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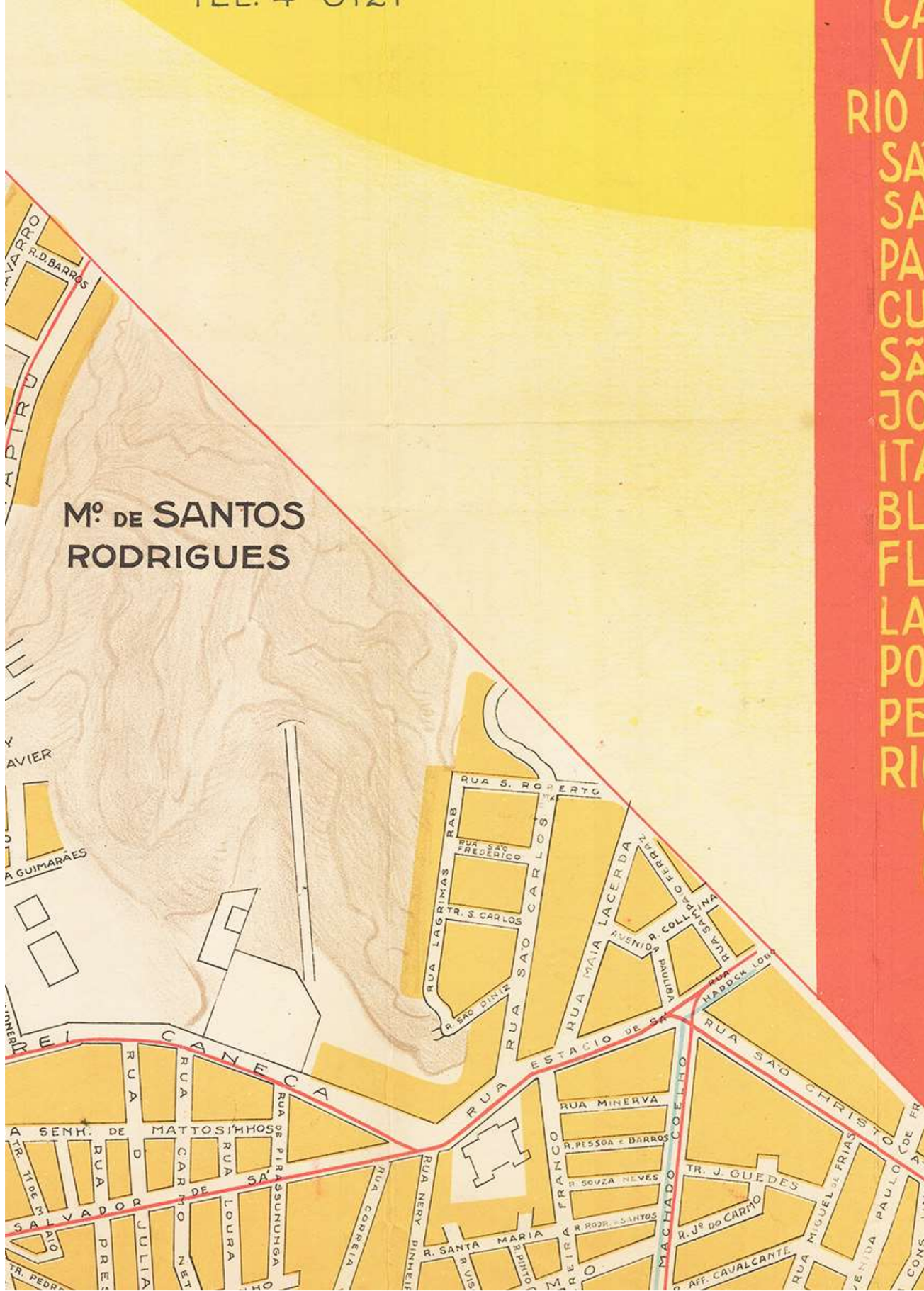
June 2021

