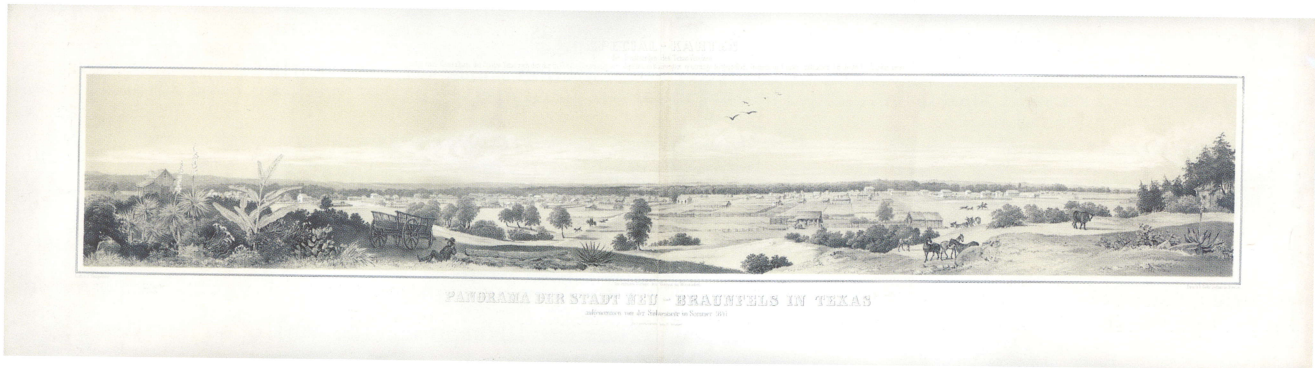
Karte von Indian Point od. Indianola; Karte der Stadt Neu Braunfels; Karte der Stadt Friedrichsburg; Hafen von Indian Point oder Indianola (Carlshafen)

Lithograph (4 maps) on single sheet of paper, 27 x 39 cm., lithographed and printed by H. Delius, Berlin (Wiesbaden: Verein zum Schutze Deutscher Auswanderer nach Texas, 1850-51).

The notation "Standpunkt des Malers bei aufnahme des Panoramas" (Place where the artist stood when he made the panorama) on the New Braunfels town plan is a cross reference to Rohrdorf's view of the town. It attests to the kind of attention to detail represented in the Adelsverein's graphic publications which were intended for colonists and investors.



40
(detail)



41

41.

Julius Tempeltey (1802-1870) after Conrad Caspar Rordorf (Rohrdorf) (1800-1847)

Panorama der Stadt Neu-Braunfels in Texas, aufgenommen von der Südwestseite im Sommer 1847

Toned lithograph, 18 x 98 cm., printed by Delius Brothers, Berlin (Wiesbaden: Verein zum Schutze Deutscher Auswanderer nach Texas, 1851).

The lithographed panorama of New Braunfels for the Adelsverein packet was based on a sketch by Rohrdorf and is the only work by him in Texas that is known to have survived. Unfortunately, Rohrdorf was shot and killed along with another man one night in 1847 at Nassau Plantation in Fayette County while trying to evict a rival German faction. Dr. Friedrich Schubbert, the man responsible for what was probably an accidental killing, was acquitted and later garnered a better reputation back in Germany as an adventure novelist under the pen name Friedrich Armand Strubberg.

See John and Deborah Powers, *Texas Painters, Sculptors & Graphic Artists: A Biographical Dictionary of Artists in Texas before 1942* (Austin: Woodmont Books, 2000), p. 432; Christal Sasse Ragsdale, in *Handbook of Texas Online*, s.v., "Spiess, Hermann, "http://www.tshaonline.org handbook/online/articles/SS/fsp11.html/ (accessed 4/22/2010).

42.

Ludwig Bené (active ca.1844-53), Herman Willke (ca. 1822-after 1865), and Nicholaus Zink (1812-1887)

[Manuscript Map and Deed, German Emigration Company to F. T. Arnold]

Ink on paper, 35 x 43 cm., 1849

Agents of the German Emigration Company produced this map and deed of sale for land along the short Comal Creek (sometimes called a river) in New Braunfels, Texas. The deed bears an ink stamp impression of the company's Texan lone star and wheat sheaves symbol and embossed impressions of a Comal County stamp. It is signed and dated July 10, 1849,

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by Ludwig Bené as trustee of the German Emigration Company. One of the witnesses who also signed the document was also perhaps the cartographer who drew the map: surveyor-engineer Herman Willke. The deed refers to previous surveys by Nicholaus Zink, another Adelsverein surveyor-engineer who laid out the town. Bené, Willke, and Zink were quite active in setting up the original colony. Bené later served as the last Commissioner-General of the company in Texas, replacing John O. (Baron Johann Ottfried von) Meusebach.

Irene Marschall King, *John O. Meusebach: German Colonizer in Texas* (Austin and London: University of Texas Press, 1967), pp. 74, 105, 148.

Later German Chartered Companies, Colonial Aspirations, and Maps

The industrial revolution of the nineteenth century stimulated nation states—particularly in Western Europe, but also elsewhere—to seek overseas colonies where they could exchange their manufactured goods for raw materials and other resources. As already documented in maps, some of the older powers, such as the Spanish, Portuguese, Dutch, British, and French, had been in this colonial "game" for a long time—long before the industrial revolution. In several cases they had over-extended themselves or grown complacent in their successes. With the unification of the German states in 1871, the German nation rapidly became a potent competitor. Germany soon developed colonial aspirations on a scale that rivaled the powerful British Empire. They helped set off in the 1880s a general "scramble for Africa," prompting the diplomats to slice up the continent in "spheres of influence." Taking a cue from the British, Dutch, French, and others, Chancellor Otto von Bismarck, keen to keep the federal budget clear of additional burdens, urged German colonialists to form chartered companies to promote, fund, and administer German areas of colonization and trade. As in earlier eras, all of these new colonial endeavors required a wide variety of new mapping as the new European presence included the recording of old—and the assignment of new—toponyms, the redrawing of political boundaries, the discovery of new resources, and other rapid changes. To meet this demand, cartographers produced new survey maps, topographic maps, physical maps, political maps, and more.

Compare "Kiepert's Ready-Reference Map of the German Colonies…," in Roger Chickering, Steven Chase Gummer, Seth Rotramel, eds., *German History in Documents and Images* website, http://germanhistorydocs.ghi-dc.org/sub_image.cfm?image_id=2319, accessed 4/24/2010.

German Companies in Africa

As western geographical knowledge about the interior of Africa grew during the course of the nineteenth century through the expeditions of explorer-travelers, Germans, like other Europeans, grew increasingly interested in finding new outlets there for their manufactured goods and for finding new sources of well known and exotic raw materials. In 1884 Dr. Carl Peters, a German academic and national agitator, founded the Gesellschaft für deutsche Kolonisation (Company for German Colonization) which soon set its eyes on East Africa. Already in the previous year, Bremen merchant Adolf Lüderitz had purchased Angra Pequena (Lüderitz Bay) on the southwest African coast and its hinterland from a local chieftain. The German government soon established these two areas as imperial protectorates, along with Togo and the Kamerun in West Africa. There, Gustav Nachtigal, a medical doctor turned explorer-traveler who became German consul in Tunis, in 1884 concluded treaties with local African leaders just days ahead of the British and the French. In an attempt to avoid confrontations, European diplomats held an international conference in Berlin, which in February 1885 agreed on rules to mutually recognize spheres of influence for European powers within Africa.

In response, the German imperial government chartered several companies to develop and profit from their spheres of influence. For examples, in the protectorate of German East Africa (present Tanzania) there was the German East African Company (Deutsch-Ostafrikanische Gesellschaft, or DOAG); in the protectorate of German South-West Africa (present Namibia), the German Southwest Africa Company (Deutsche Kolonialgesellschaft für Südwestafrika); and in Togo and the Cameroons, the German West African Company (Deutsch-Westafrikanische Gesellschaft).

