THE ORIGINS OF THE BOSATLAS AND ITS PORTRAYAL OF HUNGARY

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A BOSATLAS TÖRTÉNETE ÉS MAGYARORSZÁG ÁBRÁZOLÁSA

Összefoglalás

Önmagában annak tanulmányozása, hogy egy Hollandiához hasonló kis ország iskolai atlaszában hogyan ábrázolták Magyarországot, nem tűnik túl érdekesnek, de úgy is vizsgálhatjuk ezt, mint annak példáját, hogy a nyugat-európai térképszerkesztők számára mennyire volt fontos ez az ország, illetve változott-e földrajzi fontossága az idők során. A Bosatlast először 1876–77-ben adták ki, és fokozatosan Hollandia egyetlen iskolai atlaszává vált (1930-tól volt monopolhelyzetben). 2006-ig 52 kiadást ért meg, és az egyes kiadások közötti különbségek vizsgálata jól tükrözi, hogyan változott Magyarország fontosságának megítélése, illetve hogyan alakult a terület súlya a földrajzoktatásban. Az atlaszt történetének első száz évében külső szerkesztők készítették, s így a szerkesztők különböző látásmódja befolyásolta, hogy az országról milyen térképek és információk jelentek meg az atlaszban. Eltekintve az atlaszkészítést is befolyásoló technikai fejlődéstől, természetesen mind a technológiai, mind a politikai változások is jelentősen befolyásolták a földfelszínt. Ezek hatása nyomon követhető a térképeken.

Summary

The way in which a school atlas in a small country like the Netherlands rendered Hungary during the 20th century will not be too relevant as such, but it is assumed here that the way Dutch atlas editors dealt with Hungary will somehow be representative of the way atlas editors throughout Western Europe rendered that country, and of the relative importance that was assigned to it in geographical education. The Bosatlas, which was first published in 1876/1877, and gradually became the only atlas for secondary schools in the Netherlands (by 1930 it had gained the monopoly) has the advantage that by studying it throughout its 52 editions up till 2006, the differences in-between the consecutive editions can be used in order to elaborate conclusions about the changes in focus and emphasis that affected the representation of Hungary, as a consequence also of the way it was dealt with in the geography curricula, and the manner in which this was effectuated in geographic education. The atlas itself had external editors during the first century of its life, and the different views of these consecutive editors also affected the maps of the country and the information represented. Apart from that the technical changes that influenced the atlas production and the technological and political changes that affected the surface of the earth of course also had their impact.

Introduction

In 1876 Pieter Roelfs Bos published a geography manual for Dutch schools that was so successful that the publishing house, J.B. Wolters in Groningen, asked the author to produce a school atlas as well, as an extension of the manual, thus starting a teaching programme that was also to include wall maps and exercise books. The atlas he finally realised was to be one that in 2006, after 130 years, still dominates the school atlas market in the Netherlands and a number of other countries as well. This paper intends to follow the early development of the atlas and will use the portrayal of the Austro–Hungarian monarchy and after World War I of Hungary as an example of its contents and style. As happens frequently, the atlas was first produced in order to serve geography education in combination with a geography manual by the same author. As it gradually became the only school atlas used in the Netherlands, and had to cater for other geography manuals as well, this direct link gradually disappeared and the atlas came to be rather independent. This trend was strengthened by the fact that the official curricular plans for geography hardly mentioned the school atlas and the items it should contain, thus leaving it to the atlas editors to decide what to aim for. Their changing views therefore also heavily influenced the atlas contents.

1876

The Dutch school atlas market in 1876 already showed a lot of competition. Since 1863 a new secondary school type, the more economy and trade-oriented HBS, had emerged, next to the old gymnasium type (which taught Latin and Greek, and which catered for history atlases mainly). For this HBS, where geography was included in the curriculum, geographic school atlases were needed and in 1876 not less than 13 different publishers competed with their school atlases on this market. Wolters publishing house, located in the north-eastern part of the country where wages were not as high as in the western provinces, already had a strong position on the educational market, and it thought to profile itself by adding an atlas to its successful geography manual, written by the young and ambitious geography teacher P.R. Bos (Bos, 1875).

