

# Route Maps from the 1860s into the Early Twentieth Century: Competition, Evolution, and Specialization

The *Veikart over Norge* by Harald Wergeland and Josef Waligorski (Entry 75) was the first of a rapidly growing number of maps at relatively large scale addressed to the traveler and tourist market. The essay's first three sections discuss the evolution into the second half of the nineteenth century of direct descendents of Wergeland and Waligorski route maps: (1) the *veikart* of Peter Andreas Munch, (2) the *Rejsekart* produced by the NGO, and (3) Per Nissen's series of *Cammermeyers Rejsekart*. Table 1 presents the chronology of the editions of these maps, together with the reprintings of Wergeland and Waligorski. The fourth and final section of the essay presents the works of one mapmaker, Nicolay Caspary Ræder, to illustrate some specialization that occurred along the evolutionary path of the route maps.

TABLE I  
CHRONOLOGY OF EDITIONS OF ROUTE MAPS

YEAR	WERGELAND/ WALIGORSKI VEIKART	P. A. MUNCH VEIKART	REJSEKART NGO 1869	CAMMERMEYERS REJSEKART	
				SOUTH	NORTH
1847–56	1, 2, 3, 4				
1867		1			
c. 1868	5				
1869			1		
1870			2		
1873			3		
c. 1875	6				
1876		2			
1878		3			
c. 1880	7				
1881		4		1	
1882					1
1884				2	
1885		5			
1887				3	2
1889				4	
1891				5	
1893	8				3
1895				6	

## NOTES

1. The division of Norway into amts occurred in the 1660s in connection with the introduction of the absolute monarchy. Although they corresponded to the earlier counties, the change represented a shift in power to the king, as their administration was transferred from county lords to royal salaried officials (amtmenn). In 1919, the designation of *amt* was replaced by *fylke* (county).

The background information in this section draws primarily on Hoem, *Norge på Gamle Kart*, pp. 127, 130. A more expansive treatment of these maps is Roald Aanrud, "Kapittel 9: Landkart."

2. Norway's official cartographic institute was established in 1773 as Norges militære Oppmåling (Norwegian military survey). An 1885 act of parliament changed this to Norges Geografiske Oppmåling (Norwegian Geographical Survey, abbreviated NGO). As of January 1986, Statens Kartverk, headquartered in Hønefoss, became the sole umbrella organization for the NGO, the Norwegian Sjøkartverk (responsible for sea charts), and the County Cartographic Offices. Hoem, *Norge på Gamle Kart*, p. 130.

Although Gerhard Schønning's travels in Norway coincide with the first years of the NGO and C. J. Pontoppidan's large Norway maps date to 1785/1795 (see entry 31/38), their activity was independent of the NGO and not underwritten by it.

3. Munthe's artistic talents had previously resulted in a friendship with Johannes Flintoe (who visited Kroken as early as 1819), the first Norwegian to travel through the country for the purpose of sketching and painting its natural beauty: "It would appear that he [Flintoe] was soon [in 1811] in touch with art enthusiasts among the officers at the Norwegian Military Academy, the only place that offered systematic instruction in drawing. His contact with the eight-year younger Gerhard Munthe (1795–1876) was especially good. . . . In 1816 he [Munthe] was appointed as a teacher of military and freehand drawing at the Military Academy. In his free time he dabbled in painting." Nils Messel, "Discovering the Mountains," p. 104.

4. Oscar Wergeland, 1815–1895, was also responsible for the large school map of Norway published by P. A. Munch in 1845 (Entry 73). For the decade 1841–51, he taught map-drawing, calligraphy, and surveying at the War School; in 1853 his cartographic work received a "best in class" medal at the Art and Industry Exhibition in New York.

5. The map of Tromsø was an ad-hoc project imposed by the Lappekomisjonen of 1866. As there was not sufficient time to prepare copper plates, this map was lithographed and printed in multiple colors, unlike the black/white copperplate engravings for the other amt maps.

6. Søndre Trondhjem (Sør-Trøndelag) on 3 sheets, in 1897 (southeast), 1901 (southwest), and 1904 (northwest), respectively; Nordre Trondhjem (Nord-Trøndelag) on 3 sheets, with sheet no. 3 (northeast) issued in 1908, sheet no. 2 (northwest) in 1913, and sheet no. 1 (south) in 1917; Finnmark, 1907, is considered an amt map even if the scale is 1:500,000. Only Nordland lacks a separate amt map; it is included within a larger general map with a scale of 1:250,000.

