

Engraved chart, manuscript annotations, lighthouses and beacons picked out in yellow and red, chartseller’s stamp bottom-centre, backed on blue paper, minor loss to top margin, not affecting image, tear to right margin, repaired with stitches.

HAITIAN PORTS

Ports and Harbours in Haiti (Sheet Two).

Author
IMRAY, James F[rederick]

Publication date
1901. Corrected to 1902.

Publisher
James Imray and Son,

Publication place
London,

Physical description
Engraved chart, manuscript annotations, lighthouses and beacons picked out in yellow and red, chartseller’s stamp bottom-centre, backed on blue paper, minor loss to top margin, not affecting image, tear to right margin, repaired with stitches.

Dimensions
715 by 1075mm. (28.25 by 42.25 inches).

Notes
Chart of the ports and harbours in Haiti.

Detailed chart of Haitian ports and harbours at the beginning of the Twentieth Century. The largest of the chart is that of Cayes Bay. The city of Cayes had by the nineteenth century one of Haiti's major ports, exporting its primary commodity, coffee. It's relative isolation meant that it was shielded from the political mascinations and coups of the capital Port-au-Prince.

Other charts include: Dame-Marie Bay, Irois Bay, Navassa, Caldera Bay, Jaquemel Harbour, Port-au-Prince Bay, Cayemites Bay &c., Monte Christi, and Cape Haiti Harbour.

To the right of the title Imray has added a plea: "The publisher's respectfully request communications that may tend to the improvement of this or any other of their works". This was a somewhat forlorn attempt to keep up with and compete, with the more accurate Admiralty charts, which by the late nineteenth century, had begun to take more and more of Imray's business. The chart bears the stamp of James Imray & Son, Norie, and Wilson, updated 1902.

James Imray (1803-1870), worked originally in the stationery and account book publishing business. In 1836, Imray joined with the chartmaker Michael Blachford. The partnership flourished and soon began to compete with the larger firm of Norie and Wilson. In 1846 Imray bought out Blachford. By the time of James's death in 1870 the business had become the leading commercial chart publisher of its day. The business was carried on by his eldest son, James Frederick Imray (1829–1891). James Frederick had become a partner in the book and instrument sides of the business, in 1854, and the firm had changed its name to James Imray & Son. The 1870s would represent the high-water mark of the firm, with no less than three locations associated with the company: charts were produced at 89 Minories; 102 Minories was a saleroom for charts and books, and the nautical academy; and 1 Postern Row was a shop selling instruments. Alas James Frederick's tenure led to the firm's gradual decline, who lacked both the business acumen and the chart making knowledge of his father, with few new charts being commissioned. James Frederick also faced stiff competition from the Admiralty, whose charts, though more expensive, and less popular with merchant vessels, where being vigorously promoted by the Board of Trade as more accurate and reliable. Upon his death, in 1891, the business (his children being underage) was run by two employees, Alfred Imray (James's cousin), and Henry Jenkins, until the brothers James Cutbill and Herbert Parbury came of age. However, with trading conditions increasingly tricky it was no surprise that when, in 1899, the firm of Norie and Wilson approached the two young men with the proposal for amalgamation that they readily accepted.

Bibliography

Provenance

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