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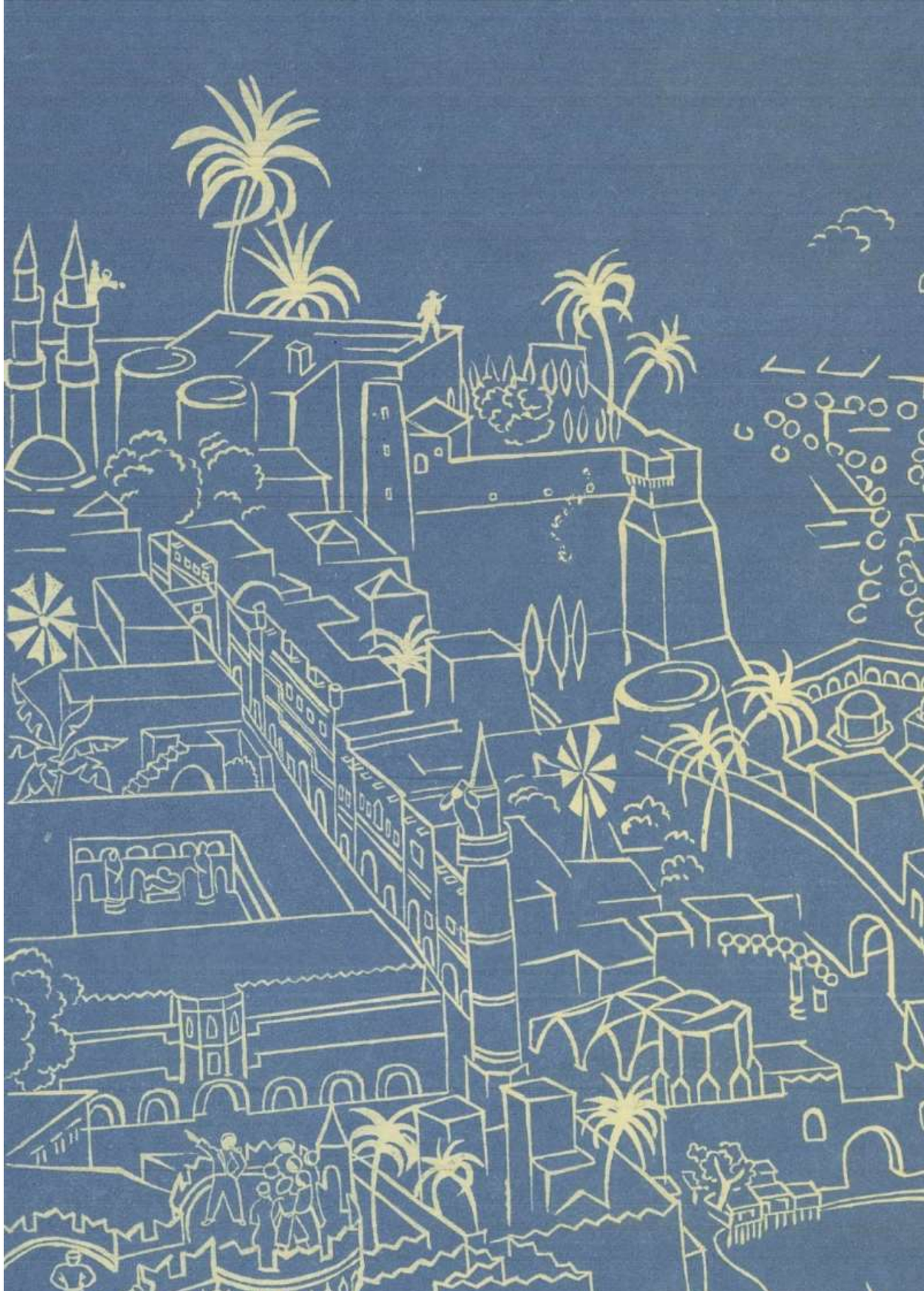
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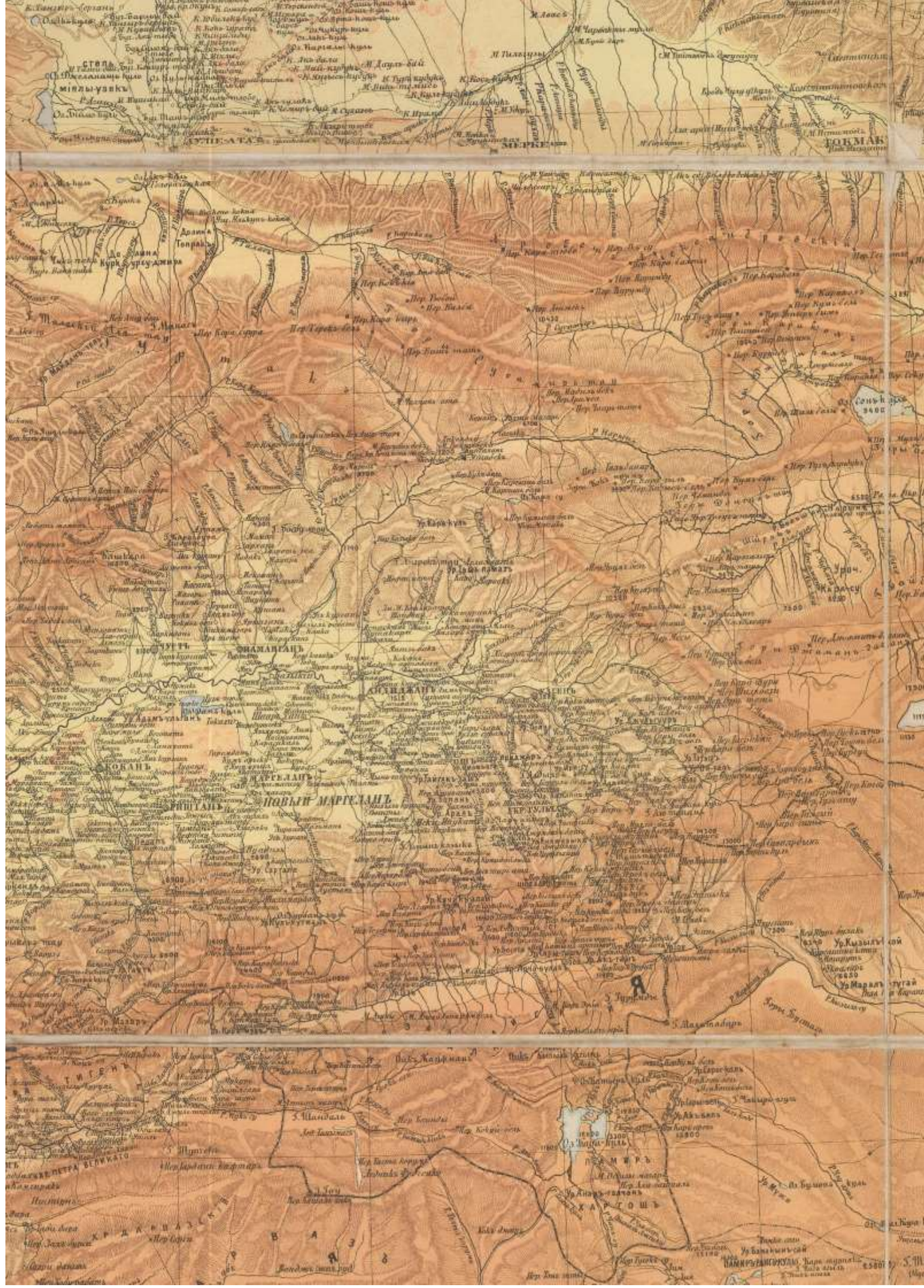