7. This information is intended to be illustrative, rather than comprehensive or representative, of the variability of states and editions in which these maps might be found. To the best of my knowledge, there has been no research into the numerous printings of the amt maps.

8. Translated from Hoem, *Norge på Gamle Kart*, p. 130. See also section "9.3.2 Amtskartene - en hovedkartserie" in Roald Aanrud, "Kapittel 9: Landkart."

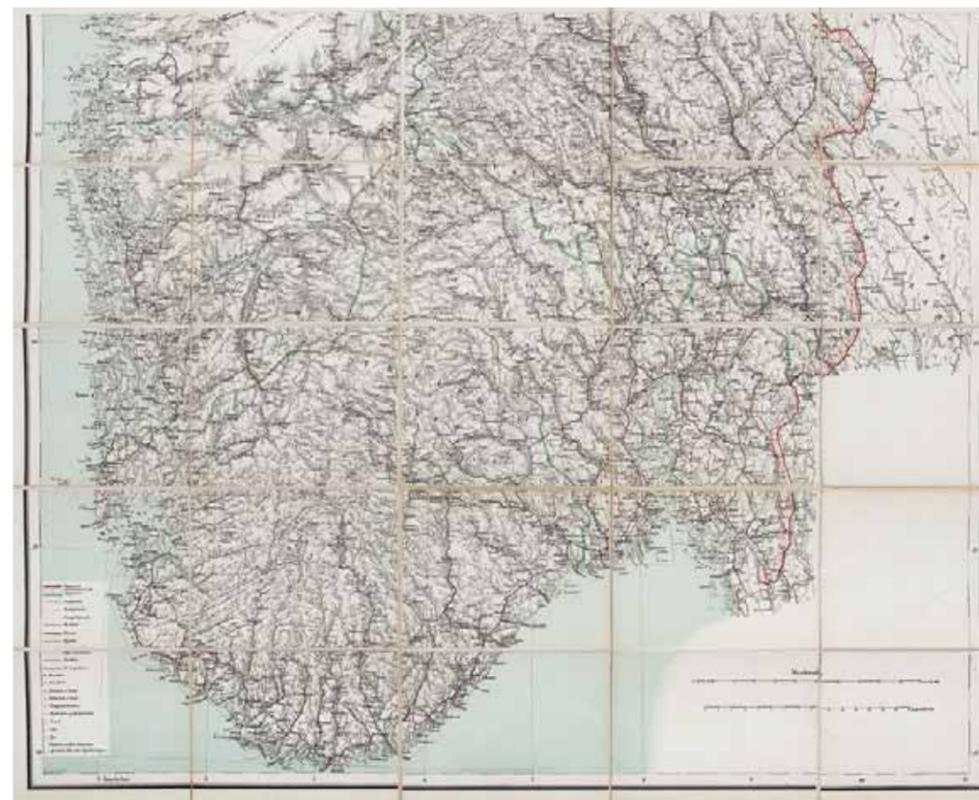
9. The speciedaler was the unit of currency in Norway from 1816 until 1875, when it converted to the kroner. A speciedaler was divided into 120 skilling. With the introduction of the kroner, the rate of exchange was set at 4 kroner = 120 skilling. In comparison with the 36 skilling price of a Bratsberg sheet, the Ramm and Munthe maps were relatively expensive at 2 speciedaler, or 240 skilling.

10. The 1.60 kroner price represented an increased price, equivalent to 48 skilling. As noted in the discussion, this was subsequently reduced to 1.00 kroner (or 30 skilling).

11. The Bratsberg amt map was the last to have a table of heights. On subsequent amt maps, heights are noted individually at their appropriate points.



PAM 1A. Munch, *Veikart over Norge*, northern sheet, 1st edition, 1867.



PAM 1B. Munch, *Veikart over Norge*, southern sheet, 1st edition, 1867.

