The Century Atlas.*

The great "Century Atlas," uniform in size and shape with "The Century Dictionary" and "Cyclopedia of Names," is a completing and a companion volume to those important works. It contains no less than 117 double-page modern maps, together with a still larger number of "corner or inset" maps. There are, moreover, two charts of the Heavens, a dozen or more pages of historical maps, and an ingenious "Index Chart" showing the number and extent of every map. Extensive indexes — containing, it is said, the enormous number of 170,000 names — serve as keys to the exact location of every place upon the maps, and also, in some sort, as a gazetteer, inasmuch as the population of every land, district, and town is given, wherever ascertainable. These indexes are one of the most valuable features of the work. Especial features of the maps are the contour-lines (lines of equal elevation above the sea), which are printed in olive or brown; and the admirable device of printing the lines of railroad in red, so as to distinguish them at a glance from the numerous lines traced in black. These maps do not exhibit topographical details so minutely as the carefully engraved and artistic maps of Stieler's celebrated Hand-Atlas; but they appear on the whole, at least to the American eye, somewhat clearer and easier of reference than the maps in Stieler. The editor states that all the maps "have been based upon the latest and best official information, with a comparison of the results of recent explorations." Such tests as I have been able to make have tended to confirm this statement.

In attempting to form an opinion of the accuracy and completeness of this Atlas, one naturally turns to the maps of those states with which one chances to be especially familiar. In the maps of the smaller states, which can be figured on these quarto pages on relatively large scales, there is little to complain of as regards detail. Thus, Vermont and New Hampshire are shown together transversely across the double page (*i. e.*, so that the book must be turned), on the scale of thirteen miles to the inch; New Jersey (also transversely) on the scale of eleven miles to the inch; Connecticut and Rhode Island on the scale of nine miles to the inch; while the excellent map of Eastern Massachusetts (also transversely) is drawn to the scale of six and one-half miles to the inch. There are numerous inset maps on an even larger scale; of these, the maps of Greater New York, Jersey City and Vicinity, Buffalo and the Niagara Frontier, Boston, Baltimore, Washington, Pittsburg, Savannah, and their respective vicinities, all on the scale of four miles to the inch, are handsome examples. Charleston and its vicinity is finely exhibited on a considerably larger scale; the more comprehensive map of San Francisco and her Bay is drawn to the scale of seven miles to the inch; those of Richmond and Norfolk, and their vicinities, to the scale of eight miles; that of Galveston and Houston to the scale of ten miles; and the scales of the maps of New Orleans and Chattanooga are not given. The little map of Minneapolis and St. Paul, on the petty scale of eight miles to the inch, is scarcely calculated to satisfy either the pride of their citizens or the curiosity of others. It is a pity that the capital plan of showing the vicinities of large towns on a uniform scale of four miles to the inch was departed from in this case. In this way the greater compactness of European cities, and the enormous superficial areas covered by the newer cities of the Mississippi Valley are shown at a glance. Vienna, with its million and a third of inhabitants, appears to cover, on the scale of four miles to the inch, barely as much ground as is covered by Minneapolis on the scale of eight miles. Liverpool would go twice into Cleveland; Brussels and Amsterdam are of contemptible size in comparison with Omaha; Hamburg and Altona, as figured here on the scale of two miles to the inch, bulk scarcely bigger than the two Kansas Cities on the scale of four miles; while circular London might, by a process of violent distortion, be packed into the North and South Sides of Chicago, leaving plenty of room on the West Side to slip Paris in without disturbing its oval symmetry. As figured here on the scale of four miles to the inch, Paris is about the size and shape of a walnut, London of an enormous peach, Boston proper of a small strawberry, New York proper of a large peapod, Chicago of no known vegetable product, unless it be a generous slice of bread, irregularly cut and inequitably buttered, and apparently nibbled away on one side.

By the scales permitted by the size of this Atlas, the great states of the Middle West, the

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topography of which is for the most part so monotonous, can be shown with some detail. Thus, Indiana, with its area of 36,350 square miles (somewhat larger than Ireland) can be shown on a single map at a scale of nineteen miles to the inch. The state of New York (47,620 square miles, — somewhat smaller than England) is shown on the scale of sixteen miles to the inch, three maps being necessary, — giving room, however, for the large inset maps of New York, Buffalo, etc. It is convenient, by the way, to bear in mind that the combined areas of New York and Indiana are but a little greater than the combined areas of England and Ireland, so that for purposes of comparison they can be regarded as the same.

The still larger state of Illinois (56,650 square miles) is exhibited on two of these sheets at a scale of eighteen miles to the inch. Inasmuch as little is to be shown on the map of Illinois save the position and names of the towns, the names and boundaries of the counties, the frequent railways, and the infrequent streams, the scale adopted is quite unnecessarily large; an even smaller scale would, indeed, have permitted the insertion of interesting features of the landscape, such, for example, as Starved Rock and Deer Park. On the map of Northern Illinois I discover but two contour lines; one running down both sides of the Mississippi from Keokuk, the other running down both sides of the Illinois from Seneca, the rest of the country, including the Lake, being at an elevation of more than five hundred feet above the sea.