1. The Great Game (The Tournament Of Shadows)

Central Asia

Official Russian ‘Headquarters Map’

Stellar Provenance



TURKESTAN MILITARY-TOPOGRAPHICAL DEPARTMENT (IMPERIAL RUSSIAN ARMY).

Карта Туркестанского Военного Округа / Составлена приТуркестанскохъ военно-топографическомъ отдѣлѣ въ 1877 году по новѣйшихъ свѣдѣніяхъ / **Хромолитографировано въ картографическомъ заведеніи военно-топографическаго отдѣла Главнаго Штаба…** ***Исправлена по 1881 годъ.***

[Map of the Turkestan Military District / Compiled at the Turkestan Military-Topographical Department in 1877 according to the Latest Information / Chromolithographed by the Cartographic Institute of the Military-Topographic Department of the General Staff… Corrected up to 1881].

[St. Petersburg:] Cartographic Institute of the Military-Topographic Department of the General Staff, 1881.

Chromolithograph, dissected into 64 sections and mounted upon original linen, contemporary pastedown slip added to title noting that the map was ‘*Corrected up to 1881’*, with contemporarily manuscript presentation inscription in black pen to verso: “A Mr le baron Benoit-Méchin de la part des G.aux Kouropatkine et Levaschew Octobre 1882.” (Very Good, overall clean and bright and remarkably fine condition for such a large wall map, only some very light stains and a tiny nick of loss to upper left neatline, marginal toning), 194 x 202 cm (76.4 x 79.5 inches).

