



# Barry Lawrence Ruderman Antique Maps Inc.

7407 La Jolla Boulevard  
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## Hemisphere Occidental

**Stock#:** 98772  
**Map Maker:** Brion de la Tour  
**Date:** 1774  
**Place:** Paris  
**Color:** Hand Colored  
**Condition:** VG+  
**Size:** 12.25 x 11 inches  
**Price:** SOLD



### Description:

#### *The Western Hemisphere—With Bay, Sea, and River of the West!*

Intriguing map of the Western Hemisphere, published by Brion de la Tour in Paris.

The geography of the map encompasses the Americas, with no southern lands, but with many voyage tracks in the Atlantic and the Pacific.

The most interesting portion of the map is the Pacific Northwest, where there are two outlines of Alaska and what appears to be a large inland sea in what is today the American West.

This map encompasses a variety of hypotheses from maps published at mid-century. They include the findings of the First and Second Kamchatka Expedition (1728-1730, 1733-1743), which saw Russians sail up and across the Bering Strait—named for the leader of both expeditions, Vitus Bering—and contact mainland North America for the first time. The outlines included here reflect the work put forth by French mapmakers Buache and De L'Isle and the counter-map suggested by Gerhard Friedrich Müller.

Farther south is a Bay, River, and Sea of the West. The latter configuration was first hypothesized by Guillaume De L'Isle, although he never published a depiction of it. It was revived by his son-in-law, Buache, and brother, Joseph-Nicolas De L'Isle in their above-mentioned work. Other mapmakers thought there could be a river connecting across the continent, or even just a bay. All three ideas are included here, which is unusual.

Along the western coast, three inlets mention three controversial navigators—Juan de Fuca, Martin

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Aguilar, and Admiral Fonte—whose supposed findings fed the debate over a Northwest Passage. Juan de Fuca is the Castilianized name of Greek navigator Ioánnis Fokás (Phokás). Little archival evidence survives of Fuca's career, but a chance meeting with an English financier, Michael Lok, in Venice in 1596 gave birth to rumors of Fuca's voyages in the Pacific. Fuca reported that he had been sent north from New Spain twice in 1592 in search of the Strait of Anian. The Spanish Crown failed to reward Fuca's discovery of an opening in the coast at roughly 47° N latitude and Fuca left the Spanish service embittered. His story lived on in Lok's letters and eventually was published in Samuel Purchas' travel collection of 1625. In 1787, the present-day Juan de Fuca Strait was named by the wife of naval explorer Charles William Barkley, making permanent a label that had previously just been hopeful conjecture.

Aguilar was a Spanish captain who sailed with Sebastian Vizcaino on a reconnaissance expedition up the California coast in 1602-3. Aguilar, commanding the *Tres Reyes*, was blown off course, to the north. When the seas calmed, Aguilar reported that he had found the mouth of a large river. Some eighteenth-century geographers conjectured that the river was the entrance to the Sea of the West, although here Müller instead has it as the mouth of a River of the West. This river is one of the most notable features on the map. It connects from the Pacific to Hudson's Bay and offers a strong suggestion of a navigable Northwest Passage. Whereas Müller had abandoned the grandiose Sea of the West that appeared on Buache and De L'Isle's 1752 map (and their later maps), he has kept the idea of an inland waterway that could connect Atlantic and Pacific.

Admiral de Fonte supposedly sailed to the area in the mid-seventeenth century. The first mention of Fonte appears in two letters published in London in 1708 in two issues of *The Monthly Miscellany or Memoirs for the Curious*. The Fonte letters had been reprinted by Arthur Dobbs in his 1744 *An Account of the Countries adjoining Hudson's Bay* and were mentioned in other travel accounts. The letters recounted that Fonte had found an inlet near 53°N which led to a series of lakes. While sailing northeast, Fonte eventually met with a Boston merchant ship, commanded by a Captain Shapley. One of Fonte's captains, separated from the Admiral, reported he had found no strait between the Pacific and the Davis Straits, yet had reached 79°N, helped by local indigenous peoples. This story, with its suggestion of water passages connecting the Pacific Northwest with the east, inspired hope in some and doubt in others in the mid-eighteenth century. A few, like Irish mapmaker John Green, thought the entire story a farce. Many, including De L'Isle and Buache, thought the information conformed neatly to other recent discoveries and included Fonte on their maps.

The voyage tracks shown here are numerous. They include the track of the Second Kamchatka Expedition, which includes a note near the Bay of the West toponym that mentions Chirikov, who was an officer on the mission, and the Rio de los Reyes, part of the Fonte myth.

Further south are the tracks of Magellan (1520), Mendaña (1595, misdated here to 1508), Quiros (1605),—

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Le Maire (1615), Tasman (1642), Halley (1700), the *St. Louis* (1709), the *St. Antoine* (1710), and the *Marie* and the *Aigle*, which were vessels commanded by Jean-Baptiste Charles Bouvet de Lozier (1738-9).

#### **Anson's circumnavigation (1740-44)**

Also included are Anson's track and that of a galleon he sought. 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 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. He was celebrated as a hero upon his return to England with his prize.

#### **Detailed Condition:**