



'The Kingdom of Ireland' by John Speed, from the 'Theatre of Empire', first published in 1611

Purpose and Portrayal

Early Irish Maps and Mapping

Maps show and describe the shape of our world. They are products of reason, technology and invention, powered by artistry and ambition. They aid and abet travel and exchange; confer and confirm ownership and status; and promote and encourage knowledge and curiosity. This exhibition draws on the Ulster museum's rich collection of historic maps to explore how the shape and definition of Ireland has been refined and represented over the centuries.

Maps are very old. As a land outpost on the Atlantic coast, Ireland was historically well known to people from other parts of the western world, who included it in their world view according to perspective, need and ability. While it was not formally mapped for publication by Irish cartographers and surveyors until the eighteenth century, it had been extensively plotted by outsiders for a variety of purposes since at least the mid-sixteenth century. This was a time of growth and refinement for cartography, when rapid cultural, commercial and technological developments were making portrayals of place and destination available and desirable to ever-growing audiences.

Maps labels.

1. Tabula Evropeae Prima, Claudius Ptolomy, published Mazini (Italy) c.1597

This is the earliest known recognisable map of Ireland. Drawn from coordinates established by the Greek philosopher and mathematician Claudius Ptolomy, it represents points recorded over time and fixed at roughly 100AD. It shows how familiar Mediterranean people of that time were with Irish kingdoms, coastal features and principal places. Ptolomy's great work 'Geography' was translated into Latin in the early 15th century and the map of the British Isles derived from it was first published in 1478.

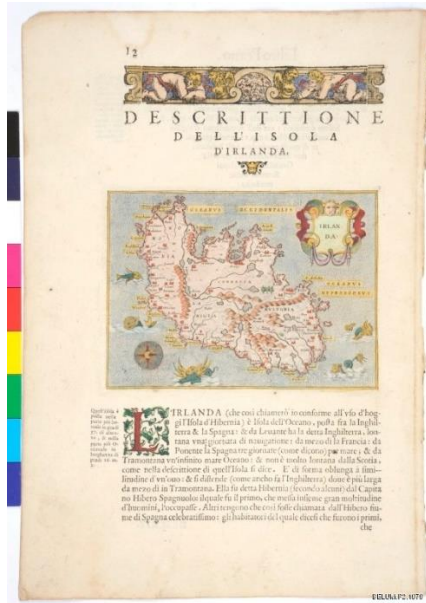
Size 1 x: Imperial



2. D'Irlandia by Tomaso Porchacci, p.12 of 'Lisola piu famoe del monde' (the most famous islands in the world', engraved by Giramo Porro and first published in Venice in 1572.

This map of Ireland is from the 1604 edition of Porchacci's ground breaking work.

Size: 1 x Royal



3. Hiberniae Britannic Insulae Nova Descriptio Eryn Irlandt, Abraham Ortelius, 1573

Abraham Ortelius's 'Theatrum Orbis Terrarum' was first published in 1570 and then almost every year until 1612. In all over fifty editions of the volume were produced, a run which indicates the enthusiasm with which Europe greeted what was essentially the world's first published atlas. The work was widely used and it is thought that the misrepresentation of the north and northwest coasts of Ireland may have contributed to the running aground there in 1588 of ships from the Spanish Armada.

Size: 1 x Imperial



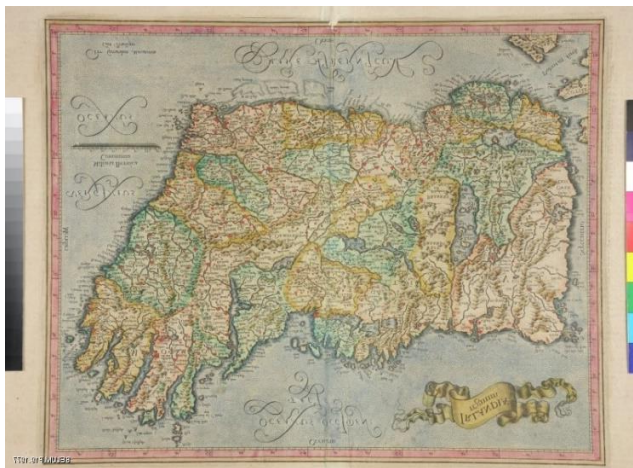
4. North Ireland, from Atlas Sive Cosmographicae Mediatones de Fabrica Mundi, Gerard Mercator, first published 1595 (Latin text)

Irelandia Regnum, from Atlas Sive Cosmographica Mediatones de Fabrica Mundi, Gerard Mercator, first published 1595 (French text)

Gerard Mercator was the first cartographer to use the word 'atlas' to describe a collection of maps. His first complete atlas, the 'Atlas Sive Cosmographicae Mediatones de Fabrica Mundi' was published posthumously in all its parts in 1595 and contained what is recognised as the most accurate map of Ireland as a single entity since the first such representation appeared in the 1560s. The maps here derived from the 1619 French text edition, and a Latin text edition, possibly published in 1611.