The ultimate 'Great Game' map with a stellar provenance – an exceedingly rare, colossal map of Central Asia, being the 'Headquarters Map' made for the exclusive use of the Russian Army High Command, drafted by military engineers in Tashkent from ground-breaking surveys newly arrived from the field, making it by far and away the most accurate and detailed map of the heart of Asia from the dramatic crescendo of the Anglo-Russian rivalry that the Russians called the 'Tournament of Shadows'; chromolithographed in St. Petersburg - the present example gifted by the Russian war hero General Aleksey Kuropatkin to the French explorer and adventurer Stanislas, baron Benoist-Méchin, while the latter visited Tashkent in October 1882 during his epic trans-Asiatic tour.

This gargantuan work is the official 'Headquarters Map' of Central Asia made for the exclusive use of the most senior Russian military officers, whether at the General Staff offices at the Ministry of War in St. Peterburg, or at the regional headquarters in Tashkent. It was made in 1881, which marked the crescendo of the 'Great Game', which the Russian poetically called the 'Tournament of Shadows', a decades-long Anglo-Russian contest for mastery over the heart of Asia, considered to be the first 'Cold War'.

The work is by far and away the most accurate map of Central Asia of its era, as it features innumerable important details that appear for the first time on printed map. Indeed, the antecedent manuscripts were drafted in Tashkent by Russian military engineers who had access to ground-breaking fresh surveys and reconnaissance that arrived fast and furious from the field; in many cases they represented the first ever mapping of the areas depicted. The attention to empirical accuracy and detailing is meticulous, and the work was brilliantly chromolithographed in St. Peterburg by the press of the Army General Staff.

As indicated by the title, the map is centred upon the Turkestan Military District, a special army zone created in 1867 that embraced modern Uzbekistan and Turkmenistan, as well as parts of Tajikistan, Kyrgyzstan and Kazakhstan; while almost exactly in the middle of the map is Tashkent, home of the regional Russian High Command. However, the map's ambitious cope extends far beyond the district, running as far north as the 52nd parallel North, in Siberia (Orenburg is in the far upper left); as far south as Northern India, beyond Lahore, taking in all of Afghanistan and parts of Persia and Nepal; while the map runs from the middle of Caspian Sea, in the west, over east deep within Xinjiang Province**,** China, beyond Urumqi, while taking much of Tibet. Within the Turkestan Military District, the map depicts the famous Silk Road cities of Khiva, Bukhara, Merv and Samarkand, that had been the objects of recent Russian military endeavours.

The map is one of the greatest masterpieces of late czarist Russian cartography; it is exceedingly detailed and makes every effort to define the diverse topography with empirical accuracy, showing only what had been properly reconnoitred or surveyed, while any conjectural details are either omitted or are clearly shown to be such. As shown in the legend that runs below the title, the elevation gradients are expressed through bright chromolithographic colouring, that grow progressively darker as the level ascends, ranging from areas under 1000 feet (light yellow) to over 10,000 being a dark brownish orange. Mountain are defined by careful hachures, with spot heights of major peaks are given in feet, while deserts are shown by a dusting of red dots. Impressively, the map labels every city, town and village, employing symbols to indicate their size, as well as forts, military outposts, post offices, telegraph stations, mines, surviving points, etc. All roads, railways and caravan routes are noted, as are political boundaries. In many newly explored, remote places, the level of detail provided is surprisingly comprehensive.

The map was made in 1881, during the crescendo of the Great Game, or the Tournament of Shadows, when after decades of cold war characterized by territorial aggrandizement, proxy battles and complicated diplomatic manoeuvres, Russia and Britain found themselves eye to eye, as their respective Asian empires had expanded to the point where they directly bordered each other for the first time.

Since 1847, the Russia had mounted campaigns to conquer the states of Central Asia. After seizing much of Kazakh Steppe, they took Tashkent in 1865; Kokand and Bukhara (1864-8); Samarkand (1868); Khiva (1873); and won a decisive victory that assured their eventual conquest of much of Turkmenistan at the Battle of Geok Tepe (January 24, 1881).