See Heinrich Schnee, comp., *Deutsches Kolonial-Lexikon* (3 vols.; Leipzig: Quelle & Meyer, 1920), online at http://www.ub.bildarchiv-dkg.uni-frankfurt.de/Bildprojekt/Lexikon/lexikon.htm, accessed 4/23/2010.

43.

Dr. Richard Lüddecke (1859-1898) et al.

Die Interessensphären in Südwest- und Ost-Afrika Nach den Verhandlungen zwischen der Deutschen und Englischen Regierung im Juni 1890.

[The Spheres of Interest in Southwest- and East-Africa According to the Treaties between the German and English Government in July 1890.]

Color engraving, 26.5 x 35.5 cm., from *Petermanns Geographische Mitheilungen* (Gotha: Justus Perthes, 1855-), vol. 36 (1890), plate 14.

Given the lack of local knowledge, the delineation of political spheres of influence initially changed rapidly in Africa as in other colonial arenas. The areas colored in pink show German protectorates relating to the various operating areas of chartered colonial companies such as the German East Africa Company, the German South-West Africa Company, and the German West Africa Company. The map cites the 1890 Anglo-German [Heligoland-Sansibar] treaty, according to which Britain and Germany agreed to specific borders for the German protectorates in East Africa, South-West Africa, Togo, and Kamerun. Germany abandoned claims to Kenya and the island of Sansibar, but received in return the island of Heligoland off the coast of Schleswig-Holstein in the North Sea. These political maps from Petermanns geographical journal derived from Dr. Lüddecke's map for Adolf Stieler's 1890 Handatlas and are typical of the high-quality German maps of the nineteenth-century.

Roger Chickering, et al., comp., *German History in Documents and Images* website, s.v. "Anglo-German Treaty [Heligoland-Zanzibar Treaty] (July 1, 1890)," http://germanhistorydocs.ghi-dc.org/docpage.cfm?docpage_id=1369, accessed 4/24/2010. On Lüddecke, see Jurgen Espenhorst, *Petermann's Planet: Volume I: Guide to the Great Handatlases* (Schwerte, Germany: Pangaea Verlag, 2003), pp. 436-437.

German Chartered Companies in the Pacific

For years German traders had also been active in the Pacific. Such firms as the Hamburg-based J. C. Godeffroy & Son and the Hernsheim Company had established trading stations on several islands in the 1870s. The Hamburg-based German Trade and Plantation Company (Deutsche-Handels und Plantagen-Gesellschaft), chartered in 1878, was a joint-stock firm for the purpose of conducting trade and agriculture in the Pacific islands. In 1884 the German government declared a protectorate over a large portion of northeastern New Guinea, rechristened as Kaiser Wilhelms Land. Included were the nearby islands of New Britain, New Ireland, Admiralty and North Solomon Islands in the Bismarck Archipelago. In 1885 the New Guinea Company (Neu-Guinea Kompagnie) received a charter to also administer this area. In 1885 Germany also established a protectorate over the Marshall Islands. Beginning in 1887, the Jaluit Company (Jaluit-Gesellschaft) assumed the cost of administering these islands in exchange for land and exclusive privileges that included monopolies on pearl fishing and guano mining.

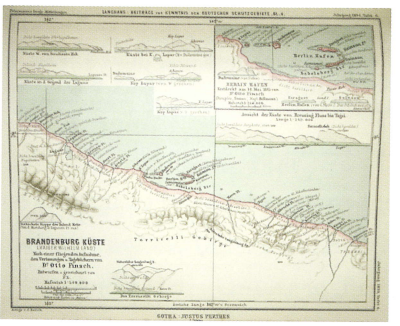
See Heinrich Schnee, comp., *Deutsches Kolonial-Lexikon* (3 vols.; Leipzig: Quelle & Meyer, 1920), online at http://www.ub.bildarchiv-dkg.uni-frankfurt.de/Bildprojekt/Lexikon/lexikon.htm, accessed 4/23/2010.

44.

Paul Langhans (1867-1952) and Dr. Otto Finsch (1839-1917)

Brandenburg Küste (Kaiser Wilhelm Land)

Color engraving, 21.5 x 26 cm., from *Petermanns Geographische Mitheilungen* (Gotha: Justus Perthes, 1855-), vol. 40 (1894), plate 6.



44

The Brandenburg Coast of Kaiser Wilhelm Land was located in the former German protectorate on northern New Guinea. Cartographer Paul Langhans based this map and the accompanying profile sketches upon photographic snapshots, recordings, and journals taken and kept by German ornithologist, naturalist, and ethnologist Dr. Otto Finsch. A veteran of previous scientific expeditions to Siberia, China, and Polynesia, including New Guinea, Dr. Finsch traveled aboard the steamer *Samoa* in 1885 with the expedition that raised the German flag on the northern coast of New Guinea and laid the groundwork for the New Guinea Company. Finsch and Langhan's map notes such details as "sand beach with isolated casuarinas" [evergreen trees or shrubs native to the area], "stands of coconut palms with many dwellings," straits with "cliffs and coral reefs impassable for large ships," and "thickly forested and inhabited coast, with dwellings hidden in small coconut groves."

I am grateful to Imre Josef Demhardt for sharing a selection from his manuscript, *Aufbruch ins Ungewisse*, to be published in Darmstadt in 2011. Also see Schnee, *Deutsches Kolonial-Lexikon*

(1920), s.v. "Finsch, Friedrich Hermann Otto," http://www.ub.bildarchiv-dkg.uni-frankfurt.de/Bildprojekt/Lexikon/Standardframeseite.php?suche=Finsch, accessed 4/25/2010. Jürgen Espenhorst, *Petermanns Planet, Volume I: Guide to the Great Handatlases* (Scwherte, Germany: Pangaea Verlag, 2003), pp. 66, 206, 362, 425ff.

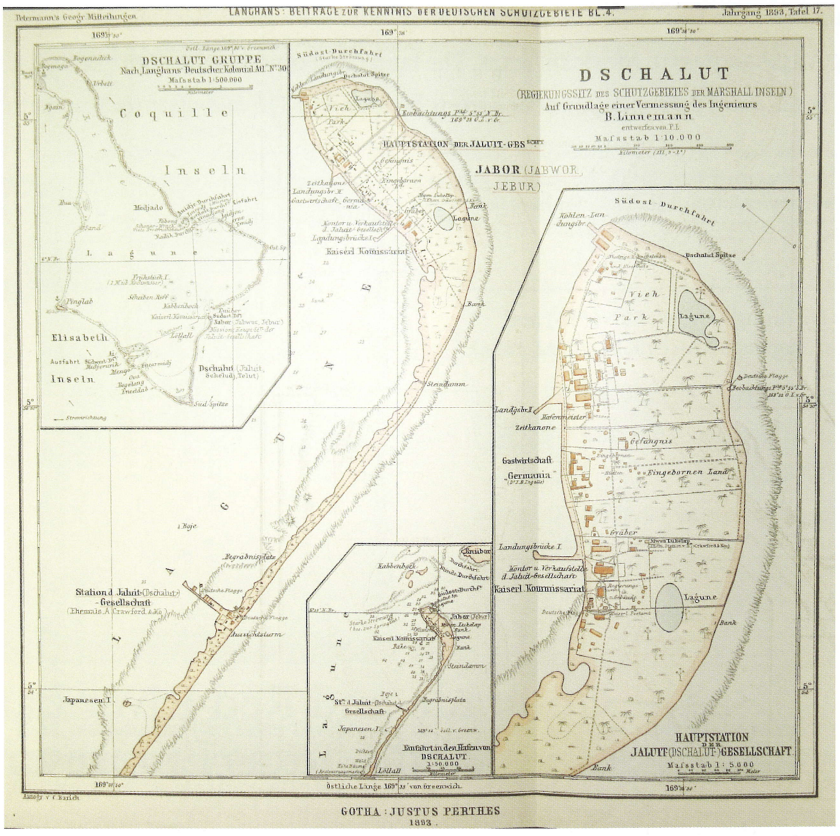
45.