## Veikart of P. A. Munch

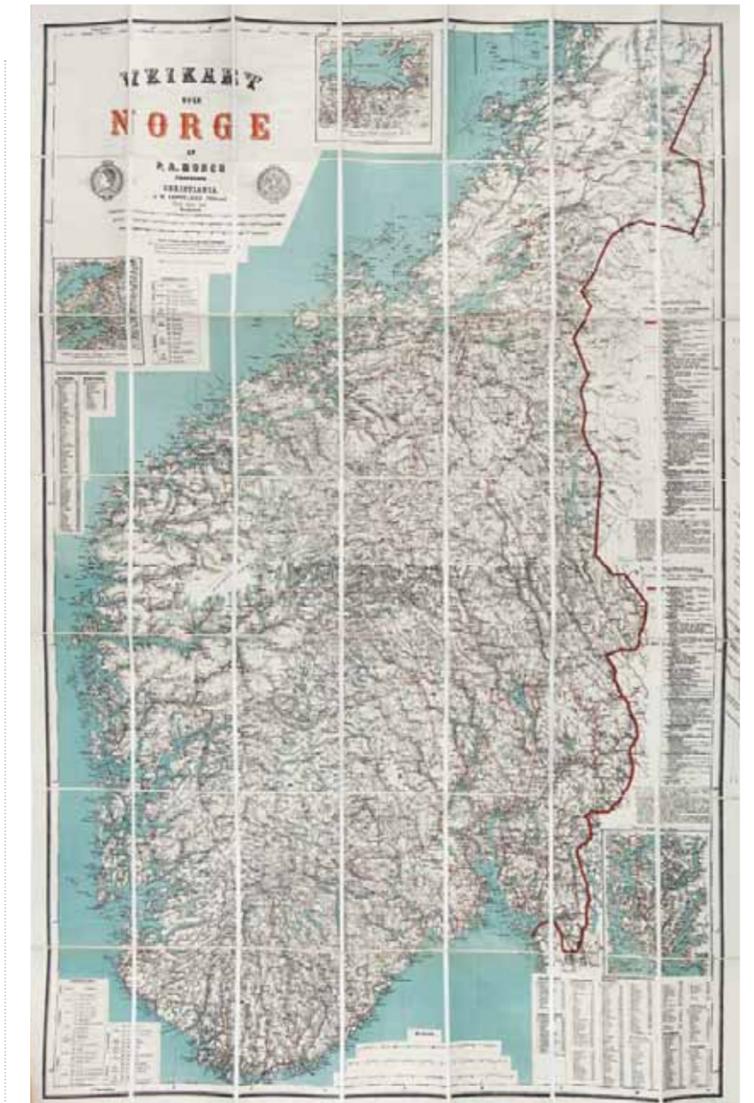
VEIKART | OVER | NORGE | AF | P. A. MUNCH |  
 PROFESSOR. | CHRISTIANIA | J.W. Cappelens Forlag. |  
 [2 scales, Norwegian miles and geographical miles] | Lith.  
 Anst. v. Leopold Kraatz in Berlin. [1867]  
 Lithograph, 61.2 x 74.2 cm (top sheet);  
 60.3 x 73.7 cm (bottom sheet)  
 Separately published

Peter Andreas Munch's contributions to Norwegian cartography are discussed in Entry 73 et al. The first edition of his route map, *Veikart over Norge* (fig. PAM 1A and 1B) appeared posthumously, four years after his death. The map, in two sheets, extends to Nordlands Amt, ending at approximately 65° 20'. The Berlin lithographer Leopold Kraatz also printed the second edition of Munch's map of southern Norway the following year (see Entry 74).

The title is printed at the upper left of the top sheet. Although the bottom sheet carries no title, the scale is repeated at the lower right. A notation along the longitude scale at the lower left indicates that Paris is the zero meridian. The key, at the lower left of the bottom sheet, comprises mostly standard symbols, including boundaries for bishoprics, counties, bailiwicks, and parishes. Less conventional is one designating projected railroad lines.