The first framework for such an atlas, elaborated by Bos, was to be that of an atlas in instalments, in order not to have to invest too much money in such an ambitious endeavour, as the first concept would, when completed, consist of more than a hundred pages of maps and accompanying commentaries. The National Library in The Hague still has a copy of the first – and only – instalment of Bos' first attempt at school atlases. It consists of a title page, a foreword, 7 pages of commentaries and statistics and 2 atlas spreads (double pages); the commentaries and maps all refer to one single country, the Austro–Hungarian monarchy. Before zooming in on the representation of that area, we will deal with Bos' objectives. In the foreword he states his views, and these are rather deterministic, as he refers to the mutual relationship between mankind and its environment, and stresses the influence of relief and soil on population density and land use, manufacturing and trade. These mutual relationships should be expressed by maps in school atlases. He also stresses the importance of the commentaries, and the fact that these should be read while constantly referring to the map

The two atlas spreads contain the following maps: the first spread has a map of the Austro–Hungarian monarchy, and a small inset one on the distribution of the various linguistic communities (called ethnographic map in those days); the second spread has four maps on the scale 1 : 8 million, on population density, agriculture, infrastructure and manufacturing. All the maps have their accompanying commentaries. The main overview map highlights the area focused on by rendering the surrounding areas in a bluish colour

also applied to the sea (see also *Figure 1*), its comments are mainly on the Danube and its essential role as a transportation artery and on the multinational aspect of the state. The map has hachures, no railways or roads, and generally speaking Hungarian place names for Transleithania, apart from Dutch exonyms with phonetic transcriptions (such as Kasjau for Kassa) or conventional names (Weenen for Wien) and translations (such as Groot Wardein). In the accompanying texts the contradiction between the continuity in the landscape and the diversity of its inhabitants is highlighted; the Danube, according to the texts, constitutes the connection between highly developed industrialised Central Europe and the less civilised <sic> Eastern Europe. Together with its tributaries it connects the more developed Cisleithanian part with the still developing Transleithanian part.

Figure 1. Part of the overview map of the Austro–Hungarian monarchy on the scale 1 : 3,7 Million from the 1st instalment of Bos' intended „Atlas der geheele aarde" (1876)

The texts contain also statistics on the linguistic composition of the country. There is more attention in the commentaries for the population density map (see *Figure 2*), and it has some general comments regarding the need for a minimum population density in a country for its further development. Statistics on the surface area and population numbers of the various constituent parts are added. The population density map incorporates names of mountain areas, in order to explain the lower values; its technique is that of an isoline map, in which population density is regarded as a continuum.

In the comments on the agriculture map the lower productivity as compared with Western Europe is mentioned (every school atlas compares the outside world to the situation in the country where it is used). The map shows a tripartition between areas used for arable farming and animal husbandry, areas that consist of forests, mountain meadows and infertile soils, and areas that are either rocky or snow-covered. In the more intensively used areas the main crops or products are named.

In the statistics the number of cattle, horses, pigs, sheep and goats are compared with those for Germany, France, the United Kingdom and European Russia, both absolutely and relatively, expressed as a ratio with the number of inhabitants and with the surface area: Austria–Hungary has 1120 cattle per square geographical mile, while France has 1846 and European Russia has 252. In the text the contemporary problems that are besetting the agrarian sector are mentioned as well, such as the competition in the wool production by countries like Australia. This must have hit Hungary (Transleithania) more than Austria (Cisleithania) as the first had three times as many sheep.