Paul Langhans, B. Linnemann, et al.

Dschalut (Regierungssitz des Schutzgebietes der Marshall Inseln)

[Jaluit (Seat of Government of the Marshall Islands Protectorate)]

Color engraving, 27 x 27 cm., from ***Petermanns Geographische Mitheilungen*** (Gotha: Justus Perthes, 1855-), vol. 39 (1893), plate 17.



45

Jaluit (Dschalut) Atoll, located in the Marshall Islands, was once the headquarters of a German Protectorate established in 1885 and the location of the main station for the Hamburg-based Jaluit Company (Jaluit- or Dschalut- Gesellschaft) chartered in 1887. According to the inscription, Langhans constructed his general map of the island group at left and the series of maps at right showing the main island of Jabor in increasing detail based upon surveys and measurements taken by the engineer B. Linnemann. The main or middle map shows the Jaluit Company's main station on the northern end of Jabor and a second company station, formerly belonging to a British competitor, A. Crawford & Co., on the same island to the south. Details include landings or piers, separate areas set aside for animals and natives, a prison, a canon for announcing the time of day (*Zeitkanone*) near the Inn "*Germania*" (undoubtedly an annoyance for guests who might want to sleep late), the offices and store of the Jaluit Company, government buildings, Imperial commissariat and post office, observation points—even the location of flagposts with German flags!

See Schnee, *Deutsches Kolonial-Lexikon* (1920).

Chartered Land Companies in Texas

The activities of chartered land companies in the area that is now Texas truly developed only during the period of Anglo- and Afro-American colonization. Prior to this, the Spanish used a colonial system whereby the government granted lands to an individual *empresario* or land agent or land contractor. In return, the *empresario* was to settle a certain number of families by a certain date or lose the claim to the lands. For example, Stephen F. Austin, the most famous of these *empresarios* under the Spanish and Mexican governments, fulfilled his father's original 1821 contract with the Spanish government to settle 300 families in Texas. Under later contracts, he would bring many more Anglo-American settlers along with their Afro-American slaves. There were other *empresarios*, some of whom sub-contracted to chartered companies back in the United States, where capitalist investment methods of fundraising were more common and legal in a free-enterprise system. For example, in 1830 the Galveston Bay and Texas Land Company and the Union Land Company were founded in New York to colonize Mexican Texas lands assigned to *empresarios* Joseph Vehlein, David G. Burnet, and Lorenzo de

Zavala. And the Nashville Company of Nashville, Tennessee, backed the *empresario* Sterling C. Robertson in his efforts to bring Anglo settlers to Mexican Texas. The land company schemes were often quite complicated and deceptive, particularly after Texas gained its independence from Mexico in 1836 and after its annexation to the United States in 1845.

See Margatett Swett Henson in *Handbook of Texas Online*, s.v. "Anglo-American Colonization," http://www.tshaonline.org/handbook/online/articles/AA/uma1.html (accessed 4/16/2010), and Andreas Reichstein in *Handbook of Texas Online*, s.v. "Galveston Bay and Texas Land Company," http://www.tshaonline.org/handbook/online/articles/GG/ufg1.html (accessed 4/16/2010).

46.

James H. Young (active 1817-1866) and Samuel Augustus Mitchell, Sr. (1792-1868)

A New Map of Texas, with the Contiguous American & Mexican States

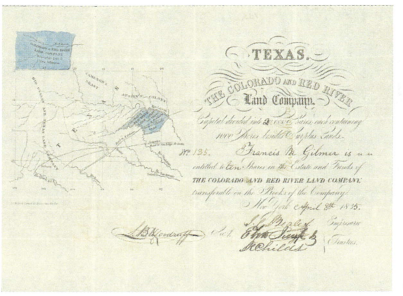
Steel engraved transfer lithograph (hand colored), 33 x 39.5 cm. (Philadelphia: S. A. Mitchell, 1835-1836).
Gift of Kitene Kading

The Colorado and Red River Land Company and a Texas Empresario

The Colorado and Red River Land Company, established in New York in 1833, was strongly associated with the fortunes of the Texas *empresario* Dr. John Charles Beales (1804-1878). An English-born surgeon who came to Mexico in 1826 with a British-backed mining company, Beales briefly practiced medicine in Mexico City where he married María Dolores Soto y Saldaña in 1830. She was the widow of Richard Exeter, an English merchant and *empresario* in Mexico who had been a joint contractor with *empresario* Julian Wilson for the Wilson & Exeter Land Grant—approximately 48 million acres in eastern New Mexico and the present Texas and Oklahoma panhandles. Beales soon took over the contracts, transferring his wife and step-daughter's shares to the Arkansas and Texas Land Company in New York. In 1832 Beale next persuaded officials in the state of Coahuila y Texas to grant him and three sets of partners more *empresario* contracts—several of which had formerly belonged to Julian Wilson, Green DeWitt, and Benjamin Rush Milam—for a total of over 55 million acres of land north of the Rio Grande and an obligation to settle over 1,450 families. He and his wife, together with eight other Mexican citizens, also purchased lands in the department of Monclova. Approaching New York speculators, he sold interests to the New Arkansas and Texas Land Company, the Colorado and Red River Land Company, and the Rio Grande and Texas Land Company. In 1833 he and Dr. James Grant personally led a group of colonists from New York to Las Moras Creek on the lower Rio Grande where they attempted to establish the town of Dolores, a settlement. Primarily due to the outbreak of the Texas Revolution, the colony failed, and Beales returned to New York to practice medicine. Although he never fulfilled his *empresario* contracts and spent years in litigation over some of his lands, he apparently nevertheless profited handsomely from some of his land deals.

Handbook of Texas Online, s.v. "Beales, John Charles," http://www.tshaonline.org/handbook/online/articles/BB/fbe3.html (accessed 4/16/2010); *Handbook of Texas Online*, s.v. "Beales's Colony," http://www.tshaonline.org/handbook/online/articles/BB/ueb1.html (accessed 4/16/2010).

47



48

47.

Colorado & Red River Land Company, John Charles Beales (1804-1878), et al.

Map of Texas Shewing the Grants in Possession of the Colorado & Red River Land Compy.

Lithograph (hand colored), 49.5 x 64 cm., by Konen Marché, Brussells, Belgium (New York: Colorado & Red River Land Company, ca. 1835).

and

48.

Texas. The Colorado and Red River Land Company

Lithographed stock certificate with map (hand colored), 19 x 26 cm., printed by C. C. Wright & Durand, N. Y., (New York: Colorado & Red River Land Company, 1835).

