



Barry Lawrence Ruderman Antique Maps Inc.

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[Hand Drawn Map of the World]

Stock#: 86629
Map Maker: Anonymous / Dunn
Date: 1784 circa
Place: n.p.
Color: Pen & Ink
Condition: VG
Size: 50 x 27 inches
Price: \$ 9,500.00



Description:

Drawing the World and the Latest Discoveries by Hand

Remarkably fine, hand-drawn double-hemisphere map of the world with many ships' tracks from the latest exploratory voyages.

The map is based on an unknown precursor, but it is remarkably similar to the 1781-1784 states of Samuel Dunn's world map, "[Scientia Terarum et Coelorum](#)," which was first issued in 1772 and periodically revised until at least 1794. However, the map shows further improvements in the Arctic regions, most notably information from MacKenzie's explorations.

Hand-drawn maps were often completed as educational activities, for both girls and boys, in this period. Dunn was a renowned geography teacher, so the likelihood that his maps would be used for such an activity is high. While carefully delineated, this example appears to be not quite finished, as the ships' tracks are not labeled.

The continents are delicately drawn, with the southern portion of New Holland completed with a dotted line—it would not be charted fully until the first years of the nineteenth century. There is no southern continent.

Ships' tracks criss-cross the waters; three of them are the voyages of James Cook (1768-1771, 1772-1775, 1776-1780). Thanks to these voyages, Aotearoa/New Zealand is shown completely, as is the east coast of Australia and Hawai'i. The latter, here written as Owhyhee, includes a note marking the location of Cook's death.

Other routes marked on the map include that of Jean-Baptiste Charles Bouvet de Lozier (1738-9), who saw Cap de Circoncision in the far southern Atlantic Ocean. It was the first time that land had been spotted



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south of the 50th parallel south. The cape is marked here with an unfinished coast, but not labeled.

Also included is the track of the Frenchman Louis Antoine de Bougainville, who led his own circumnavigation (1766-1769). He called at Tahiti weeks after the British Captain Samuel Wallis and found it idyllic. His description of the island would do much to create the stereotype of the Pacific as an exotic paradise to Europeans.

A less well-known voyage appears to sail up the west coast of New Holland. This is the route of Louis Aleno de St Aloüarn, a French naval officer. St Aloüarn, along with Yves de Kerguelen, sailed to Mauritius in 1771. They then went across the Indian Ocean. Kerguelen spotted a large mountain that he thought was Australia; the island is now named for him and is labeled on this map. St Aloüarn made it to the New Holland coast and sailed northward, claiming it for France, although the claim was never recognized.

The Manila-Acapulco galleon route

The Spanish galleon San Carlos traces a line across the Pacific. In the sixteenth century, the Spanish were expanding their empire around the globe. They had invaded and taken control of vast parts of South America and also had a strong presence in the East Indies. Ferdinand Magellan, sailing under the Spanish flag, arrived in the Philippines in 1521. He was killed on the island of Cebu. For the next forty years, Spanish expeditions attempted to colonize the islands. In 1564 Miguel López de Legazpi command a squadron destined for the Philippines. One of his men, Andrés de Urdaneta, set out east toward New Spain and managed the first known crossing of the Pacific from west to east.

After Urdaneta's voyage, an annual trade began which brought silver from New Spain and South America west to Asian markets. These galleons docked at Manila to offload their bullion and take on Asian trade goods destined for Latin America. The Manila-Acapulco galleon route lasted from 1565 until 1820 and involved 120 ships (112 built in the Philippines, 8 built in Mexico). These ships varied in size—the *Covadonga* was a vessel of 700 tons—but the largest were the greatest ships afloat at the time, averaging between 1,700 and 2,000 tons. However, the passage was a dangerous one, even for such formidable ships. Over thirty vessels were lost, including several to British privateers and naval vessels. Thomas Cavendish captured a Manila galleon in 1587, and Woodes Rogers overcame a galleon off the coast of Mexico in 1709. A third, and the most famous, galleon raid took place in 1743, that of Anson and the *Covadonga*.

Anson's expedition and the capture of the *Covadonga*

Anson's track also crosses the Pacific on this map. In 1739, resentment over Spanish raids of British ships in the Caribbean sparked the War of Jenkin's Ear, which would widen into the larger War of Austrian



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Succession. The Commissioners of the British Admiralty planned a global strategy to harass Spanish trade and weaken its over-stretched navy and merchant marine. Anson's voyage was part of this strategy. He set out in 1740 with a squadron of six ships and 1,900 men.

By 1743, Anson had crossed the Pacific after raiding the west coast of South America. Prior to crossing he had waited off the Mexican coast for the Acapulco galleon, full of silver, to appear, but he only succeeded in blocking the ship from leaving port. Meanwhile, he had also lost five of his ships and 1,400 of his men, primarily to scurvy; only his own ship, *Centurion*, remained intact. After repairing at Macao, Anson let Chinese officials know that he was headed for Britain; in reality, he sailed to the Philippines to await the entrance of the Acapulco galleon. Remarkably, considering the voyage prior to that point, the *Centurion* took the *Nuestra Señora de la Covadonga* with only light casualties.

Anson returned home rich and quickly became famous as well, a bright spot in an otherwise dismal war devoid of triumphant victories. Named a Commissioner of the Admiralty, Anson set about arranging the publication of his experiences in the Pacific. Published in 1748, the account was immensely popular and the story of Anson found its way onto maps and globes like this one.

Rarity

Hand drawn maps of this size and quality are very unusual.

Detailed Condition:

2 sheets, joined.