In all Mercator's 'Atlas' contained five maps of Ireland, the two displayed here and three others covering the southern half of the country, east Ulster and the Barony of Idrone in Co. Carlow. Mercator's Irish maps continued to be published until 1642, the plates having been sold to Jodocus Hondius of Amsterdam in 1604.

Size: 1 x Imperial
1 x Atlas



(the above image is upside down)



5. Hiberniae, Camden and Hole, 1607

William Camden was encouraged by Abraham Ortelius to write 'Britannia', a topographical and historical survey of Britain and Ireland which he began in 1577 and published in 1586. The work was hugely popular and had reached seven editions by 1607. The 1607 edition included for the first time a series of maps engraved by William Hole. The Irish map he prepared is a more accurate copy of Mercator's 1595 map of Ireland.

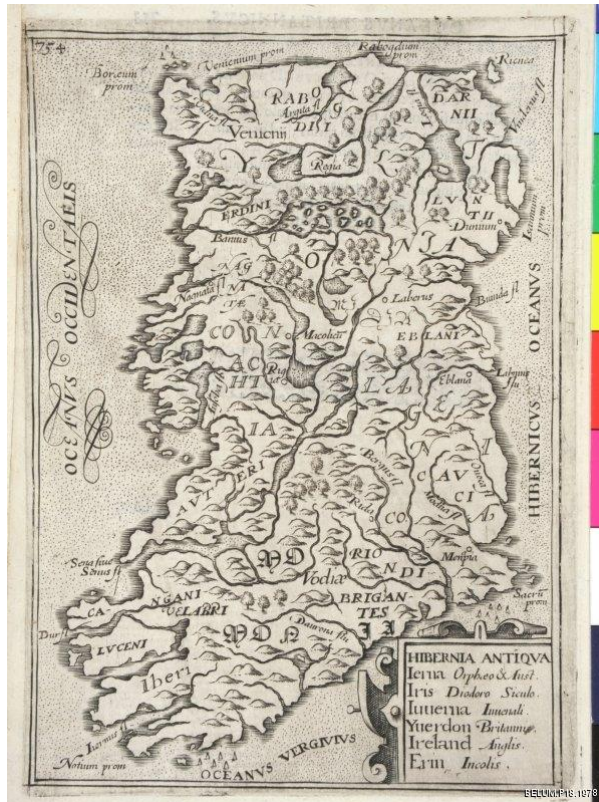
Size: 1 x Imperial



6. Hibernia Antiqua, Rogers, 1607

William Rogers was reputed to be the first English copperplate engraver. He prepared the maps for William Hole to engrave for William Camden's 'Britannica'. There are clear similarities between this map and the Camden/Hole map in terms of the names ascribed to Ireland in the title plates and it is believed that the two were issued as companion pieces.

Size: 1 x Royal



7. The Invasion of England and Ireland with all their civil wars since the Conquest, John Speed, published Thomas Bassett and Richard Chiswell, London, 1676

John Speed was a tailor from Cornwall who was supported in his historical research by Sir Fulk Grenville and eventually won a royal stipend from Elizabeth 1 to pursue his interests. His 'Battle' map, first published in 1627 and based on a manuscript drawn by him in 1601, indicates that he saw the military histories of England and Ireland to be intertwined. He largely ignored Scotland, a perspective continued in his seminal work 'The Theatre of Empire' in which Scotland has but one map and Ireland ten, including the inset plans of towns and forts.

Size: 1 x Imperial



8. Speed's Ireland and the Provinces, from 'The Theatre of Empire', engraved by Jodocus Hondius, published by Bassett and Chiswell, London, 1676.

In 1611-1612 John Speed published 'The Theatre of Empire', the first printed atlas of the British Isles. It was designed to accompany his 'History of Great Britain', and to underpin the communication of his historical interests and message. Speed intended his maps to be a celebration of the stability of the Tudor and Stuart Crowns, with the map of great Britain and Ireland representing the political unification of the British Isles under one crown with the accession of James 1 in 1601.

Size: 5 x Imperial

9. Compare Speed's maps of Ireland – what do you notice?

There is a marked difference in the outlines of Ireland Speed used in his 'Invasions' map and that which he produced for his 'Theatre'. It has been suggested that this is because 'thematic' maps such as 'Invasions' do not have to be strictly correct, so Speed felt able to choose any outline for Ireland which was already in print. His research for his 'Theatre' was cartographically more thorough and the results much more up to date. His map of Ulster especially benefitted from the inclusion of a manuscript survey of the region produced by Francis Jobson as part of the campaign to pacify its heartland by the ennoblement of Hugh O'Neill in 1587.