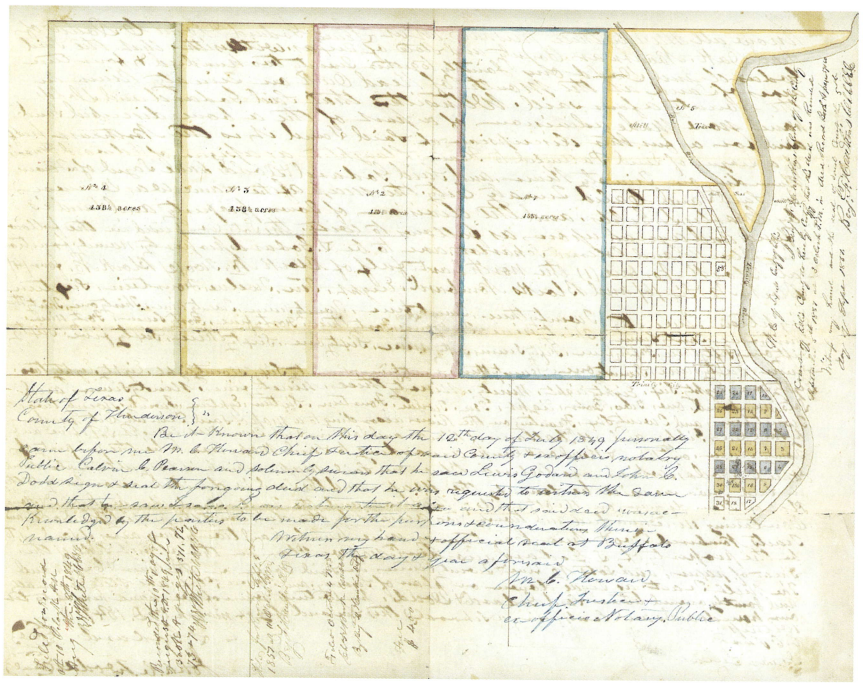
The Colorado and Red River Land Company of New York and Texas issued this stock certificate along with this map showing its vast lands in Texas. The company had tenuous claims to the lands through the Mexican government's grants to the English-born *empresario* Dr. John Charles Beales, whose signature appears on the stock certificate. The company's lands from Wilson & Exeter's Grant appear in pink at the upper left of the larger map. The numerous notations about the quality of the land derive from the 1827 survey by Alexander LeGrand, who was employed by Wilson and Exeter. Not surprisingly, the only comment about the Native Americans already there is in fine print ("Bought 191 B[uffalo] skins of the Comanches") and seems to imply they would also be friendly to settlers and land speculators (!). Also in pink in the center of this map are the company's lands from Milam's Grant between the Colorado and Guadalupe Rivers. Just west are lands acquired by Beales from the former *empresario* land grant of Lucius Woodbury and sold to the Rio Grand & Texas Land Company. Just south of these lands, between the Nueces and the Rio Grande, is Beale's [sic., Beales'] River Grant. This is outlined in pink along with the rest of the state of Coahuila. Along Las Moras Creek within Beales' River Grant is the town of Dolores, named for Beales' wife.

See *John Charles Beales' Rio Grande Colony: By Edward Ludecus...*, ed. and trans. by Louis E. Brister (Austin: Texas State Historical Association, 2008); Mary Virginia Henderson, "Minor Empresario Contracts for the Colonization of Texas, 1825-1834," *Southwestern Historical Quarterly* 31, 32 (April, July 1928); Raymond Estep, "The First Panhandle Land Grant," *Chronicles of Oklahoma 36* (Winter 1958-59). Raymond Estep, "The Military and Diplomatic Services of Alexander Le Grand for the Republic of Texas, 1836-1837," *Southwestern Historical Quarterly* 54 (October 1950).

Texas Emigrant and Land Company (Peters Colony)

Even after independence the Texas Republic continued to issue *empresario*-style land grants. The Texas Emigrant and Land Company owed its origins to such an *empresario* land grant made by the Republic of Texas in August 30, 1841, to 20 American and English investors led by William S. Peters, an English immigrant businessman and musician living in Pennsylvania. Generally known as the Peters Colony venture, its original headquarters were in Louisville, Kentucky, where Peters' son William C. ran a profitable music store. As more and more Louisville investors joined, they formed first the Texas Agricultural, Commercial, and Manufacturing Company on November 20, 1841, and then, later, the Texas Emigration and Land Company, on October 15, 1844. Disputes between colonists and investors plagued the colony and led to an incident known as the "Hedgcoxe War." On July 16, 1852, a group of armed men stormed the Collin County office of the company's London-born agent Henry O. Hedgcoxe, seized his files, brought them to the Dallas County courthouse, and forced Hedgcoxe to flee to Austin. Eventually, on February 7, 1853, a compromise law settled the dispute to the satisfaction of both sides.

Harry S. Wade, in *Handbook of Texas Online*, s.v. "Peters Colony," http://www.tsha.utexas.edu/handbook/online/articles/PP/uep2.html (accessed 2/12/2007); Victoria S. Murphy, in *Handbook of Texas* Online, s.v. "Hedgcoxe War," http://www.tsha.utexas.edu/handbook/online/articles/HH/jch1.html (accessed 2/12/2007).



49

49.

Gibbs

[Map of Trinity City, Texas]

Ink and watercolor on paper, 31 x 39 cm., dated March 2, 1849

This manuscript map is the only known separate map of Trinity City, a town laid out five miles southeast of Dallas in the Peters Colony around 1848 by R. H. Porter and John Reagan. A flood destroyed the short-lived town in 1866.

Chartered Railroad Companies and Mapping

The planning, construction, promotion, and operation of railroads in the United States, Texas, and many other countries during the nineteenth century involved government-chartered, joint-stock, limited-liability companies. In Texas, for example, as early as December 16, 1836, the First Congress of the Republic of Texas had chartered the **Texas Rail Road, Navigation and Banking Company** on December 16, 1836, to build railroads "from and to any such points…as selected." While purportedly endorsed by such prominent leaders as Stephen F. Austin and Sam Houston, many members of the public distrusted the monopolistic provisions of the charter and the company was dissolved by mid-1838 without having ever laid any track. There were countless other chartered railroad company failures, but also many successes—not only in Texas, but all around the world.

The activities of the railroad companies generated a demand for a variety of maps. Survey maps, specific and general route maps, promotional maps, timetable maps, maps to show railroad land grants, town plans, and railroad infrastructure plans are a few of the cartographic types relating to railroads. The few railroad maps shown here were originally intended for various audiences including railroad planners, investors, operators, administrators, regulators, and members of the general public including emigrants, tourists, farmers, ranchers, traveling businessmen, and many others.

For further reading see Andrew M. Modelski, *Railroad Maps of North America: The First Hundred Years* (Washington, D.C.: Library of Congress, 1984). Jerry Musich, "Mapping a Transcontinental Nation: Nineteenth- and Early Twentieth-Century American Rail Travel Cartography" in James R. Akerman, ed., *Cartographies of Travel and Navigation* (Chicago and London: University of Chicago Press for the Newberry Library's Kenneth Nebenzahl, Jr., Lectures in the History of Cartography, 2006) identifies five categories of railroad maps (Investor Maps, Land Promotion Maps, General Reference Maps, Industry Maps, and Passenger Travel Maps) with a number of subcategories for each. On Texas railroads see George C. Werner in *Handbook of Texas Online*, s.v., "Railroads," http://www.tshaonline.org/handbook/online/articles/RR/eqr1.html, accessed 4/30/2010; S. G. Reed, *A History of the Texas Railroads* (Houston: St. Clair, 1941; rpt., New York: Arno, 1981); Charles P. Zlatkovich, *Texas Railroads* (Austin: University of Texas Bureau of Business Research, 1981).

Railroad Land Grants and Maps

In the United States, the federal and state governments granted vast quantities of public lands to railroad companies between 1850 and 1872 to promote railroad construction. Depending upon the governmental authority issuing the grant and the date, companies would receive, sometimes in 20- or 50-mile strips, a set number of alternate sections of public land for each mile of track laid. Many maps of the United States, states such as Texas, and individual counties detailed the sections of the granted land and the railroad rights-of-way. Land speculators often used land grant maps to advertise railroad lands for sale to the public. By the 1870s most railroad companies operating in the American west had established successful land departments and immigration bureaus with offices back east and in Europe to sell land and promote settlement. Many of the railroad maps relate to these schemes.

Modelski, *Railroad Maps of North America*, pp. xvii-xviii.