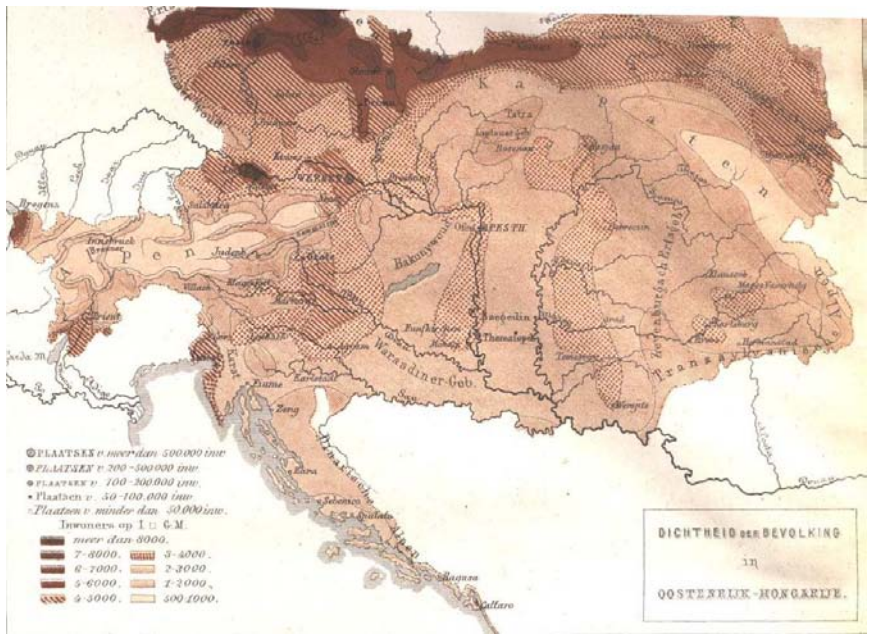

Figure 2. The population density map of the Austro–Hungarian Empire from Bos' „Atlas der geheele aarde", 1st instalment (1876)

The map on the traffic infrastructure shows navigable rivers and railways against a background of the area over 2000 feet (this is special as the first edition of Bos' later atlases did not contain clearly defined layer zones, these were only added later), a very clear addition which explains the problems to surmount for the traffic. The map also shows the locations of all cities with either universities of polytechnics. In the map the polytechnic in Budapest, the precursor of the Eötvös Loránd University presumably, is also mentioned.

The map on mining and manufacturing, finally, is a qualitative map with figurative symbols for most mining and manufacturing activities and area symbols for coalfields, and textile production (cotton, wool, linen and silk). The main seats of commerce and manufacturing are highlighted. Comments are that „the eastern part of the empire produces mainly natural resources and raw products, and the western half manufacturing products so that the two parts are in close symbiosis, Austrian industry being the main customer for Hungary's raw materials. Although no industrial nation as yet, Transleithania has seen progress as well, according to the accompanying texts, especially in the processing of raw materials. The number of steam engines increases here every year, although not in Croatia, Slavonia and Transylvania. In Transleithania, wool manufacturing takes place in Oedenburg, Gács, Kroonstad, Hermanstad and Schässburg although these factories are strongly confronted by competition from England. In Northern Hungary, iron manufacturing makes good progress".

When we look at this combination of texts and maps in this first instalment we are struck by the good relationship between the two, the high level of documentation, the exemplary way in which the five thematic maps together cover almost all aspects of the country's geography (only a climate or precipitation map is missing). Why then was this endeavour discontinued? The publisher must have realised, be it rather late, that it would take too long to produce this atlas, that it would be too unwieldy and expensive for school children, and perhaps also beyond their level. Anyhow, no more instalments followed and

the following year the main overview map of the Austro–Hungarian monarchy was used again, now in a 27 page world atlas, where there was only one atlas spread available for the whole monarchy.

The Bos' Schoolatlas der geheele aarde 1877–2006

What happened to the map of the Austro–Hungarian monarchy in this new, sized-down atlas (sized down in number of pages, the dimensions were still 37 × 24 cm)? The hachures on the lithographic stone were still used, but the map lettering was renewed and the coordinates changed: from Greenwich the map reverted to Ferro for the zero meridian (this only meant that 18 degrees were detracted from the numbering of the meridians) for unknown reasons. Layer tints were added, without explaining them, however. By comparing them to more detailed maps, the boundaries between lowland (green) and hilly plus mountainous areas (yellow) and an intermediary zone seem to approximate 100 and 200 meters, but these boundary values have not been applied consistently. Apart from the state boundary between Cis- and Transleithania, the boundaries of the other constituent Länder have been newly drawn in, as well as the railway lines. Some 20 names have been omitted from Transleithania, mainly for small rivers. On the other hand, the name of the Bodrog river (where Tokaj is situated on) and of the railway junction Szolnok have been added. Also another inset map on the watersheds of the Danube has been inserted. The accompanying texts have disappeared. The reader was now referred back to the manual, probably another reason why the instalments-atlas was discontinued: the fact that one hardly needed a manual any more.