10. The Kingdom of Ireland and its Provinces, engraved by Peter van de Keere from 1599, published by George Humble, 1627

Peter van de Keere was born in Ghent and moved to England with his family aged thirteen. His sister married the engraver Jodocus Hondius, from whom Keere learned his trade. His map of Ireland from 1592 was published by Hondius and served as a model for later editions of Abraham Ortelius' 'Theatrum' atlas. From 1599 he began a series of forty-four plates of small maps of the British Isles, with the Irish ones based on engravings by Giovanni Boazio. These were published in 1627 by George Humble as a pocket edition of Speed's 'Theatre of Empire', and soon became known as 'miniature Speeds'.

Size: 1 x Imperial







(framed as one)

11. Ireland and its Four Provinces, William Petty, published by William Berry, London, 1689

Sir William Petty came to Ireland in 1652 as physician-general to Oliver Cromwell. In 1654 he secured the contract to survey the country so that those who funded and fought in Cromwell's army might be repaid with land seized from Catholic landowners following the suppression of the 1641 Rebellion. His great 'Down' survey – so-called because the results were to be set 'down' in maps – was completed in 1656 but for reasons unknown the maps which were to accompany it remained unpublished for a further thirty years.

Size: 5 x Outside





12. The World's First Land Survey on a National Scale

The Down survey was never intended to cover the whole of Ireland, only the 8,400,000 acres held by Catholics at the outbreak of the Rebellion which were subject to confiscation. Areas not included were ignored, so the maps are punctuated by empty spaces.

Petty employed a staff of a thousand, many drawn from Cromwell's army, to complete his survey in just under a year. The task was arduous and dangerous and several of his employees were murdered by Irish chiefs who identified their presence, rightly, with the loss of their lands.

Petty's work represents the world's first land survey on a national scale. His maps of Ireland and its parts are widely acknowledged as the most accurate and comprehensive to date, and set the standard for the future cartography of the island until the publication in map form of the great Ordnance Survey in 1836.

13. The Barony of Inishowen, by Capt. Thomas Phillips, engraved by Sutton Nicholls, published by P. Lea, 1690

Captain Thomas Phillips was an English military surveyor and engineer who served under Charles II and James II. He conducted a major survey of Irish forts and harbours in 1684-5. This map is based on earlier maps attributed to his work in Ireland, and may have been published to mark the breaking of the Siege of Derry in 1689. It is dedicated to Major General Kirke and Governor George Walker, 'ye one for the Relief and ye one for the Defence'. It includes depictions of these personalities and a cartouche showing ships approaching the city through Lough Foyle.

Size: 1 x Outsize

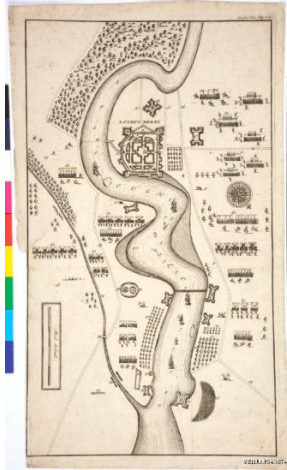


**14. Siege of Derry, German printed map of 1689
Siege of Derry, Dutch printed map of 1689**

The Siege of Derry (18 April – 31 May 1689) was the first major event in the Williamite Wars in Ireland. It ended when the besieging forces of James II were repulsed from the gates of Londonderry, and represented a crucial step towards the eventual victory of William of Orange in a conflict over the succession to the English throne which rocked

Europe and became known as the War of the Three Kings. Print propaganda was a key element in William's armoury, both as a means of influence and a source of information, and maps and illustrations of his campaigns were widely published.

Size: 1 x Imperial

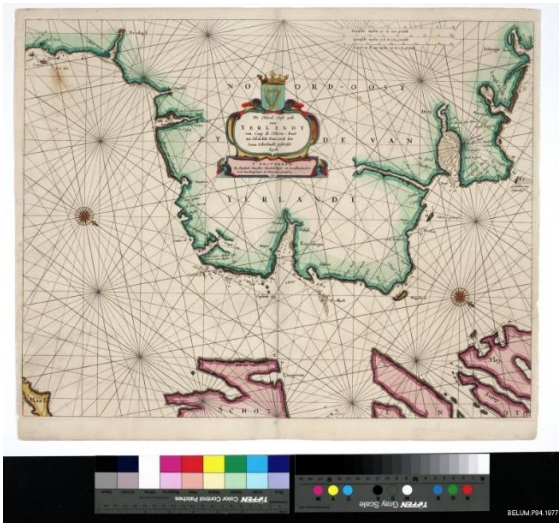


)framed together)

15. Noorde-Oost Zyde van Yerland, from 'Atlas del Mondo o el Mundo Aquado, Henrick Doncker, 1685

Henrick Doncker was a book seller and publisher in Amsterdam in the mid-seventeenth century. As well as charts and pilot books he sold texts on navigation. His sea maps were based on his own original work and respected for their accuracy, with plates regularly updated with the latest discoveries and re-engraved when necessary. His sea atlases were issued in Dutch, English and French editions. This chart is printed with north to the right, and omits the inland body of Strangford Lough.

