



The Neatline

A Newsletter of the Texas Map Society

Volume I • Number 1 • February 1998

First Issue

The Neatline

Various members have asked—some more insistently than others—when we were going to publish a newsletter. Here, then, is the first issue. We want to use the newsletter primarily to give members news of upcoming events, as well as an account of recent events that they may have missed, or may want to recall. In general, we shall try to offer summaries of papers, though if participants want to offer us longer pieces, that will be fine. It will also be much appreciated if members who have items that they want to share will send them to us for possible publication.

As far as the institutional life of the Society is concerned, we shall also give news of elections, financial reports and so forth. In fact, at the end of this first number you will find a summary of our financial situation, which is healthy. Some other Map Societies have undertaken projects such as modest publications; we should eventually be happy to receive suggestions about that, and indeed about anything likely to encourage the aims of our Society.

—David Buisseret
Secretary/Treasurer



America Settentrionale, 1688, by Vincenzo Maria Coronelli, from Special Collections Division of The University of Texas at Arlington Libraries

Texas Map Society Meeting

Saturday April 25, 1998 • Austin

Proposed Program

9 am

Stephen F. Austin's Maps of Texas presented by Robert Martin

10 am

Round-table discussion on historic maps of the Texas coast with Jack Jackson and Robert Weddle

11 am

Preservation and Conservation of Cartographic Materials presented by the Harry Ransom Center staff

12 noon - 1:30 pm

Lunch and brief business meeting

1:30 - 4:30 pm

Concurrent tours of the General Land Office and the Texas State Library Collections

Presentations and Speakers

TMS Meeting - November 7-8, 1997 held jointly with the "Charting the Earth and Seas" Conference at UTA

Robert French

French and Associates (Nashville)

On-Board Navigation Systems for Vehicles

French took us back to the worlds of classical Europe and ancient China for the first examples of odometers. He had himself entered the field in 1969, when trying to design a computer-controlled system for delivering newspapers automatically, and he described some of the technologies tried before that in this century, including the map of 1910 on a dial driven by the odometer cable, and the 1945 jeep with a compass and odometer linked to an early computer. Most recent systems use a combination of some type of maplike visual aid, together with audible instructions, for the use of full-blown maps has the disadvantage of distracting the motorist from the road. Many such systems are now available, and the future will no doubt bring a variety of "real time" systems able to identify sources of delay and advise the driver about the best possible route.

Ralph Ehrenberg

Chief of the Division of Geography and Maps at the Library of Congress

Aerial Navigation from the 1920s to about 1940

This period saw the transition from "map and landmark (lettered buildings)" flying of the 1920s to early strip maps and aerial photographs. Most of these navigation aids proved unsatisfactory, with failings such as being too large in scale or failing to

delineate the objects most conspicuous from the air. Around 1930, a new generation of much more satisfactory maps emerged, under the aegis of the Coast and Geodetic Survey; these had been exhaustively subjected to the critiques of pilots, and took into account not only which features were most conspicuous, but also how these features might best be represented (e.g. in what colors) on the map. These paper maps survived in much the same form until the coming of electronic devices in the 1970s, and such maps are often required today as backup for virtual imagery.

Captain Stephen Ford

Texas Maritime College at Galveston

Electronic Chart Displays (ECDIS)

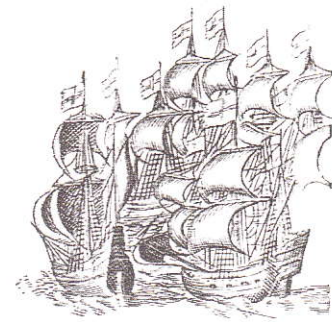
While serving on a variety of ships at various levels, including that of captain, Ford had been a leader in the development of ECDIS. He explained the historical origins of this type of chart, going back to 1973, and argued that this type of display needed to be brought into service as rapidly as possible, to replace paper charts which are in many instances based on surveys over 50 years old. The eventual aim would be to cover the globe with "smart charts," able to show, for instance, water depths and temporary hazards in real time; as Captain Ford put it, we should then be "approaching the replication of reality," something that is necessary so that such a "management information system" can enable captains to make crucial decisions in timely fashion.

Ron Tyler

Director of the Texas State Historical Association

Bird's-eye Views of Texas Towns and Cities

Between 1860 and 1914, 67 such views were published, showing 47 cities; curiously, Denison was most often portrayed. The artists were also entrepreneurs and businessmen, part of a long tradition going back to the early eighteenth century. The speaker analyzed views of Eagle Pass, McKinney and Galveston, concluding that they were on the whole remarkably



accurate. He explained that he has been studying these views in preparation for an exhibition at the Amon Carter Museum, to be accompanied by a book.

Ben Huseman

Curator of the Amon Carter Museum

Topographical Sketches Produced by Henry Warre (1819-1898)

Warre was a British officer, probably trained in such work at Woolwich, who travelled extensively in North America during the 1840s, when the British Government was seeking intelligence about the disputed Oregon Territory. After working in North America, he travelled to such places as the Crimea and New Zealand, sketching all the way. His work survives in several North American repositories, and the Amon Carter Museum has recently acquired 17 of his sketches, around which the speaker is in the process of organizing an exhibition.