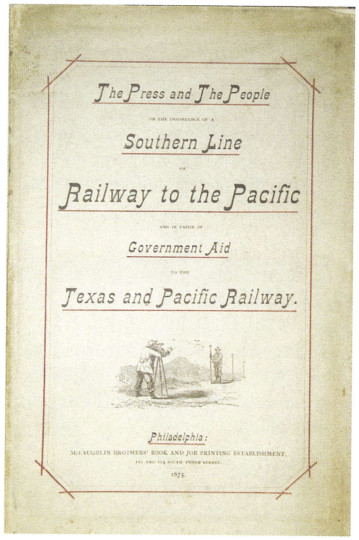
The Texas and Pacific Railway

The Texas and Pacific Railway was first chartered by the U.S. Congress in 1871 as the Texas Pacific Railroad. As the American Civil War had interrupted plans for the construction of a southern transcontinental railroad, the T&P Railway was seen as a way to revive the dream. Its federal and state charters gave it the right to build from Marshall, Texas, to San Diego, Calif. It also received land grants and the authorization to purchase two earlier companies. Construction began in 1872 under Grenville M. Dodge who had already served as chief engineer for the construction of the Union Pacific's portion of the nation's first transcontinental railroad in 1865-69.

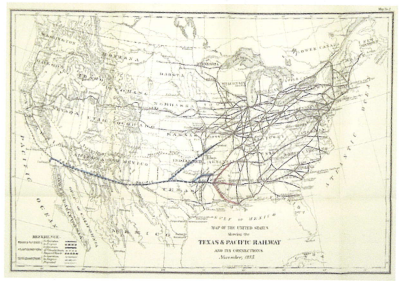
By 1873 construction on the eastern portion of the T&P was completed as far as Dallas when the financial panic that year interrupted further progress. The T&P did not reach Fort Worth until 1876, and westward construction was not completed until the end of 1881 when the T&P finally connected with the California-based Southern Pacific Railroad at Sierra Blanca, 92 miles east of El Paso.

During the 1920s the discovery of oil along the line in west Texas gave the company a major boost that helped it through the Great Depression. In 1976 it merged into the Missouri Pacific, which was later acquired by the Union Pacific.

George C. Werner in *Handbook of Texas Online*, s.v. "Texas and Pacific Railway," http://www.tshaonline.org/handbook/online/articles/TT/eqt8.html (accessed 4/17/2010).



50



50

50.

Texas & Pacific Railway Company

Map of the United States Showing the Texas & Pacific Railway and Its Connections

Cerograph (with some hand coloring), 27 x 39 cm., printed by the McLaughlin Bros., Philadelphia, in ***The Press and the People on the Importance of a Southern Line to the Pacific, and in favor of government aid to the Texas and Pacific Railway*** (Dallas: Texas & Pacific Railway, 1875). 23.5 cm.

This general map of the Texas and Pacific Railway appeared in a pamphlet advocating government aid for the completion of the railway, construction for which had stalled in Dallas following the nationwide financial panic of 1873.

51.

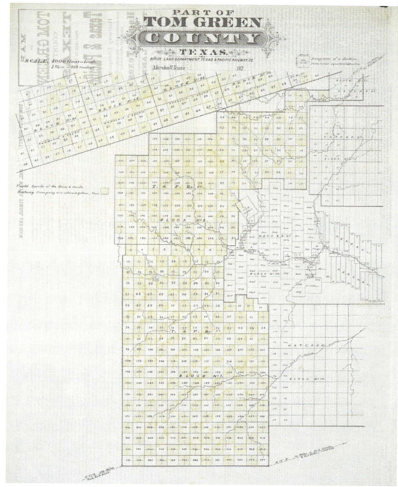
Texas & Pacific Railway Company

Arlington, Texas

Dallas, Texas: Texas & Pacific Railway Company, Land Department, William H. Abrams, 1878

Blueline cyanotype copy on paper, mounted on card, 43 x 48 cm., dated March 12, 1913

While building west from Dallas to Fort Worth in 1876, the Texas and Pacific Railway Company had the site of present Arlington surveyed and platted, as seen in this, the town's earliest existing plan, the original of which is located in the Tarrant County Central Records, Book 388, p. 26, Tarrant County Archives, Fort Worth. The checkerboard grid pattern with regularly-spaced streets running perpendicularly east-west and north-south is typical of many towns throughout the United States that were established in the nineteenth century primarily thanks to the presence of a railroad.



52

52.

Texas & Pacific Railway Company

Part of Tom Green County, Texas.

Ink and watercolor on verso of brochure proof, 55.7 x 43 cm.

Text on verso printed by the Fort Worth Daily *Democrat* titled "Map of Tom Green County, Texas, Prepared by the Texas & Pacific Railway Company and circulated for the information of immigrants and others seeking homes in Texas as well as those desiring to invest in Texas lands (W. H. Abrams, Land Com'r. T&P Ry. Co., Marshall, Texas, ca. 1880).

Tom Green County, located 258 miles west of Dallas in west central Texas, was established in 1874, but the Texas and Pacific Railway tracks did not reach the county until 1880-1881. The yellow color in the checkerboard grid on this railroad county land grant promotion map indicates lands granted to the T&P that were for sale to immigrants, investors, and speculators.

Houston and Texas Central Railway

The Houston and Texas Central Railway was one of Texas' earliest important railroads. It originated as the Galveston and Red River Railway, chartered by the state legislature in 1848. Initial progress on planning, funding, and construction was extremely slow with the first tracks not laid until 1856—the year it was renamed the Houston and Texas Central Railway Company. By 1861, when the Civil War interrupted progress, the line from Houston had only reached Millican, located in Brazos County 15 miles southeast of College Station. Construction resumed after the war, reaching Corsicana in 1871, Dallas in 1872, and Red River City in 1873. There it connected with the Missouri, Kansas and Texas Railroad out of St. Louis, making the H&TC the first all-rail route from Texas to the east coast. Although the H&TC was sold to Charles Morgan in 1877 and came under Southern Pacific control in 1883, it continued operation under its old name into the early twentieth century.

George C. Werner, in *Handbook of Texas Online*, s.v. "Houston and Texas Central Railway," http://www.tshaonline.org/handbook/online/articles/HH/eqh9.html, accessed 4/30/2010.

53.

Map of the Houston and Texas Central Railway. The New Avenue of Travel and Transportation Between the United States and Mexico

Color cerograph (relief line engraving), 50 x 50 cm., folds to brochure, 21 x 9 cm., has timetable on back. (Chicago: Printed by Rand, McNally and Company for the Houston and Texas Central Railway, 1880).

This folding railroad promotional brochure map is a fine example of a late nineteenth-century American railway map by one of the most important American railway mapmakers and publishers still in business today: Rand, McNally and Company of Chicago. Established in 1858 as a printing company, by 1873 the firm was known for its railroad related work and had also opened a map department where they advertised "all kinds of Relief Plate Engraving [cerography or wax engraving]." The heavy lines with evenly spaced dots emphasize the main railroad lines, and each dot represents a "whistle-stop" or station where the train would let off and take on passengers and freight. This was, and still is, a characteristic feature of many railroad and subway maps which simplifiy, exaggerate, and distort distances, area, and direction in order to convey key information. Although the Houston and Texas Central Railway is the central focus of the map, it also delineates the railroad's integration with New York shipping and railroad magnate Charles W. Morgan's steamship lines, the Texas and New Orleans, the Galveston, Harrisburg and San Antonio, the Missouri, Kansas and Texas, and other railroads.

53

The text and the related vignettes depicting the Mansard-roofed Travis County courthouse in Austin, the main building of Texas State Agricultural and Mechanical College (later Texas A&M University), and the Waco Suspension Bridge over the Brazos River were intended to promote the notion of Texas' "advancement… in matters of education, architecture, and transportation facilities." Incidentally, the 475-foot bridge was an engineering marvel when it opened in 1870, with cables and steelwork furnished by John A. Roebling

and Son of New York—the company that later built the Brooklyn Bridge. The Texas bridge was funded by the Waco Suspension Bridge Company. The state legislature chartered this company in 1866, granting it a monopoly on bridge traffic across the Brazos within five miles of Waco for a period of 25 years following the date of the bridge's completion. The bridge still stands today, but is only open to pedestrian traffic.