Size: 1 x Atlas



16. Sea Coast from Dublin to Derry, first published in 'The English Pilot, John Seller, Mount and Davidson, London, 1690.

John Seller was an English compiler, publisher and seller of maps and charts. From 1671 he was hydrographer to King Charles II. He also wrote textbooks on navigation, surveying and sea gunnery as well as nautical almanacs.

The charts from 'The English Pilot' were intended to be used as working documents so accuracy was crucial. Many of the early plates were gathered from Dutch sources, with titles in English substituted for the original. This chart is orientated with north to the right, with a detailed depiction of the approaches through Lough Foyle inset above the garland.

Size: 1 x Outsize

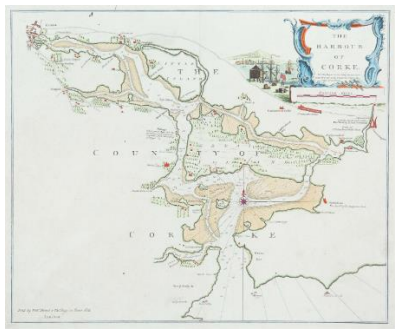


17. The Harbour of Cork, from 'Great Britain's Coasting Pilot', Grenville Collins, first published 1693

Carlingford Lough, from 'Great Britain's Coasting Pilot', Grenville Collins, first published 1693

Captain Grenville Collins served in the British navy and in 1681 was appointed to survey and chart the coasts of Britain and Ireland. The task took seven years and the charts he compiled were first issued collectively as the 'Great Britain's Coasting Pilot' in 1693, and re-issued periodically until 1785. As well as a state of the art aid to navigation, the work stands as a landmark in mapping history as the first complete marine atlas of the British Isles, and the first to be written in English by an Englishman. As well as the maps displayed here, the atlas contained charts of Carrickfergus Lough (now known as Belfast Lough), and Kinsale and Dublin harbours.

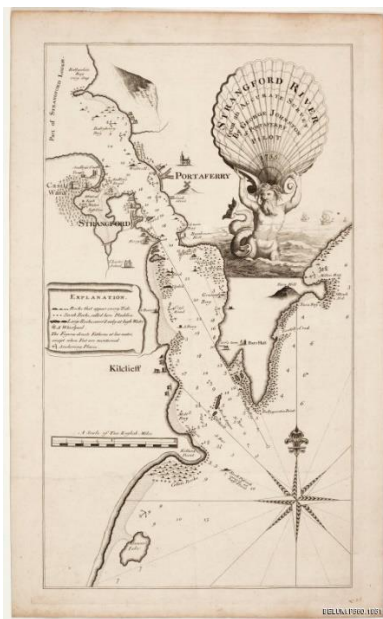
Size: 2 x Atlas



18. Strangford River, by G. Johnston, Portaferry, Pilot, 1755, engraved by John Ridge of Dublin.

Although obviously a man of talent, no other example of Johnston's work has so far been found. His chart was reprinted after his death in 1782 and again in 1839. This is a first edition copy. His cartouche of a sea god holding aloft a shell has apparently been copied from the title page of Grenville Collin's 'Coasting Pilot'.

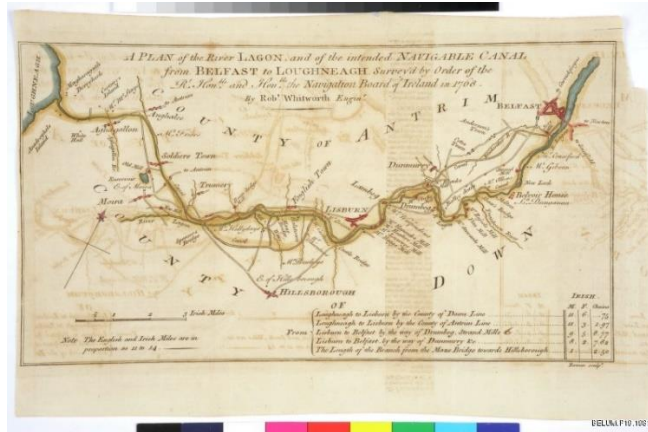
Size: 1 x Imperial



19. Plan of the Proposed Lagan Navigation, Robert Whitworth, engraved by Thomas Bowen, 1768

Yorkshireman Robert Whitworth was one of the leading canal engineers of his generation. As chief surveyor to the famous canal builder James Brindley, he came to Ireland in 1768 to assess the on-going project to make a navigable connection between Lough Neagh and Belfast Lough. He concluded that the river section of the existing canal was not suitable for development and should be replaced by a canal, and that the new extension of the system to Lough Neagh should also take the form of a canal. He estimated the cost of this work at £20,000. Thomas Bowen was an English engraver of charts, son of Emanuel Bowen, mapmaker to George II and Louis XV.