Larry Francell

Former UTA student

Klondike Gold Rush of 1897-8

Francell's talk was based on the USGS map and other material assembled by his great-grandfather, who participated in the Klondike Gold Rush of 1897-8. This gold rush was unusual in that it took place in a very remote place, reached through very inhospitable territory, and yet was relatively orderly thanks to the presence of the Royal Canadian Mounted Police. The speaker's ancestor returned with some very interesting photographs, and of course with the USGS map that he had used to reach the fields - where he failed to make his fortune.



Gerald Saxon

Associate Director of Special Collections,
Branch Libraries and Programs for the
UTA Libraries

Texas Map Collections

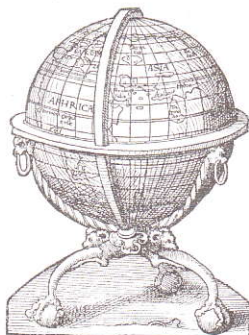
Saxon analyzed five Texas map collections that he had recently visited, explaining how easy or difficult it was to work in them, and what kinds of material they contain. These collections (UT Austin Center for American History, Texas State Library, the Texas Collection at Baylor University, the San Jacinto Museum of History and the Rosenberg Library's Galveston and Texas History Center) ranged in size from 200 maps to 35,000, but all contained much material of interest to students of Texas history and cartography.

Richard Francaviglia

UTA Professor of History and Director of the
Center for Greater Southwestern Studies and
the History of Cartography

Texas Maritime History

In Francaviglia's talk on this neglected subject, he focussed on the changing relationship between the waters of Texas and its peoples from 1500 to 1900. These four centuries witnessed the transition of maritime technology from the early dugouts of the native Americans through the sailing vessels of European powers, and the arrival of steam power that revolutionized transportation on the waters of Texas in the nineteenth century. To demonstrate these changes, Francaviglia called upon numerous maps and nautical charts, beginning with the famous Pineda chart of 1519 and many Spanish, French, and Anglo-American maps. He also showed numerous nautical charts of ports that developed during this period. Much of this material will be found in Francaviglia's recently-published book entitled *From Sail to Steam: Four Centuries of Texas Maritime History, 1500 - 1900*. (Austin: the University of Texas Press, 1998).



Lewis Armstrong

Abilene Christian University

The Web of Historical Cartography

Armstrong used a computer terminal to call up maps from some of the Internet sites listed below:

Atlas of the Greek and Roman World (Classical Atlas Project)

http://www.unc.edu/depts/cl_atlas/

Cartographic Images (Jim Seibold) Ancient through Renaissance

(most highly recommended)

<http://www.iag.net/~jsiebold/carto.html>

Globe Room (Museo Della Specola, Bologna)

<http://boas3.bo.astro.it/dip/Museum/MuseumGlobe.html>

History of Cartography Project

<http://feature.geography.wisc.edu/histcart/>

Out of This World: The Golden Age of the Celestial Atlas *(Linda Hall Library)*

<http://www.lhl.lob.mo.us/pubserv/hos/stars/welcome.htm>

Oxford University, Bodleian Library - Historic Maps

<http://www.rsl.ox.ac.uk/nnj/mapcase.htm>

University of Minnesota James Ford Bell Library - Historical Map Collection

<http://www.bell.lib.umn.edu/hist.html>

Civil War Maps (U.S.)

Texas Historical Maps (Zipped files) (TSLAC)

University of Georgia Hargrett Library - Historical Maps

(extensive online historical map collection)

<http://www.libs.uga.edu/darchive/hargrett/maps/maps.html>

Blaeu's 1652 Dutch Atlas

<http://grid.let.rug.nl/~welling/maps/blaeu.html>

Brabant Historical Maps

<http://www.tue.nl/aegce/brabant/map.html>

Dutch Cartographers - Historic Maps

<http://grid.let.rug.nl/~welling/maps/maps.html>

Medieval Maps of Great Britain

<http://www1.pitt.edu/~medart/menuengl/mainmaps.html>

OSSHE Historical and Cultural Atlas Resource *(Requires Shockwave Plug-In)*

<http://www1.pitt.edu/~medart/menuengl/mainmaps.html>

Paris, France - Historical Maps

gopher://gutentag.cc.columbia.edu/11/fun/pictures/art-history

Perseus Atlas Project - Ancient Greece

<http://www1.pitt.edu/~medart/menuengl/mainmaps.html>

Beirut Historical Maps *(Michael Davie)*

<http://almashriq.hiof.no/levanon/900/930/930.1/beirut/reconstruction/davie/Davie-text.html>