See Modelski, *Railroad Maps of North America*, pp. xvi-xx; Vivian Elizabeth Smyrl, in *Handbook of Texas Online*, s.v. "Waco Suspension Bridge," http://www.tshaonline.org/handbook/online/articles/WW/rtw1.html, accessed 5/1/2010; compare bridge with David Buisseret, Richard Francaviglia, Gerald Saxon, and Jack W. Graves, Jr., *Historic Texas From the Air* (Austin: University of Texas Press, 2009), pp. 112-113; on Morgan see James P. Baughman, *Charles Morgan and the Development of Southern Transportation* (Nashville, Tennessee: Vanderbilt University Press, 1968) and Richard V. Francaviglia, *From Sail to Steam: Four Centuries of Texas Maritime History, 1500-1900* (Austin: University of Texas Press, 1998), pp. 128ff.

The Union Pacific Railroad Company

Chartered by the United States Congress in 1862, the Union Pacific Railroad is still in business today as the oldest and largest railroad network in the United States. The UP, building west from Omaha, Nebraska, was the eastern portion of the first transcontinental railroad—a marvel in its time that was widely considered to be the greatest engineering achievement in the U.S. during the nineteenth century. Thousands of Irish immigrant laborers worked on its construction which began shortly after the American Civil War. On May 10, 1869, at Promontory, Utah, the Union Pacific was joined together with the California-based Central Pacifc Railroad, which, incidentally, had been largely constructed by Chinese immigrant labor.

Such a large operation was naturally fraught with dangers, problems, and controversy. In addition to engineering, construction, and labor difficulties, in 1872 journalists broke the news of the Crédit Mobilier scandal in which it was learned that the UP had been largely financed by a dummy company involving congressional bribery, stock speculation, and government fraud. Financial troubles led to bankruptcy in the 1870s and again in 1893, but it emerged each time. During the late twentieth century, it acquired such major railroad companies as the Missouri Pacific; Missouri, Kansas and Texas; and the Southern Pacific.

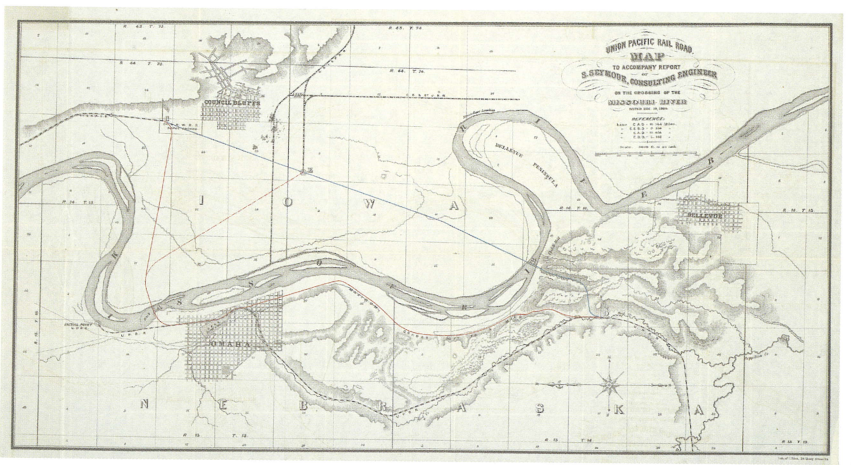
See Stephen E. Ambrose, *Nothing Like It in the World: The Men Who Built the Transcontinental Railroad, 1863-1869* (New York: Simon & Schuster, 2000). PBS Television website *American Experience* "Transcontinental Railroad," http://www.pbs.org/wgbh/amex/tcrr/peopleevents/p_dodges.html, accessed 4/22/2010; Richard Francaviglia, *Over the Range: A History of the Promontory Summit Route of the Union Pacific Railroad* (Logan: Utah State University Press, 2008).

54.

Silas Seymour (1817-1890), et al.

Map to Accompany Report of S. Seymour, Consulting Engineer on the Crossing to the Missouri River near Omaha and Bellevue

Lithograph, 33 x 62 cm., by Julius Bien, New York (Omaha: Union Pacific Rail Road, December 31, 1866).



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This early Union Pacific map, oriented with east at the top, depicts crossings of the Missouri River near Omaha and Bellevue, Nebraska Territory. Omaha was and still is today the headquarters of the UP and the "Initial Point UPRR," noted at far left along the river, refers to the spot where the Union Pacific began its long journey to connect with the Central Pacific out of San Francisco. Here also, bridges over the Missouri River would connect the UP with the Chicago and North Western, and two other railroads—thus linking the nation by rail for the first time. Consulting Engineer Silas Seymour was a favorite of UP President Thomas Durant. The UP's Chief Engineer General Grenville Dodge called Seymour "the worst sneak I think I ever met" since Seymour was constantly second-guessing Dodge and reporting back to Durant.

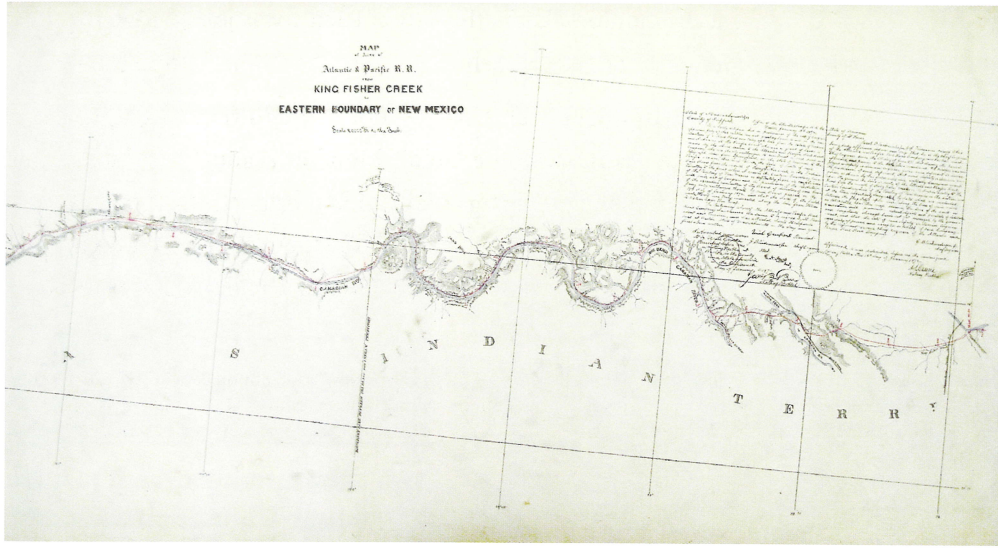
PBS Television website *American Experience* "Transcontinental Railroad," *op. cit.*

Atlantic and Pacific Railroad Company

The Atlantic and Pacific Railroad Company* was chartered by the U.S. Congress in 1866 as a transcontinental railroad to connect Springfield, Missouri, and Van Buren, Arkansas, with California. General John C. Frémont, politician and former explorer, was one of its chief officers and shareholders. He personally understood the advantages of a southern transcontinental route, but the problem was which southern route. Almost from the beginning, the A&P had difficulties with litigation and the opposition of settlers, Indians, and the rival Atchison, Topeka & Santa Fe Railroad as construction on the A&P moved west from Springfield roughly along the 35th Parallel of North Latitude into Indian Territory. Suffering heavily from the nationwide financial panic of 1873, the A&P went into foreclosure, and it was bought by the St. Louis & San Francisco (or Frisco) Railway in 1876.

*It should not be confused with an older Atlantic and Pacific Railroad chartered in New York in 1852.

F. Stanley, *Story of the Texas Panhandle Railroads* (Borger, Texas: Hess Publishing Company, 1976), pp. 358-363; *Wikipedia*, s.v. "Atlantic and Pacific Railroad," http://en.wikipedia.org/wiki/Atlantic_and_Pacific_Railroad, accessed 4/22/2010.