Size: 1 x Royal

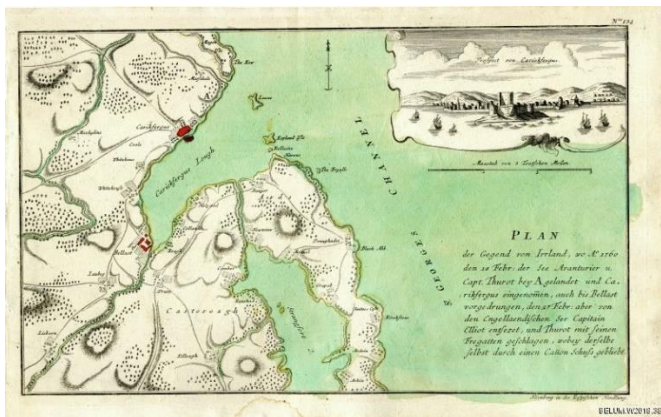
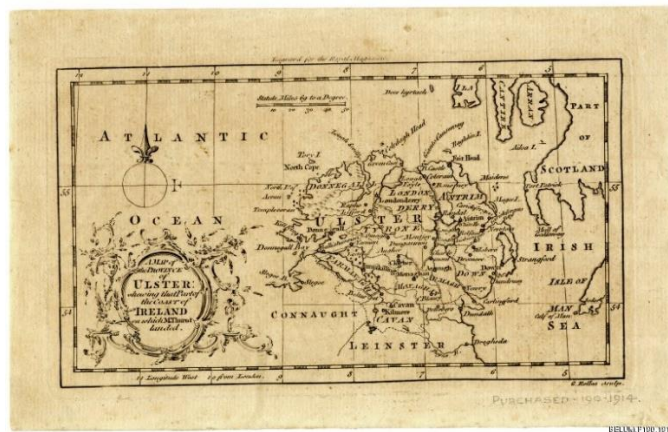
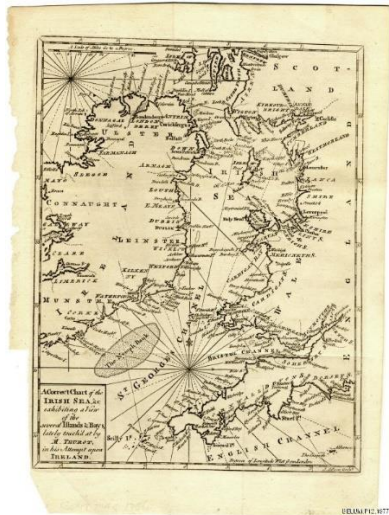


- 20. A Map of the Province of Ulster Showing that Part of the Coast of Ireland on which M. Thurot Landed, engraved by G. Rollas for the Royal magazine, after 1760.**
A Correct Chart of the Irish Sea exhibiting a view of the Several Islands and Bays Lately Touched At by M. Thurot in his Attempt upon Ireland, engraved by John Gibson probably for the Gentleman's Magazine, 1786
The Attack on Carrickfergus Bay by a French Privateer, Gabriel Roches, 1760, published in Raspe's 'Schau Platz des gegenwartien Kreigs' (Plates illustrating the Current Wars)

Captain Francois Thurot was a smuggler in peacetime and a privateer in wartime. During the Seven Years War (1756-1763) he terrorised British shipping; between May and September 1756 he was reputed to have sunk or captured sixty vessels. As these maps indicate, his exploits attracted great attention across Europe and were closely followed.

In 1759 the French were planning to invade south west England and sent Thurot with a fleet to make diversionary raids on Scotland and Ireland. When bad weather split his ships he attacked Carrickfergus Castle which he held for five days and received ransoms and supplies. He left as soon as winds allowed, but the English Navy now knew where he was and dispatched frigates after him. He was found near the Mull of Galloway and killed in the ensuing battle.

Size: 3 x Royal



21. A New and Accurate map of the Kingdom of Ireland made from Actual Surveys, drawn by George Taylor and Andrew Skinner, engraved by Garnet Terry, published 1778.