Islamic History Maps

<http://ccat.sas.upenn.edu/~rs143/map.html>

Jerusalem Historic Maps *(Jerusalem Mosaic)*

<http://www1.huji.ac.il/jeru/maps.html>

Jerusalem in Old Maps and Views *(Israel Ministry of Foreign Affairs)*

<http://www.israel.org/mfa/maps.html>

Jerusalem 3000: Three Millennia of History *(University of Southern Maine)*

<http://www.usm.maine.edu/~maps/oml/j3000/>

Mesopotamia, Ancient *(Oriental Institute, Univ. of Chicago)*

<http://www-oi.uchicago.edu/OI/PROJ/NIP/PUB93/NSC/NSCFI.html>

About *The Neatline*: named after the fine line that is often used to border maps, *The Neatline* is published on occasion by the Texas Map Society, in cooperation with The University of Texas at Arlington. For more information contact: Professor David Buisseret, Secretary/Treasurer at Texas Map Society, Department of History, The University of Texas at Arlington, Box 19529, Arlington, TX 76010-0529. Phone: 817-272-2898

First Biennial Virginia Garrett Lectures on the History of Cartography
Soldier-Engineers on the Southwestern Frontier

Program for October 2, 1998

9:00 - 10:00
Registration (coffee/tea)
 10:00 - 10:15
Welcome and Introductions
 Dr. Richard Francaviglia
 Director, Center for Greater Southwestern Studies -UTA
 10:15 - 11:15
"Spanish Military Engineers in the New World Before 1750"
 Dr. David Buisseret
 Jenkins and Virginia Garrett Endowed Chair - UTA
 11:15 - 12:15
"Spanish Maritime Charting of the Gulf of Mexico and the California Coast"
 Dr. W. Michael Mathes
 Plainview, Texas
 12:15 - 1:30
Lunch (provided)
 1:30 - 2:30
"Spanish Colonial Mapping in the Northern Borderlands After 1750"
 Dr. Dennis Reinhartz - Department of History - UTA
 2:30 - 3:30
"Trabajos Desconocidos, Ingenieros Olvidados: Unknown Works and Forgotten Engineers of the Mexican Boundary Commission"
 Dr. Paula Rebert
 Northern Illinois University

3:30 - 3:45
Break (cold drinks, coffee, cookies)
 3:45 - 4:45
"Henry Washington Benham: A U.S. Army Engineer During the Mexican War"
 Dr. Gerald Saxon
 Associate Director of Libraries - UTA
 4:45
End of afternoon session
 6:00 - 6:45
Wine and Cheese Reception
 6:45 - 7:45
Dinner (provided)
 7:45 - 8:45
"United States Army Military Mapping of the American Southwest During the 19th Century"
 Dr. Ralph Ehrenberg
 Chief, Map Division, Library of Congress
 Washington, D.C.
 8:45 - 9:30
Tour of Exhibition

For further information contact:
 817-272-3393

Papers given at TMS Meetings

November 23, 1996

Robert S. Martin
"Contours of Texas Cartography; Explorers, Empresarios and Entrepreneurs"
 Marty Davis
"Confessions of a Mold Eater by an Eclectic Cartographic Collector"
 Lewis Buttery
"A Mystery Map of Texas"
 David Buisseret
"New Directions in the History of Cartography"
 Kit Goodwin
"Do Not Fold, Spindle or Mutilate: What Every Owner Needs to Know About Preserving Old Maps"

April 12, 1997

Dennis Reinhartz
"Braggadocio and Other Texas Map Postcards"
 Ralph Ehrenberg
"Looking Towards the 21st Century: New Services of the Geography and Maps Division, Library of Congress"
 Paul Gervais Bell
"Cartographic Confessions"
 Kit Goodwin
"Kit's Kartographic Korner: Special Maps from Members' Collections"

1997 Society's Financial Report

Receipts from dues, fees and interest	\$4,899.64
Expenses:	
Postage	635.25
Xerox and printing	146.63
Events	922.25
Balance at bank	3195.51

There may be one or two debts still to be paid from the November meeting, and the cost of the newsletter and a proposed solicitation mailing will increase the postage and printing costs this year. However, fees for 1998 have been coming in well, so our financial situation is rosy.

Feature Map

We should like in each issue of *The Neatline* to feature a map that appeals to one of our members, and you are invited to submit such maps to the editor, preferably in the shape of a glossy black and white 8 x 10 print, with a short commentary. To initiate the series is one of the editor's favorite maps.

FEATURE MAP

Published in Paris in 1632, the map to the right shows the "postes qui traversent la France," or the routes then taken by the French mail service, each dot representing a stage on the highways. As well as showing these routes, the map is also a sort of X-ray of royal power in France at the time. Notice how strongly the routes center on Paris, up by the vulnerable northeastern frontier, with subsidiary centers at Lyons, near Switzerland, and at Bordeaux, in the southwest. The routes go across the Alps into Italy, and across the northeastern frontier up to Brussels, as well as eastwards to Basel and Geneva. At this time, whole areas of the country largely escaped royal administration; note the huge blank area for Brittany, the peninsula jutting out westwards into the "Grand mer Oceanne."