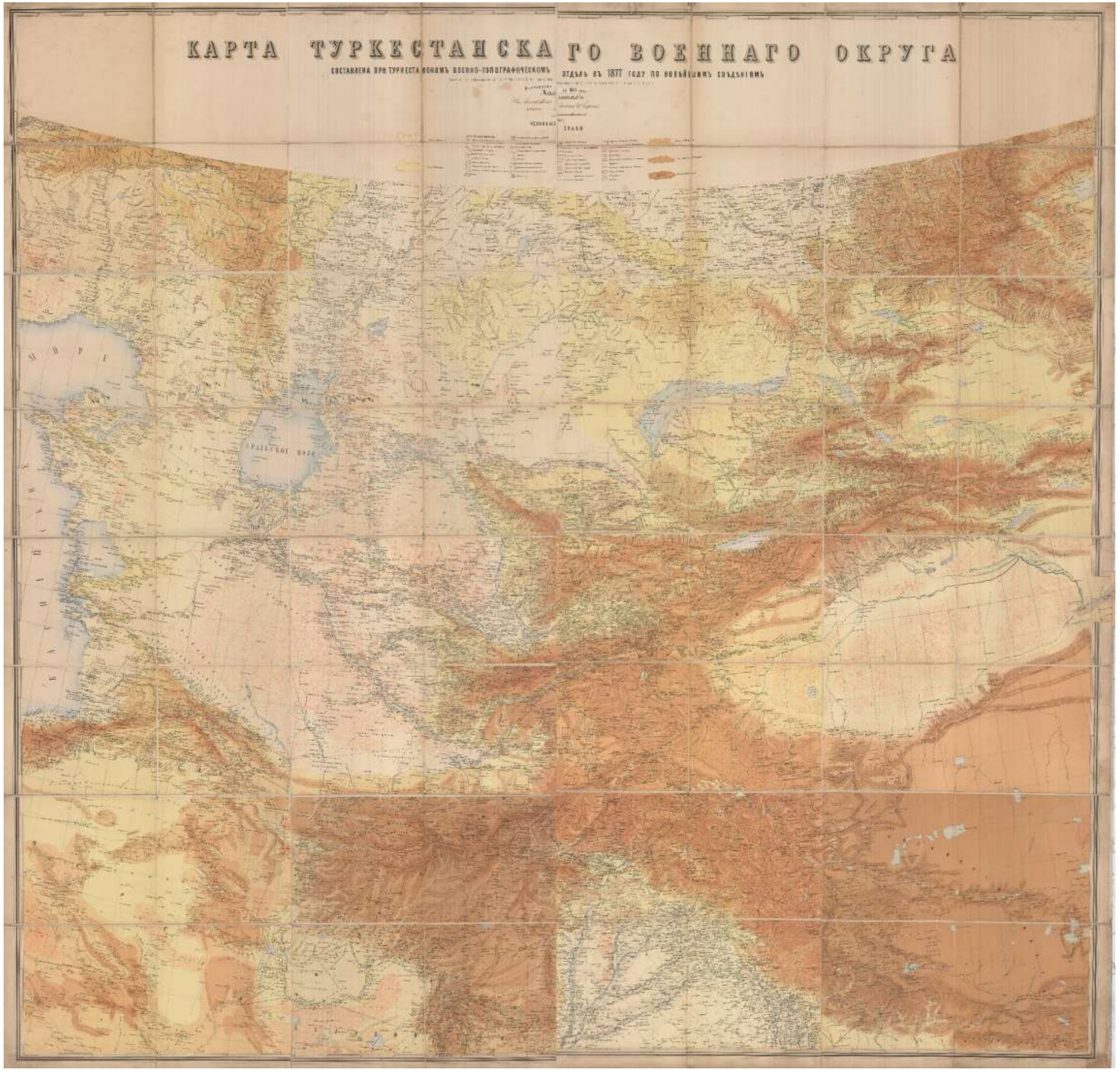
Meanwhile, the British, who had consolidated their control over what is today Pakistan in the 1850s, had conquered Afghanistan during the Second Anglo-Afghan War (1878-80). By this point there were no more 'buffer states' between Russian and British territory, and in what was an environment of extreme tension, the two empires had to decide to either have a final, destructive showdown along the Hindu Kush, or, to diplomatically resolve to respect each other's presence, and to draw mutually acceptable boundaries between their zones of control. As it turned out, cooler heads prevailed, and realizing the gravity of the situation, during the rest of 1880s and '90s, Russia and Britain worked towards a peaceful negotiated settlement. This eventually led to the Anglo-Russian Convention of 1907, which established the two empires as allies heading towards World War I.