George Taylor and Andrew Skinner were Scottish surveyors who had already surveyed the roads of Scotland and the Post Road from London to Bath. In 1776 they sought funding from Irish noblemen and gentry to map the roads of Ireland. They succeeded in

raising £2000 which covered their survey costs, the costs of hiring two additional surveyors, and the costs of engraving and printing. Work began in February 1777 and the whole project was completed by the end of the year.

'Maps of the Roads of Ireland Surveyed' was first published in 1777 and comprised 288 pages of indexed strip maps describing road connections, distances between various locations and conversion rates for Irish miles and currency. This was a period when leisure and hobby travel was gaining in popularity and the maps were praised for their accuracy and completeness. This map of Ireland's road network was included as a folded insert.

Size: 1 x Imperial



22. A New Map of Ireland having the features of the Country described in a manner highly expressive, and the distances between towns and stages marked in miles for the Use of travellers, Alexander Taylor, published in Dublin by Alexander Taylor and in London by William Faden, 1793.

Alexander was the brother of George Taylor and came to Ireland to work with him and Andrew Skinner on their survey of roads. He joined the army in 1781 and this map was produced while he was a Lieutenant in the Royal Engineers. The map provides information regarding the location of Infantry and Cavalry barracks and the number of troops in each, and has been described in various sources as a 'military' map. In many

respects it echoes Charles Vallancey's military survey of Ireland (1776-1785), and is said to have been used by the French to inform their plans to invade Ireland in 1798.

Size: Custom Built 790 x 645 mm mm



23. A Map of the County of Tyrone divided into Baronies and Parishes, by William McCrea and George Knox, engraved by S. J. Steele, London, 1813

One of a series of Irish County maps commissioned by Grand Juries between 1780 and 1820. William McCrea and George Knox were respected land surveyors from Lifford, Co. Donegal. McCrea had drawn the first county map of Tyrone in 1795. This updated, large version was recommended to be drawn by John McEvoy in his Statistical Survey of Co. Tyrone (1801).



Size: Custom Built 1730 x 1330 mm

24. County of the Town of Carrickfergus from the Ordnance Survey, 1832, engraved by Davies, London.

The Irish Ordnance Survey Office was established in 1824 under the Department of Defence and entirely staffed by members of the British Army. It was created to survey the entire island of Ireland to update land valuation records for taxation purposes as well to inform military planning. The original survey involved teams of surveyors led by officers of the Royal Engineers and lasted from 1825 to 1846, making Ireland the first country in the world to be entirely mapped in such precise and minute detail.

While the north-east corner of Ireland was rationalised after the Tudor Conquest into the counties of Antrim and Down, Carrickfergus retained its status as a separate corporate county. This was confirmed in a royal charter of James II making the borough of the town proportionate to the county of the town. It continued to function as a parliamentary borough until 1885 and a judicial area until 1898. This map may have been produced in relation to the Parliamentary Reform Act of 1832. A similar map dated to 1833 exists for the county of the town of Cork.

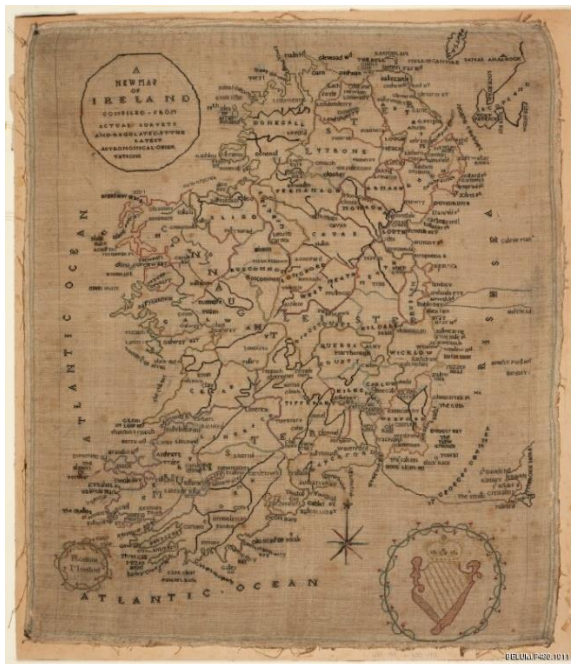
Size: 1 x Atlas



25. Sampler map of Ireland by Rosanna Moreland, c.1780

Working on embroidered maps became part of a girl's education from the 1770s, encouraging her to learn geography and well as fine needlework. They made 'samplers' like this to practice their skills, with Ireland a relatively rare subject. The crowned female harp seen in the lower right hand corner was a central motif in the regalia and insignia of late eighteenth century societies and organisations.