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55.

Jacob Blickensderfer, Jr. (ca. 1817-1899), et al.

Map of Line of Atlantic & Pacific R. R. from Kingfisher Creek to Eastern Boundary of New Mexico

Black, red, and blue ink with blue crayon on waxed linen, 71 x 223 cm., 1872

This manuscript map shows the projected line of the A&P Railroad as surveyed between February 24 and May 12, 1871, in the Texas panhandle. The route ran from Kingfisher Creek along the Canadian River in Indian Territory (present Oklahoma) into Texas near Canadian in Hemphill County then climbed the edge of the Llano Estacado and thence to the New Mexico state line. This route also roughly followed old trails used by Santa Fe trader Josiah Gregg, U.S. Army expeditions under Gregg, Marcy, Simpson, Abert, and Peck, as well as Whipple's railroad survey expedition along the 35th Parallel. Beale's wagon road also followed Whipple's route, hence a reference on the map to "Beale's Route to Gallinas River."

Several important landmarks appear on the map including "Antelope Hills," the ruins of an old trading post known as "Adobe Walls," and a "Kiowa's Camp." These sites already had connections with recent battles in the Indian Wars, and hostilities were ongoing. Despite the obvious dangers of surveying in such a contested area, the map's probable creator, A&P chief engineer Jacob Blickensderfer, Jr., from Tuscarawas County, Ohio, had a long career, working with the Oregon Short Line, the Atlantic and Pacific, and later the Union Pacific.

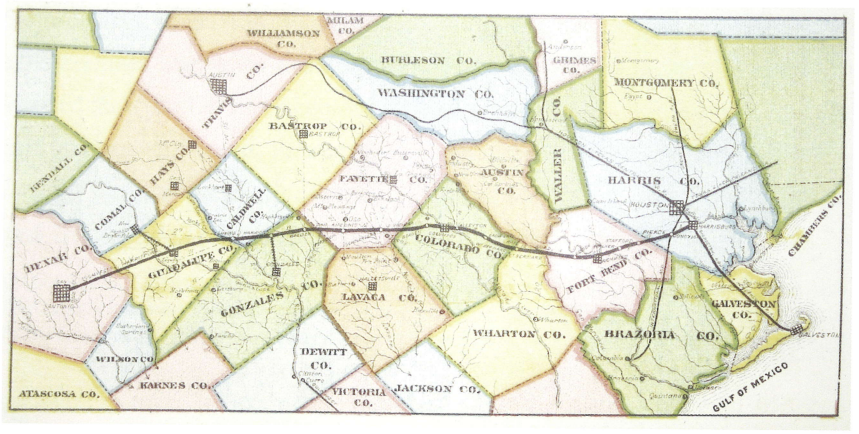
On the expeditions see William Goetzmann, *Army Exploration in the American West*, pp. 123-127, 287-289, 321-322. Also see Bob Rea, in *Oklahoma Historical Society's Encyclopedia of Oklahoma History & Culture Online*, s.v. "Antelope Hills, Battle of the," http://digital.library.okstate.edu/encyclopedia/entries/A/AN008.html, accessed 5/9/2010; *Handbook of Texas Online*, s.v. "Adobe Walls," "Adobe Walls, First Battle of" and "Adobe Walls, Second Battle of"

For Blickensderfer see 1880 U.S. Census, T9, Roll 1072, p. 394, lists Jacob Blickensderfer, 63-year-old civil engineer, in Tuscarawas County, Ohio, Also see obituary in Salt Lake Daily Tribune, March 7, 1899, referenced in http://utahrails.net/newspapers/newspapers-osl.php, accessed 4/22/2010.

Galveston, Harrisburg & San Antonio Railway Company

Chartered in 1850 as the Buffalo Bayou, Brazos, and Colorado Railway Company, it was the first operating railroad in Texas. It had eighty miles of track between Harrisburg and Alleyton and more under construction when the outbreak of the American Civil War halted its progress. By 1867 it extended to Columbus, and in 1870, under new ownership, it received a new charter and the name Galveston, Harrisburg & San Antonio Railway Company. Construction reached Schulenburg by 1874 and San Antonio in 1877. By 1874 the company was calling it "The Sunset Route." By 1878 the company reached an agreement with the California-based Southern Pacific, which was extending itself through subsidiary companies through Arizona and New Mexico. The GH&SA would continue building west, while SP construction headed east. The two lines met just west of the Pecos River in west Texas in 1883. Meanwhile, the GH&SA continued to acquire more lines. Between 1885 and 1889 it was leased to the Southern Pacific, but afterwards again operated under its own organization until 1927 when it was leased to the Texas & New Orleans Railroad Company. In 1961 it merged into the Southern Pacific.

George C. Werner, in *Handbook of Texas Online*, s.v. "Galveston, Harrisburg & San Antonio Railway," http://www.tshaonline.org/handbook/online/articles/GG/eqg6.html, accessed 4/30/2010; Texas Transportation Museum, s.v. "Galveston, Harrisburg & San Antonio Railway, http://www.txtransportationmuseum.org/Sunset.htm, accessed 4/30/2010.



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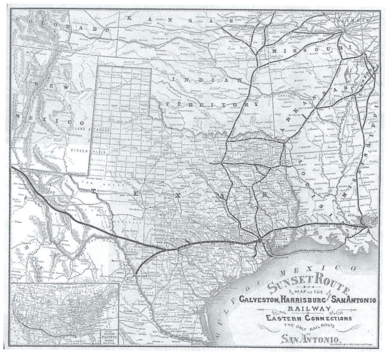


57

56.

M. Whilldin

A Description of Western Texas [Galveston, Harrisburg and San Antonio R. R. Immigrants Guide to Western Texas]

(Galveston, Texas: Galveston, Harrisburg & San Antonio Railway Company, printed at "The News" Steam Book & Job Office, 1876). 19 x 12 cm.

M. Whilldin's well-illustrated Immigrants' Guide contains a colorful chromolithographed county map of central Texas indicating the "Sun Set Route" of the GH&SA Railway and several delightful lithographs of picturesque cities, towns, bridges, and landscapes along the route.

57.

Rand, McNally & Co., Chicago

Sunset Route Map of the Galveston, Harrisburg & San Antonio Railway and Its Eastern Connections – The Only Rail Route to San Antonio.

Cerograph, 40 x 43.5 cm., by Rand, McNally & Co., Chicago (Galveston, Harrisburg & San Antonio Railway, ca. 1881)

This GH&SA Railway map of Texas probably dates from ca. 1881 when Collis P. Huntington's Southern Pacific Railroad had acquired control of this new and still unfinished transcontinental route. The map shows the GH&SA Railway company's relationship with the Southern Pacfic Railroad system for which there is an inset showing "the True Southern Pacific Railway Route" between New Orleans, San Diego, and San Francisco. By means of heavy and reticulated lines, the mapmaker(s) indicated completed and unfinished or projected portions of the GH&SA and its affiliates such as the Texas & New Orleans and Morgan's Steamship Line, while de-emphasizing or omitting altogether railroad lines of competitors.

Southern Pacific Railroad

The Southern Pacific Railroad, chartered in California in 1865 to build a railroad between San Francisco and San Diego, was purchased in 1868 by the group of California railroad investors known as "the Big Four"—Leland Stanford, Collis P. Huntington, Charles Crocker, and Mark Hopkins—who merged it with their Central Pacific in 1870. By 1877 the S. P. stretched eastward into Arizona. By 1878 Huntington also had heavy investments in the Texas-based Galveston, Harrisburg & San Antonio Railway and the Texas and New Orleans Railroad. By 1881 the SP had reached El Paso and had control of both these railroads, the Louisiana Western Railroad Extension Company, and Morgan's Louisiana and Texas Railroad and Steamship Company. In 1883 the Southern Pacific and its affiliates completed yet another transcontinental route in 1883, when the construction crews of the GH&SA and the SP met just west of the Pecos River. By 1900 the Southern Pacific and its affiliates owned more miles of track than any other line in Texas.