The present map was the authoritative 'Headquarters Map' that was hung up on the walls of the General Staff offices in St. Petersburg and at the headquarters of the Turkestan Military District in Tashkent, where it would have served as the focal point for strategic deliberations concerning military planning, diplomatic-treaty negotiations, and infrastructure development. Specifically, the map would have been used to plan the Russian 'mop up' operations in the central Asia, such as the conquest of Merv, Turkmenitan (1884) and the outer regions of Tajikistan and Kyrgyzstan. It would also have been used to inform the negotiations regarding the boundaries between Russian, Persia, British and Chinese territories. As the map features incredibly detailed, militarily sensitive information to aid an army on the move, the map would have been considered highly classified. It would not have been sold publicly but distributed to only senior military officers and politicians, as well as few friends of the government in the academic and business communities.

As best as we are aware, the present map was issued in two editions; the first was published in 1877, and the second (represented by the present example) was printed in 1881. There are profound differences between the two editions. The first edition features a much more limited scope that the second, as while it has the same northern terminus at the 52nd parallel, it extends down south only to about the 35th parallel, while the second addition adds extra panels, extending the coverage much further, to Northern India, and embracing the entire theatre of the Second Anglo-Afghan War (1878-80). Additionally, while both editions are printed from the same lithographic matrix, on the areas of mutual coverage, the mapping is significantly updated in the

КАРТА ТУРКЕСТАНСКАГО ВОЕННАГО ОКРУГА

СОСТАВЛЕНА ВРЕМ ТУРКЕСТАНСКИМ ВОЕННО-ТОПОГРАФИЧЕСКИМ ОТДѢЛОМ ВЪ 1877 ГОДУ ПО ВНОВЬ ПРОИЗВЕДЕННЫМЪ СЪЕМКАМЪ



second edition in many areas, especially in Turkmenistan, a region that had been newly surveyed in the wake of ongoing Russian military expeditions.

The Map's Intriguing Provenance: From the Hero of 'Goek Tepe' to a French Explorer

The present example of the map comes with an important provenance, as it features the manuscript presentation line to the verso: "A Mr le baron Benoit-Méchin de la part des G.[génér]aux Kouropatkine et Levaschew Octobre 1882.". Thus, the map was presented by the famed Russian commander, Major-General Aleksey Nikolayevich Kuropatkin, a hero of the recent Battle of Goek Tepe, which led to the Russian conquest of Turkmenistan, and Generla Levaschev (whom we have not been able to identify), to Stanislas, baron Benoist-Méchin, a French explorer and adventurer who, accompanied by his friend, Humbert Adrien, Comte de Mailly-Chalon, was then passing through Tashkent while on thier epic four-year long trans-Asiatic tour.

Aleksey Nikolayevich Kuropatkin (1848 - 1925) was for decades one of Russia's most famous military figures, responsible for both some of the greatest victories, as well as the worst defeats of the late czarist era. A native Pskov, he hailed from a family of landed gentry with history of military service. He entered the army in 1864, and was assigned to Central Asia where, he distinguished himself during the conquests of Bukhara and Samarkand, attaining the rank of major in 1870.

In 1875, Kuropatkin, as part of an exchange programme, served with the French Army in Algeria, including taking part in an expedition into the Sahara.

Returning to Central Asia, Kuropatkin, as head of the Turkestan Riffle Brigade, became the right-hand man to the legendary General Mikhail Skobelev, whose mandate was to complete the Russian conquest of Central Asia.

Famously, Kuropatkin 'saved the day', when he marched five companies of troops over 18 days from Khiva to southern Turkmenistan, whereupon he led the winning cavalry charge at the Battle of Geok Tepe (January 24, 1881). This victory largely guaranteed the Russian conquest of Turkmenistan. His efforts were recognized by the czar with a knighthood and a promotion to major-general.

When Benoist-Méchin and Mailly-Chalon visited Tashkent in the autumn of 1882, Kuropatkin was the chief lieutenant to the General Mikhail Grigoryevich Chernyayev, the Governor of the Turkestan Military District.

Kuropatkin later went on to join the Russian General Staff in St. Peterburg, before being appointed as Governor of Turkmenistan (1890-8), during which time he led an important diplomatic mission to Persia. From 1898 to 1904, he served that the Russian War Minister.