Size: 1 x Outsize



26. Antient Ireland during the Middle Ages, William Beauford, 1779 – 1782

William Beauford was an amateur artist, mapmaker and antiquarian and one of the founder members of the Hibernian Antiquarian Society, a short-lived body formed in 1779. It was devoted to researching and recording the antiquities of Ireland and is generally acknowledged as the predecessor of the Royal Irish Academy, established in 1785. He dedicated this map of Ireland during the Middle Ages to the Society's President, the Right Honourable William Burton Conyngham.

Size: 1 x Atlas

(no image available)

27. Co. Antrim, James Williamson, 1796

James Williamson was one of Ireland's best known surveyors. His skill as a draftsman was such that as his career developed he was much in demand from other mapmakers to 'finish and embellish' their work. He trained as a surveyor in Co. Down, and moved to

Ballymena and, shortly, to London, before settling in Belfast in 1792 to establish a successful and long-running practice.

This map is the product of his appointment in 1796 to revise and update the 1780 survey of Co. Antrim, published by T. Lendrick in 1782.

Size: 1 x Royal



28. A Map of the Town and Environs of Belfast, James Williamson, Belfast, 1792

James Williamson's 1792 plan of Belfast was the most detailed and ambitious to be published so far, and was probably the instrument which drew his abilities to the notice of the Grand Juries, who were now legally enabled to provide surveyors and mapmakers with a lucrative source of income. In 1805 he was appointed as surveyor to map new streets and other intended Belfast improvements, but changes in the townscape were now taking place so fast that his charts could not keep up, and the plan was never published.

Size: Custom Built 747 x 665 mm



29. A Map of Hazlebank Farm belonging to David McTear, by Edward Guthrie, (after) 1796

The wealthy Belfast businessman David McTear bought Hazlebank Farm in 1796 and this plan and illustration of the original farmhouse and lands, which stretched from the Co. Antrim shoreline to the Doagh Road, was produced shortly thereafter.

Its author, Edward Guthrie, was later appointed to the Co. Down district as one of eight Ordnance Survey boundary surveyors, to be paid four guineas (£4.20) a week for perambulating the parishes of Dromore, Moira, Annahilt, Dromara, Grevaghy and Blaris.

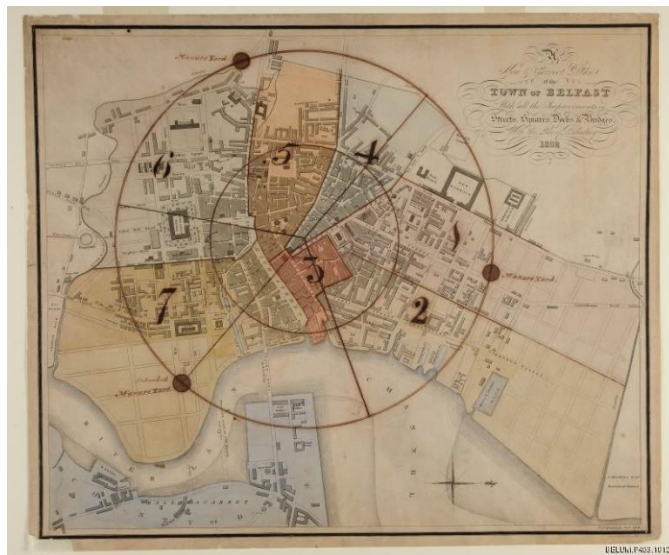
Size: 1 x Imperial



30. A New and Correct Plan of the Town of Belfast with all the improvements in Streets, Squares, Docks and Bridges, with the line of Boundary, engraved by J. Thompson, Belfast, 1832.

Thompson's map of Belfast, which has north to the right, has been overdrawn, coloured and numbered to show the town's seven wards. A circle with a radius of approximately half a mile from the Brown Linen Hall in Donegal Street has been applied and at three equidistant points on its circumference are sites labelled 'Manure Yard' and 'Intended Manure Yard'. Disposal of human and animal waste was a significant problem in rapidly growing urban centres such as Belfast and the need to organise and control it may have been inflamed by the cholera epidemic which was raging in Ireland in the year this map was produced.

Size: 1 x Atlas



31. A Plan of the Town of Belfast engraved with permission from the Ordnance Survey, drawn by James Kennedy, Surveyor, Bangor, and published by Francis Beatty, Belfast, 1838.

The well-known Belfast engraver Francis Beatty is famous as the first recorded photographer in Ireland. Within a year of the invention of photographic processes in 1839 Beatty was advertising his 'photogenic drawings' in the local press and by 1841 had started to develop a business for daguerreotype portraiture. In 1842 he sold his engraving business to open a dedicated portrait studio but the venture was not a success, leading Beatty to move to Dublin to continue his work, where he eventually died a pauper. This appears to be the only map of Belfast he produced.