In the first instalment described above it is canals that attract the attention on the overview map of the Danube monarchy, especially in the Banat area. As Dutchmen we are of course focused on drainage aspects! In the consecutive editions we can follow the gradual extension of railway lines in the Carpathian basin (see also *Figure 3*) and on the present map of Hungary in the 52nd edition it is motorways that are the most conspicuous element of the infrastructure. What astonishes is the slow pace of the opening up of the area to the right of the Danube: Apart from the main line from Budapest to Agram and Fiume, already in existence in the first edition, it took until the 15th edition of 1902 before a railway line to Vienna along the right bank was added, as well as a line to Zákány.

Among the natural elements mentioned are of course the Great and Little Hungarian Plains and the Bakony Forest and Balaton Lake in-between. Matra, Bükk and Zemplen Mountains are mentioned in eastern Hungary, as is the Hortobagy plain. A reference to the soil characteristics is given in the Kumaniër and Debreczen sand plateaus, in the Kl. Schütt along the Danube and in the Pucska loess plateau. The number of rivers mentioned since the first map has remained stable. Lake Sopron is mentioned with its Dutch exonym Neusiedler Meer. Since the first edition a number of man-made elements have been added: canals, presumably for irrigation, and the Kisköre reservoir, built in the Tisza river.

The number of settlements rendered within the area of present Hungary has remained fairly stable as well – that is more a reflection on the principle of the atlas not to overload its maps with names than on the development of the country. Most new place names on the map occur in Western Hungary, including Dunaújvaros as the most recent addition.

According to the language in which they have been rendered, toponyms or geonyms on the maps of Hungary in the Bosatlas can be divided into the following categories: (A) Hungarian endonyms only, (B) Hungarian endonyms with Dutch exonyms added, (C) Dutch exonyms with Hungarian endonyms added, (D) Dutch exonyms only. For the area of present Hungary the data are the following (see *Table 1*).

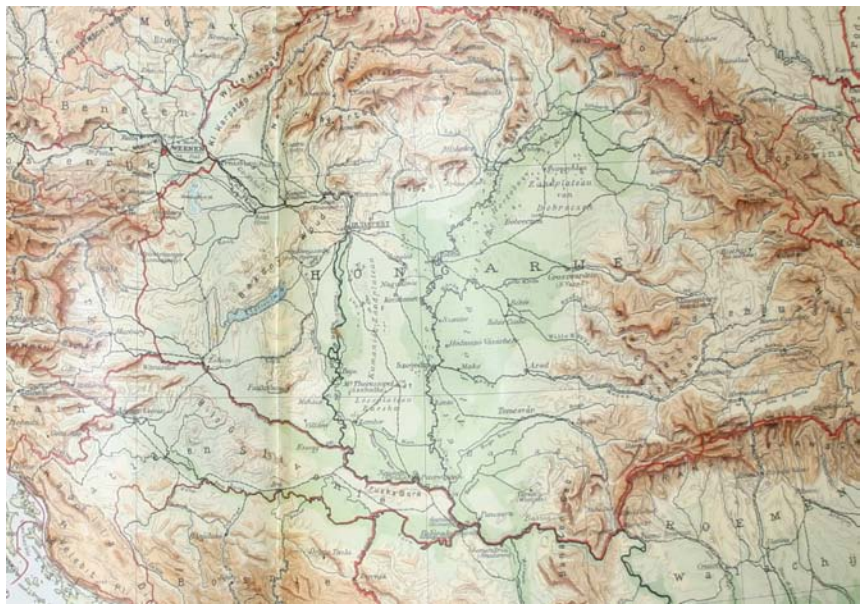

Figure 3. Detail from the sheet Austria–Hungary from the 22nd edition of the Bosatlas (1915)