See Richard Orsi, *Sunset Limited: The Southern Pacific Railroad and the Development of the American West, 1850-1930* (Berkeley: University of California Press, 2005); Anne Peterson, *The Southern Pacific Railroad: The Road of a Thousand Wonders* (Dallas: DeGolyer Library, SMU, 2005).

58.

G. W. & G. B. Colton

Map Showing the Line of the True Southern Pacific Railway and the Short Link necessary for its Completion.

Color cerograph (color lithograph), 22.5 x 61.5 cm. (New York, ca. 1881)

58

59.

G. W. & C. B. Colton(?)

Map of the Northern Pacific RR. Its connections and Tributary Country

Color cerograph, 20.5 x 68.5 cm., (Northern Pacific Rail Railway Company, ca. 1881).

60.

Woodward, Tiernan & Hale, et al.

Gulf, Colorado and Santa Fe Railway and Connections.

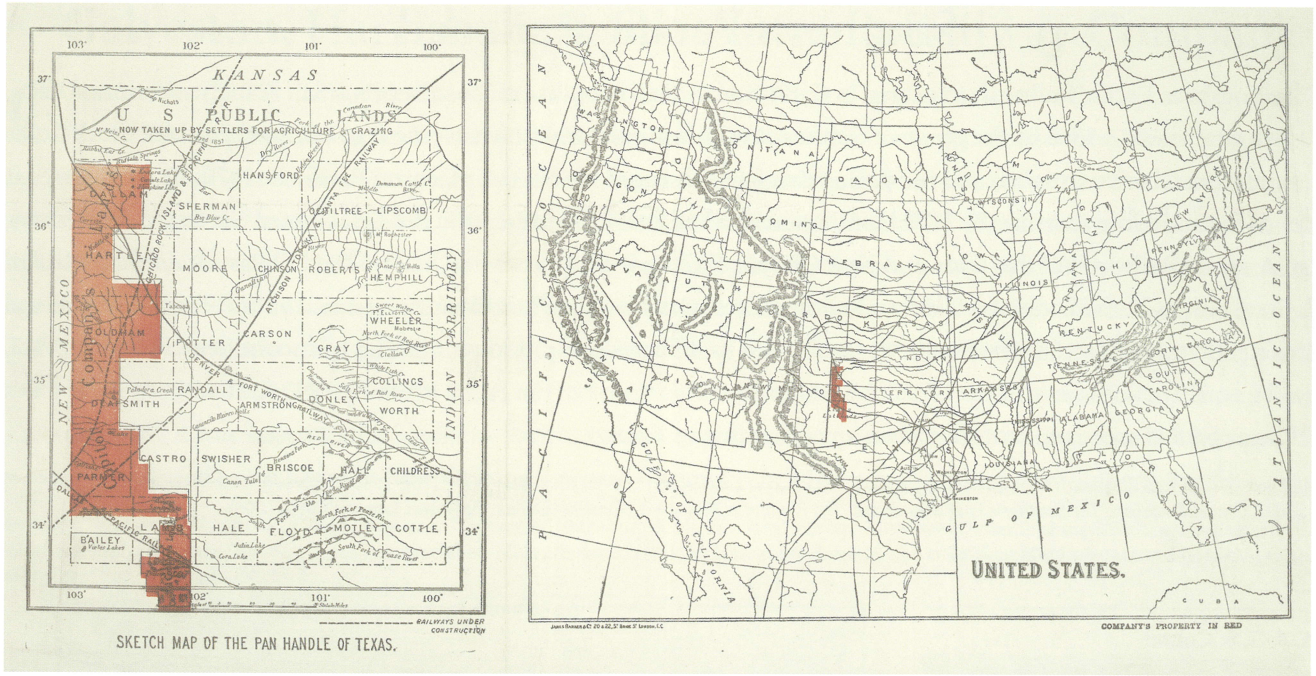
The "Texas Midland Route."

Color cerograph (chromolithograph), 47 x 51.5 cm., folds to brochure, 19 x 9.5 cm., printed by Woodward, Tiernan & Hale, St. Louis (Galveston, Texas: Gulf, Colorado and Santa Fe Railway, ca. 1880).

Gulf, Colorado and Santa Fe Railway

Chartered in 1873, the Gulf, Colorado and Santa Fe Railway Company had its headquarters in Galveston where much of its funding originated. The impetus for the railroad grew from the rivalry between Houston and Galveston, which at the time was still Texas' largest port. Begun in 1875, the railroad built west, northwest from Galveston with the intention of bypassing Houston and the towns along the Houston and Texas Central Railway. It reached Arcola in 1877, Richmond in 1879, and north to Fort Worth in 1881. An additional line heading west through Belton reached Lampasas in 1882. In 1886 the Atchison, Topeka, and the Santa Fe Railroad Company purchased the GC&SF but the latter continued to operate as a separate organization until 1965.

George C. Werner, in *Handbook of Texas Online*, s.v. "Gulf, Colorado and Santa Fe Railway," http://www.tshaonline.org/handbook/online/articles/GG/eqg25_print.html, accessed 5/3/2010.



61

61.

Capitol Freehold Land and Investment Company, Ltd.

Sketch Map of the Pan Handle of Texas (London: James Barker & Co., ca. 1885).

Color lithograph, 20 x 16 cm.
Gift of Lewis & Virginia Buttery

This promotional map of the XIT Ranch probably came from a bond prospectus for the Capitol Freehold Land and Investment Company, Ltd. The map shows two railroads as completed (the Atchison, Topeka & Santa Fe Railway and the Fort Worth & Denver Railway) although their actual routes are not accurately shown. Their intersection as seen here would place the later town of Amarillo in Randall rather than Potter County, as it is today. The other railways shown under construction (Chicago, Rock Island & Pacific Rail Road and the Dallas & Pacific Railway) were also not actually built as shown. It is interesting to note that in 1907 the area at the top of the map labeled "U S Public Lands Now Taken Up by Settlers for Agriculture & Grazing" became the panhandle for the new state of Oklahoma.

Lewis M. Buttery, *The XIT Ranch Map of 1885* (Lampasas, Texas: Old Maps of the Southwest, 1986).

Capitol Freehold Land and Investment Co., Ltd.

Incorporated in London in 1884, this British investment company raised money to stock the famous XIT Ranch which, at the time, was the biggest in Texas. The ranch covered some three million acres of land in the Texas panhandle, encompassing all or portions of Dallam, Hartley, Oldham, Deaf Smith, Parmer, Castro, Bailey, Lamb, Cochran, and Hockley counties. Two years before, the Texas state government, in need of money to pay for the construction of the new state capitol building, had given the land as payment to the Chicago-based "Capitol Syndicate." The syndicate had established the XIT Ranch to make use of the land until they could sell it. At its peak the ranch stocked some 150,000 head of longhorn cattle, and it employed approximately 150 cowboys who rode 1,000 horses. By the late 1890s the syndicate began to sell the land off, and in 1909 British investors received their bonds in full. Although there had been an unexpected rise in the cost of the capitol building construction, land value had also risen.

H. Allen Anderson, in *Handbook of Texas Online*, s.v. "XIT Ranch," http://www.tshaonline.org/handbook/online/articles/XX/apx1.html, accessed 12/31/2008; *Handbook of Texas Online*, s.v. "Capitol Freehold Land and Investment Company," http://www.tshaonline.org/handbook/online/articles/CC/djc1.html, accessed 12/31/2008. See also J. Evetts Haley, *The XIT Ranch of Texas, and the Early Days of the Llano Estacado* (Norman: University of Oklahoma Press, 1967, first published in 1953); Lewis Nordyke, *Cattle Empire, the Fabulous Story of the 3,000,000 Acre XIT* (New York: W. Morrow, 1949).

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