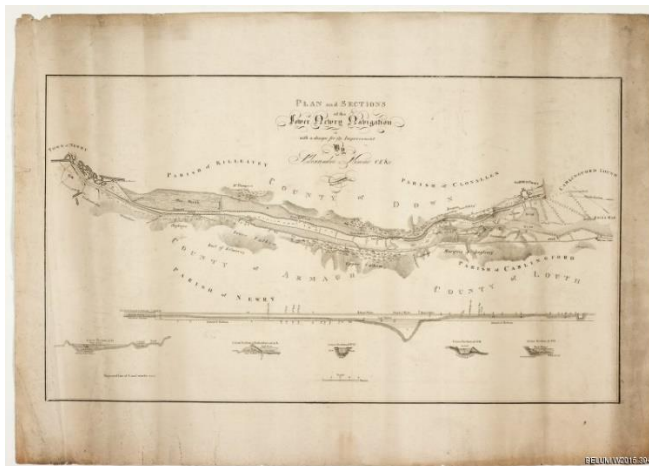
Size: 1 x Outsize

(no image available)

32. Plan and Section of the Lower Newry Navigation, Alexander Nimmo, 1827

Scottish-born Alexander Nimmo worked as an engineer in Ireland from 1811 and conducted a major survey of Irish ports and harbours for the Commissioners of Irish Fisheries in 1821. He was one of a group of eminent engineers consulted to suggest ways to improve custom on the Newry Ship canal when vessel size increased after 1825 as sail gave way to steam.

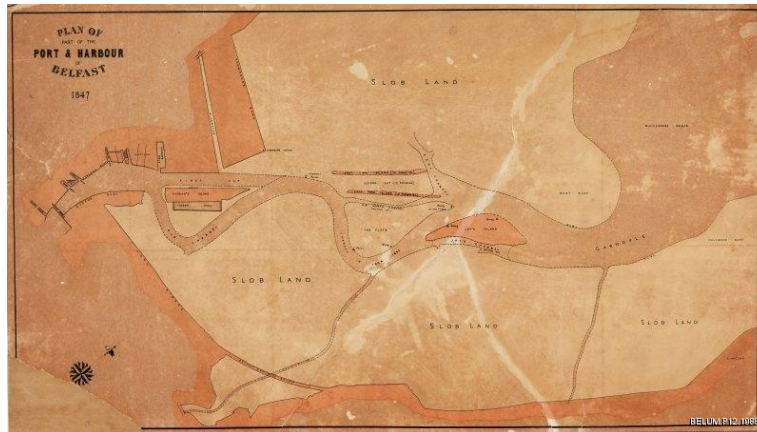
Size: 1 x Atlas



33. Plan of the Port and Harbour of Belfast, 1847

The Port of Belfast had been growing so much during the eighteenth century that in 1785 a body, commonly known as the Ballast Board, was established to manage and improve it. Natural restrictions to access caused by shallows, bends in the approach and insufficient quaysides, coupled with continued expansion in trade, led to a further Act of 1837 giving the Board new powers to begin to straighten the river. In 1841 the first bend had been eliminated and the future Victoria Channel had begun to take shape. In 1847 the Belfast Harbour Act replaced the Ballast Board with the Belfast Harbour Commission, a body with much wider powers. This map shows the proposed stages in the cutting of the new channel, which was completed two years later, it was named in honour of Queen Victoria who visited Belfast that year during a short tour of Ireland.

Size: 1 x Atlas



**34. Anthropomorphic map of Ireland, from 'Geographical Fun', Lilian Lancaster/William 'Aleph' Harvey, Hodder and Stoughton: London, 1869
Ireland. A Comic Geographic Sketch, Lilian Lancaster, Ormiston and Glass: Edinburgh, 1870**

Anthropomorphic maps describe land masses in human forms. The first known was published by Sebastian Munster in 1570 and used a queen to represent Europe. They were increasingly common by the mid-19th century when they were often produced as entertainment but mostly also contained some sort of political or nationalistic statement, determined by the look of the map and the way in which the people in it were portrayed.

35. National Stereotypes

The 'Geographic Fun' map depicts Ireland as a Colleen carrying a creel of cabbages and what appears to be some sort of work basket. The north-east of the country is represented by a scowling, simian-faced, red-haired child, who clutches a herring and looks towards Scotland. The 'Comic Sketch' map portrays Ireland as a ragged 'Paddy', smoking a clay pipe and wielding a shillelagh, with a pig pawing at his feet. The north-east is depicted as what at first sight appears to be a golden harp, but on closer looks more like a linen bleach green, framed by golden merfolk, a reference perhaps to the local importance of the linen industry and maritime trade.

Size: 2 x Royal