The great state of California, on the other hand,—presenting, as it does, every topographical feature that can be shown upon a map,— would require for even tolerable representation at least as large a scale as that here adopted for Illinois. And California is as eminently worthy of detailed treatment in an American Atlas as any state. California is said to have an area of 158,360 square miles, — so that it would cut up into three and a half states of the size of New York, leaving a remnant more than large enough to form Rhode Island. It is about equal in extent to the four kingdoms of Italy, Greece, Belgium, and the Netherlands. The map of California must exhibit a state of far more diversified topographical configuration than any other. It must show intricate mountain-systems, with lofty, snow-clad summits and ridges, giving rise to important streams which, in cutting their way to the Pacific Ocean, have formed a number of cañons and gorges comparable to the well-known Yosemite Valley. These mountains are doubtless still rich in concealed mineral resources; they are already traversed by wagon-roads and stage-routes in many places, and are even penetrated by more than one railway. In the not distant future they are destined to serve for Americans as a summer playground quite equal in all kinds of opportunities for seekers of health or healthful pleasure to the distant, tourist-haunted Alps. Taking account of her mountains, California can boast of a greater variety of climates and products than can be found along the Atlantic coast from Maine to Florida. In every respect save that of great population, California is second in interest and importance (from the standpoint, at least, of the student of geography) to no state in the Union. Yet the editor of this Atlas has crowded her eight hundred miles of length and two hundred miles of breadth into a portion of two of these small sheets, and has adopted the scale of thirty-six miles to the inch,— just half that adopted for Illinois. On this relatively minute scale it has been impossible for the map-maker to do justice to this vast region of configuration so varied. The map lacks the clearness which is, in general, characteristic of this Atlas, and leaves much to be desired in point of detail. The multitudinous contour-lines are extremely confused, — it is difficult to follow them even with a magnifying glass. One would gladly sacrifice all these puzzling lines for indications of the principal stage-routes and other wagon-roads. Important post-routes in the United States are indicated, I believe, only on the maps of Arizona, New Mexico, Nevada, Utah, and Western Texas. Why not also in California, where the wagon-routes are so numerous, economically so important, and scenically so interesting?

In general throughout the Atlas the plan seems to be to indicate wagon-roads chiefly in regions where there are no railroads. As has been already shown, this plan is not consistently carried out. On the map of Scotland, where the highways are perhaps more systematically shown than in the case of any other European country, they generally disappear before the railway, but in two or three instances the highway is shown running amicably alongside the railway. In England, Wales, and Ireland, there are, to judge from these maps, no wagon-roads at all. Even in the case of the otherwise so satisfactory map of Central England, on the scale of nine miles to the inch, not a highway

is shown. Still worse, in the cases of several of the special inset maps on larger scales than the accompanying main maps, there are no highways. Examples are the maps of San Francisco and vicinity, of the Hudson River country from Kingston to Yonkers, of the French Mediterranean coast from Narbonne to Mentone. On the map of Southern France but one highway through the Pyrenees is shown; on that of Spain, although on a much minuter scale, four or five are shown; but on neither is there a road to the Republic of Andorra. In Iceland, as in Ireland, the chapter on roads would be like the famous chapter on snakes; and the same would apply to the whole vast Dominion of Canada, with the sole exception, if I mistake not, of the Yukon and the Fraser River regions. On the map of Switzerland (drawn to the scale of fourteen miles to the inch) the great stage routes are indicated with some approach to system, although even here one misses, among others, the important roads from the Splügen Pass and the Engadine Valley to Lake Como. On the maps of Africa and South America important roads or caravan routes are shown more clearly than in any other parts of the world, being printed in red, and yet plainly distinguishable from the railways by the double lines. This is so excellent a device that one is puzzled by its non-adoption elsewhere, especially for the Russian and the Chinese Empires. It is adopted just once, apparently by accident, on one of the American maps (leaving inset maps out of account), to show one of the roads running into the Yellowstone National Park. It is also adopted for the Russian caravan routes on the map of the Chinese Empire.