During the Russo-Japanese War (1904-5), Kuropatkin was sent by the czar to the Far East to lead the land forces, whereupon he was responsible for the crushing Russian defeats at the battles of Mukden and Liaoyang. Later, during the early part of World War I, he had a rocky time as a frontline commander on the Eastern European Front, before being made the Governor of the Turkestan Military District in 1916.

Following the Russian Revolution, Kuropatkin deftly switched sides which allowed him to enjoy a peaceful retirement in his hometown of Pskov where he was renowned for playing the violin for hours at late night parties.

Stanislas, baron Benoist-Méchin (1854 - 1923) was a wealthy French nobleman who from an early age was imbued with in irrepressible wanderlust. As an aside, he was the father of Jacques Benoist-Méchin (1901 - 1983), a highly controversial figure was a leading Vichy collaborator but subsequently a world-renowned authority on the Arab World.

Benoist-Méchin made his first great overseas voyage from 1873 to 1874, when he travelled to Ceylon, Southeast Asia and China.

In 1878, Benoist-Méchin set his sights upon a far more ambitious endeavour. Accompanied by his friend Humbert Adrien, Comte de Mailly-Chalon (1853 - 1921), he planned an epic adventure to cross Asia by land, something which had been recently ventured by only a handful of Europeans, owing not only to the extreme ardour of the voyage, but also the prevailing climate of political instability.

In 1879, Benoist-Méchin and Mailly-Chalon met up in Ceylon, and from there proceeded to Indochina, Canton, and Japan. They then began their overland Trans-Asiatic expedition in Beijing, assembling a team of 20 men, supported by 12 horses and mules, and much equipment. In September 1881 they set out to the northeast, crossing Manchuria. After a leg of 1,400 km, they arrived at Vladivostok on December 21. From there, they headed west, visiting Khabarovsk, Blagoveshchensk, Chita and Irkutsk, while crossing the Tien-Shan Mountains in the Summer of 1882.

In September 1882, Benoist-Méchin and Mailly-Chalon arrived in Tashkent, the military and political epicentre of Russian Central Asia, where they remained for six weeks. From Tashkent, they headed south-westwards, towards Persia, visiting Samarkand, Bukhara, Khiva, and Merv, before arriving at Mashhad. This leg of the journey proved to be quite arduous, as they traversed what was an active warzone, and though many places that had seldom been visited by Europeans.

Finally, after traveling 3,000 kms from Tashkent, the explorers arrived in Tehran, where they were greeted with great fanfare at the French Embassy. Benoist-Méchin and Mailly-Chalon recorded their experiences in back-to-back articles in the prestigious journal of the French Société de géographie. Their accounts are today regarded as highly valuable and authentic sources on the state of play in Central Asia at the height of the Great Game.

During their six weeks in Tashkent, Benoist-Méchin and Mailly-Chalon were treated with the warmest hospitality, and no doubt many evenings of vodka-fuelled reverie, by the Russian High Command. Especially as France was not then an enemy of Russia (and shared a loathing for the Britain), the Russian generals would have been only too delighted to have the company of two highly articulate and civilized French noblemen who would have come with so many fascinating stories of their adventures in the lands to the east.

Mailly-Chalon recalled that of the Military Governor Mikhail Grigoryevich Chernyayev, "It was thanks to him, to the interest he was willing to take in our travels, I dare say to the affection he bore us, that the remainder of our enterprise was able to continue in such happy conditions..." (Mailly, p. 24).

While Kuropatkin is not mentioned in the explorers' published articles, there is no doubt that that he would have formed a special bond with Benoist-Méchin and Mailly-Chalon. He spoke fluent French and was an ardent Francophile since his time in Algeria. Notably, the explorers would have greatly benefited from his accounts of his famous ride across Turkmenistan, from Khiva to Goek Tepe, as they were about to traverse roughly the same forbidding territory.

The present map would have been both highly classified and very expensive, so it is a testament to great esteem by which Benoist-Méchin was held by the Russians at Tashkent HQ, that he was gifted such a precious item. Importantly, the map no doubt helped to guide the explorers during the continuation of their journey towards Persia, as it was by far and away the best map of the region in existence.