Table 1. Rendering of endonyms and exonyms on maps of Hungary in the Bosatlas

1st - 3rd edition (1880)	11th edition (1893)	15th/17thedition(1905)	48th edition (1976)
Platten Meer	Platten Meer	Platten Meer	Balaton
Odenburg	Odenburg	Odenburg (Sopron)	Sopron
Raab	Raab	Raab	Raba
Mur	Mur	Mur	Mura
Drau	Drau	Drau (Drave)	Drava
Fünfkirchen	Fünfkirchen	Fünfkirchen (Pecs)	Pécs
Mohács	Mohatsj	Mohács	Mohács
Stuhlweissenburg	Stuhlweissenburg	Stuhlweissenburg (Székesvehervar)	Székesvehervár
Bakonijwoud	Bakonywoud	Bakonywoud	Bakony
Boeda + Pest	Boeda + Pest	Boedapest	Budapest (Boedapest)
Raab	Raab	Raab (Györ)	Györ
Gran	Gran	Gran (Esztergom)	Esztergom
Waitzen	Waitzen	Waitzen (Vacz)	Vác
Kecskemét	Ketsjkemet	Kecskemét	Kecskemét
Szegedin	Segedin	Szegedin	Szeged
Hold Mezö Vasarhely	HodMesjö Wasjarhely	Hodmezö Vasarhely	Hódmezövásárhely
Csaba	Tsjaba	Bekes Csaba	Békéscsaba
Gr Hongaarsche Laagvlakte	Gr Hongaarsche Laagvlakte	Gr Hongaarsche Laagvlakte	Alföld
Debreczin	Debretzin	Debreczen	Debrecen
Theiss	Theiss	Theiss (Tisza)	Tisza (Theiss)
Donau	Donau	Donau (Duna)	Duna (Donau)
Nyiregyhaza	Nyiregyhaza	Nyiregyhaza	Nyíregyháza
Tokaj	Tokaj	Tokaj	Tokaj
Miskolcz	Miesjkolts	Miskolc	Miskolc
Erlau	Erlau	Erlau (Eger)	Eger

Table 1 Rendering of endonyms and exonyms on maps of Hungary in the Bosatlas.
A Name in Hungarian endonym only
B Hungarian endonym with Dutch exonym
C Dutch exonym with Hungarian endonym added
D Dutch exonym only

The first editor, Bos, started with a fair number of Hungarian endonyms only; for the western part of the country he used exonyms, mostly from German origin. But in his 11th edition, 1893, he suddenly reverted to phonetic rendering of the Hungarian names in Dutch, with Miskolcz > Miesjkolts as an example. This phonetic rendering was not extended to names from languages like English, French, German and Spanish. His successor Niermeyer, who took over in 1902, reverted to the official endonyms instead of these transcriptions, and also added landscape names like *Sand Plateau of Debreczen*, or *Loess Plateau of Pucska*. Niermeyer also introduced the practice to add endonyms in brackets for those names where exonyms were used. After World War II, when Ormeling edited the atlas (1956–1976) this practice was changed. There was a drastic reduction of exonyms (with about 80%) and when used, they would always be in brackets after the endonyms.

Regarding the fine thematic maps with which Bos started his atlas, for the portrayal of the various aspects of Hungary the atlas never again attained the high level of 1876: the only separate thematic maps of Hungary were ethnographic maps and a map about the Danube river system. Even if under Ormeling's editorship the Bosatlas received a preponderance of thematic maps instead of geographical overview maps, one had to look at the various small-scale thematic maps of Europe in order to get thematic information about Hungary.

This decreasing scope for the thematic rendering of Hungary in the atlas, also conditioned by the Dutch Geography curriculum, certainly was not a reflection on the cartographic cooperation between Hungary and the Netherlands. Since the 1960s two generation of cartographers from these two countries have cooperated closely, from universities as well as from private enterprise, especially, but certainly not solely, within the framework of the International Cartographical Association. István Klinghammer has been a key player in setting the conditions for this cooperation.

Figure 4. Hungary in the 52nd edition of the „Grote Bosatlas", scale 1 : 4,5 Million. 95% of the country also figures on the map of Central Europe and Italy scale 1 : 3 Million. Copyright Wolters–Noordhoff Atlas Productions

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