On the whole, this Atlas might fairly and without satirical intention be called a *railway atlas* of the world. Its indications of railways seem to be, for the most part, full, accurate, and "up-to-date." To this statement there are some noteworthy exceptions. On the map of the Chinese Empire a great portion of the Trans-Siberian Railway is indicated by a red dotted line as "under construction"; on the map of Asia the same portion (Lake Baikal east for hundreds of miles to Stryetensk) is indicated by a continuous *black* line, as if completed. On Map 103 the Trans-Caspian Railway is made to run beyond Samarkand to the limit of the map; it would be interesting to know how much farther it is completed in that direction. The last volume of "The Statesman's Year-Book" (1897) mentions Samarkand as the terminus, but announces the beginning of a continuation. On the map of Asia — which, we are kindly informed, has "special reference to Siberia and Central Asia" (*i. e.*, to Russia in Asia) — this important railway is not given. On the map of Russia in Europe the branch of the Trans-Siberian Railway from Cheliabinsk to Ekaterinburg (150 miles), said in the "Statesman's Year-Book" to have been opened in 1896, is figured as merely "proposed"; while the proposed railroad of more than 600 miles from Perm to Vyatka and thence northward to the junction of the Dvina and the Vichegda — the purpose of which is to give Western Siberia a seaport at Archangel — is not figured at all. Considering the vast scope and untold significance of Russian railway undertakings, these seem grave shortcomings in an Atlas of such pretensions.

As concerns the United States, the foreign student of this American Atlas might fairly draw from it the inference that we have surrendered unconditionally to the railroad. In these days when the universal use of the bicycle is making the importance of good highways so strongly felt, the system here adopted of ignoring their existence seems a reactionary proceeding. After all, when in search of accurate information touching railway lines, it is not to an atlas that we look, but to the railway guides which are distributed gratuitously at every station and hotel in the land. There is in this Atlas a convenient "Travel-Map" of Central Europe. Why not give us a similar travel-map of the United States, and on other maps replace the railway by the highway? Why not pursue this plan universally for railway-ridden lands? But this would not be a necessary condition of the restoration of the highway. On such maps as those of the New England States, for example, and of France, there is ample room for the insertion of the most important highways without displacing a single present feature of those maps.

However, I venture to think that the Atlas of the Future will relegate the railway to a special map, will restore the slow and dignified highway to something of its ancient importance, and will lay down mountain roads and trails distinguished mainly for their scenical interest. In this way a map gets charged with appeals to the imagination, and allures the student to much fascinating fireside travel. Few things are more poetic than a wagon-road can be at its best, just as few things are more prosaic than a railroad. There is one map in this Atlas which is charm-

ing, and, but for the red spider-web of railways that overlays it, would be poetical. I refer to the fine map of the Vicinity of London,—really a map of Central England as far west as Salisbury and Warwick. It is upon the generous scale of nine miles to the inch, showing all the parks in green and all the county and municipal boroughs in brown. I need not say what a boon such a map is to the student of history and the reader of literature. The Philistine who made this beautiful map just missed being a poet. Had he only been moved to leave out his beloved, but in this case useless and meaningless, railways, and to put in the roads and lanes! For what have railways to do with green English parks?

Several of the maps are of especial present interest. That of South Africa shows railways running from half a dozen points on the coast to the gold-fields of the Transvaal, as well as the long railway line of more than 1500 miles from Cape Town to Bulawayo. A number of battlefields are marked, the latest being that of Krugersdorp. The map of Central Africa, although on a much smaller scale, is not less interesting. It presents an almost startling picture of the march of colonization and of the international race for territory in the heart of the Dark Continent. The map of the Greater Antilles is on the scale of forty-eight miles to the inch,—too small to show in detail the daily movements of the opposing forces in Cuba. Australia is too meagerly treated on a scale of two hundred miles to the inch; and the map of the East Indian Islands, including the Philippines, on the same scale, is rather tantalizing to the student of the present war. Of especial historical interest are the more comprehensive maps, — *e. g.*, those of Africa, of the West Indies, and of the Region around the North Pole, — by means of which the routes of discoverers can be traced from the time of Columbus to the time of Nansen. The historical maps proper are good as far as they go, but no claim for completeness can be made for them. Aside from the map of Britain and the two maps of Saxon England, there is no map exhibiting the political condition of the world during the six centuries and a half from the beginning of the reign of Hadrian to the beginning of the reign of Charlemagne. Aside from the map of England and the maps of France, there is no map illustrating the state of Europe at any time during the seven centuries between Charlemagne and the Reformation. Nothing is given in illustration of the rise and spread of Christianity, nor of Mohammedanism and the Saracen Empire, nor of the Crusades. Quite disproportionate attention is given to Poland,— as much as to England or to France, — the whole of one of these thirteen precious pages being devoted to her provincial history. It is generally supposed by historical students that the French Revolution and the Napoleonic wars, or the Rise of Prussia, or the Formation of the German Empire, or the Unification of Italy, — to mention no other great movement left unnoticed here, — is of more worldwide significance than the lamentable story of the partition of Poland.

I have dwelt upon what seem to me the shortcomings of this Atlas, because it is worthy of serious criticism. Its genuine value will commend it to so many buyers that its energetic publishers will be moved to revise it. The faults I have indicated are none of them vital. A considerable number of additional maps could be added without rendering the bulk of the volume either excessive or out of proportion with the other volumes of the great work which it worthily completes. Possessors of those volumes should make haste to add this one to the set; they will not find it the least useful.

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