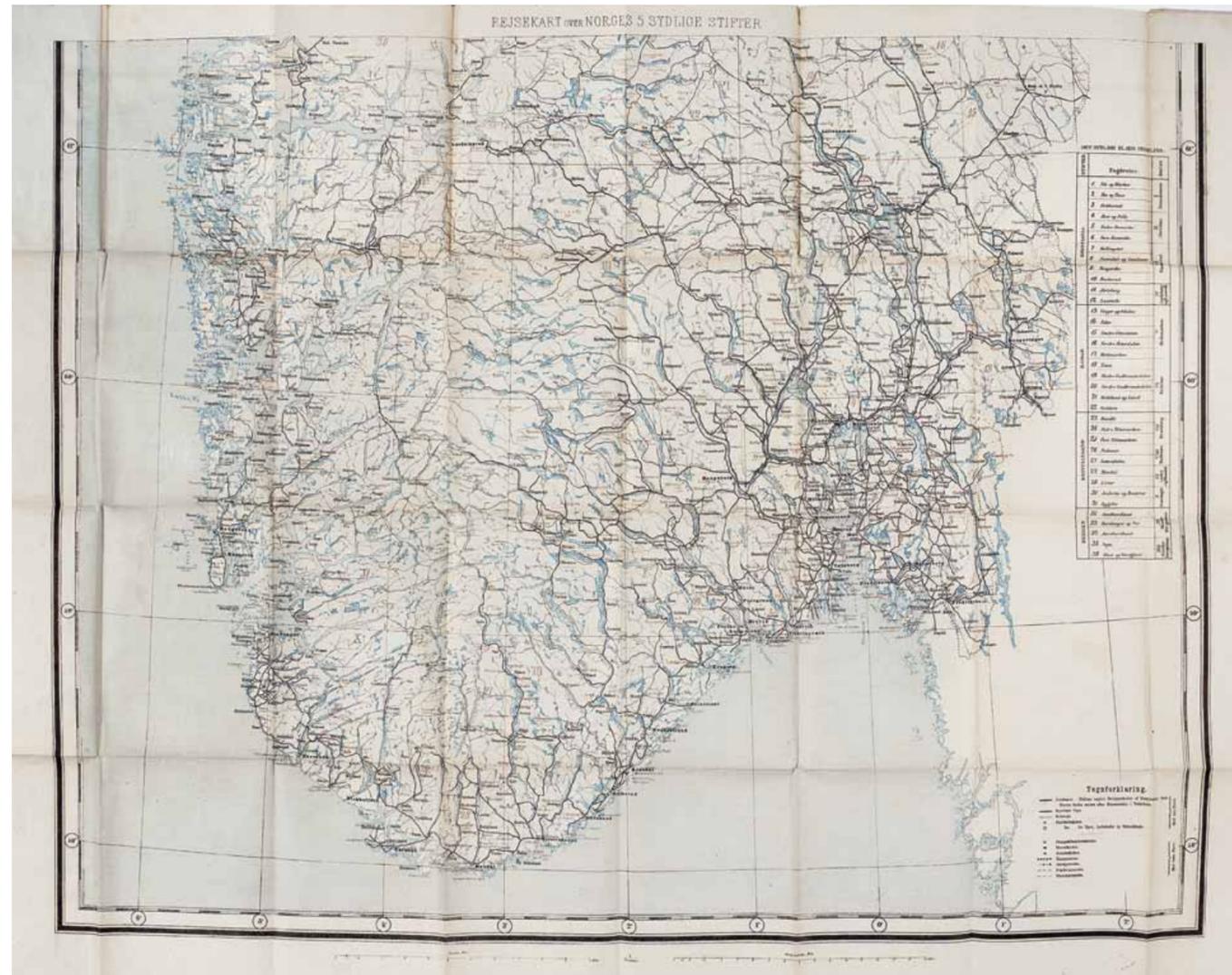
Munch's *Veikart* was reissued nine years later, in 1876, in a second edition printed by the Berliner Lithogr. Institut, which also lithographed the fourth issue of Munch's map of southern Norway. Third and fourth editions of the *Veikart* soon followed, in 1878 and 1881, respectively.

Comparing the fifth edition of Munch's *Veikart* from 1885 (fig. PAM 2) with the first from 1867 reveals how much this work had developed and progressed in eighteen years; or, alternatively, it exposes just how simple the first attempt really was. The last edition has a considerably expanded cartouche with inset maps to the right and below. Below the three scales, there is text in Norwegian, English, German, and French indicating the availability of two versions of the map: "The map is to be had either with



PAM 2. Munch, *Veikart over Norge*, 5th (last) edition, 1885.

or without indications of the mountains." Keys are printed at the left and right of the top sheet as well as on the bottom sheet. The lower right is filled with a list of almost 200 railroad stations (jernbanestationer) for eight railway lines. Each station has an associated number giving the distance from its main terminal, which is Kristiania for six of the lines, Stavanger for one, and Bergen for the last.



NGO 1. NGO, *Rejsekart over Norges 5 sydlige Stifter*, southern sheet, 1869.

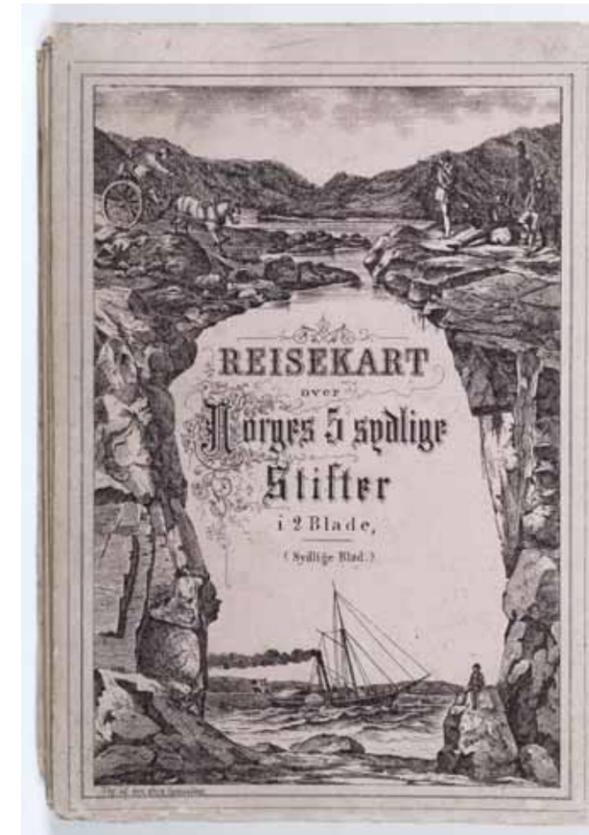
### NGO's Rejsekart, 1869

REJSEKART|OVER|NORGES 5 SYDLIGE  
STIFTER. |UDGIVET I 2 BLADE|AF|DEN  
GEOGRAFISKE OPMAALING|KRISTIANIA 1869.

Southern sheet, title above map: REJSEKART  
OVER NORGE,S 5 SYDLIGE STIFTER

Lithograph, 54.6 x 76.4 cm

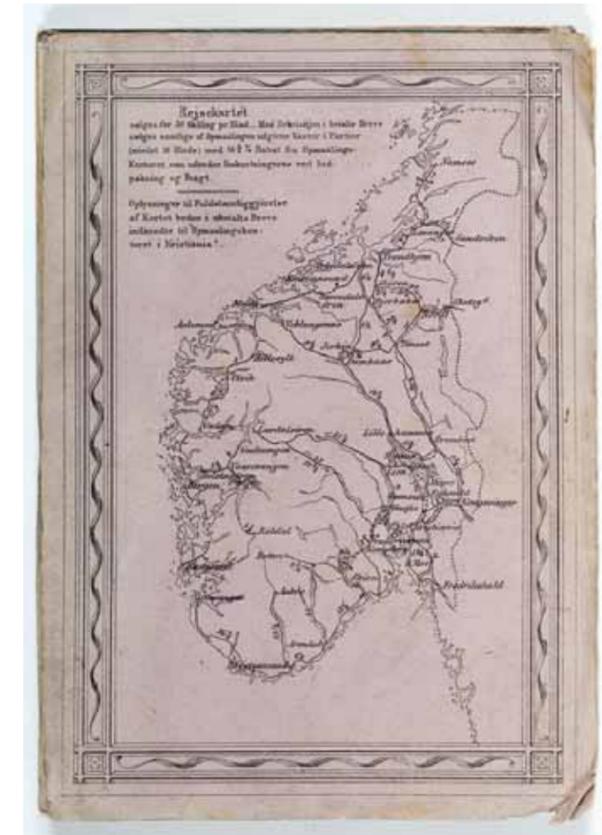
The NGO initiated commercial production of a product competing with Munch in its *Rejsekart* of southern Norway in two sheets at a scale of 1:800,000, printed in five colors in 1869. The table along the right of the southern sheet listed the 4 stifter, 36 fogderier, and 12 amter shown on this half of the map (fig. NGO 1). The symbols at lower right denote different kinds of roads and way stations printed in black, with steamship landings, churches, and administrative boundaries in brown. Small accompanying



NGO 2a. NGO, *Rejsekart*, front cover of paper wrapper of southern sheet, 1869.

booklets contained data of particular use to travelers, such as tables of distances and fees. Each sheet was folded into a cover, into which the corresponding booklet was bound. The back cover gave ordering information and an overview route map (figs. NGO 2a and 2b).

This NGO production required considerable basic data beyond that normally collected by the NGO for incorporation into its maps, most notably the entire Norwegian conveyance network. Although revised second and third



NGO 2b. NGO, *Rejsekart*, back cover of paper wrapper of southern sheet, 1869.

editions were issued in 1870 and 1873, the NGO simply did not have the resources to maintain all the information up to date and continue with its publication.

Nonetheless, the NGO *Rejsekart* enjoyed a type of afterlife in the form of Cammermeyers *Rejsekart*, discussed next. In addition, the two sheets of the *Rejsekart* were used as the base map for the two editions of *Postkart over de 5 sydlige Stifter* issued by the NGO in 1872 and 1880 (see Entry 78).