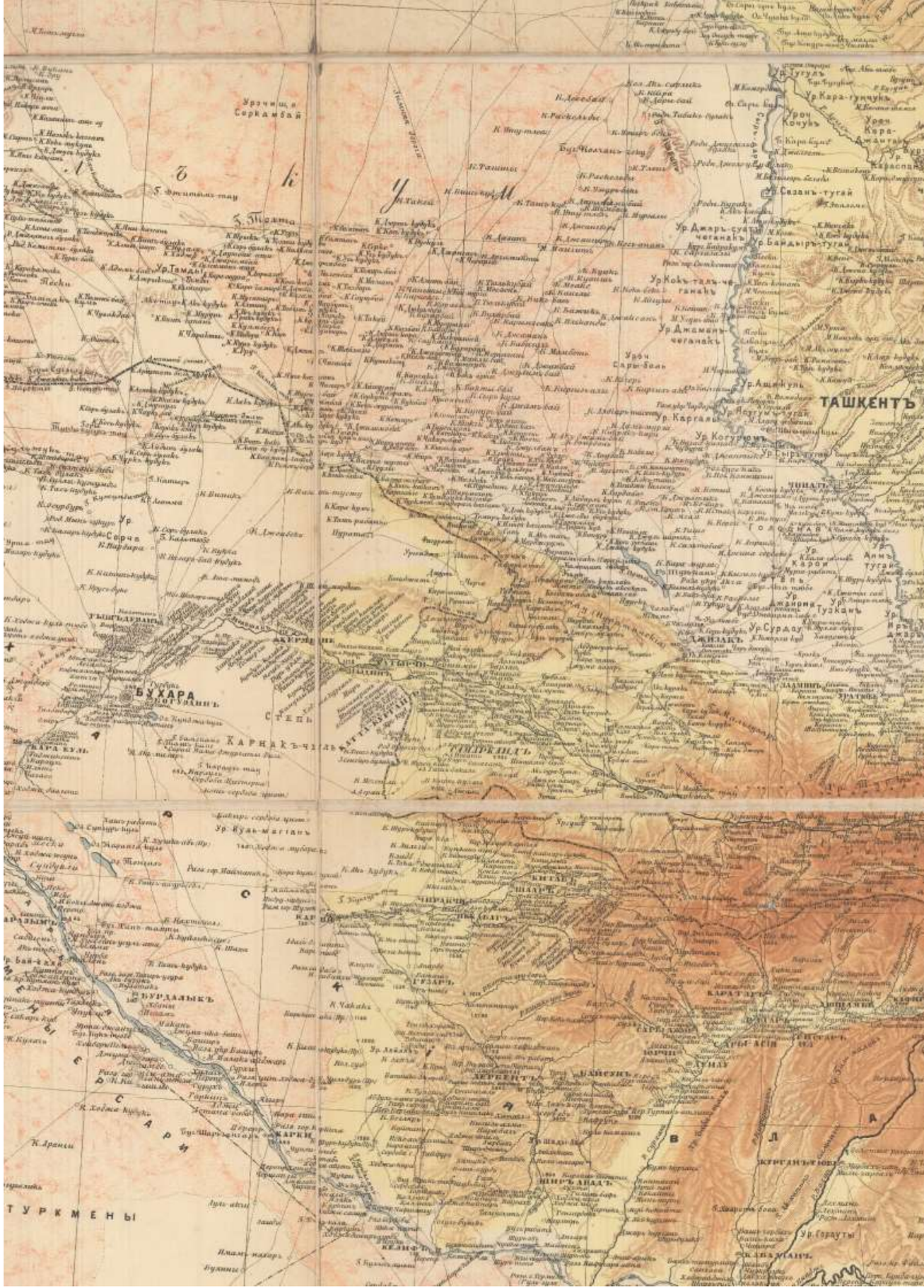
A Note on Rarity

Both editions of the map are exceedingly rare. They would have been issued in only very small print runs exclusively for high-level official use. Moreover, the survival rate of such 'headquarters' wall maps is very low, as they were exposed to extensive wear from use and the elements.

We cannot trace even a reference the present updated 1881 edition, let alone the location of another example. While the 1877 edition is cited in several Russian publications, we can definitively trace only a single institutional example, held by the National Library of the Republic of Kazakhstan (Almaty), although there are surely a few other examples in Russian or other former Soviet libraries and archives that we have not been able to trace online.

Importantly, the present example of the map is unique, owing to its extraordinary provenance.

One should note that there are several later wall maps of the area assuming similar titles, but these are entirely different works printed from new matrices.



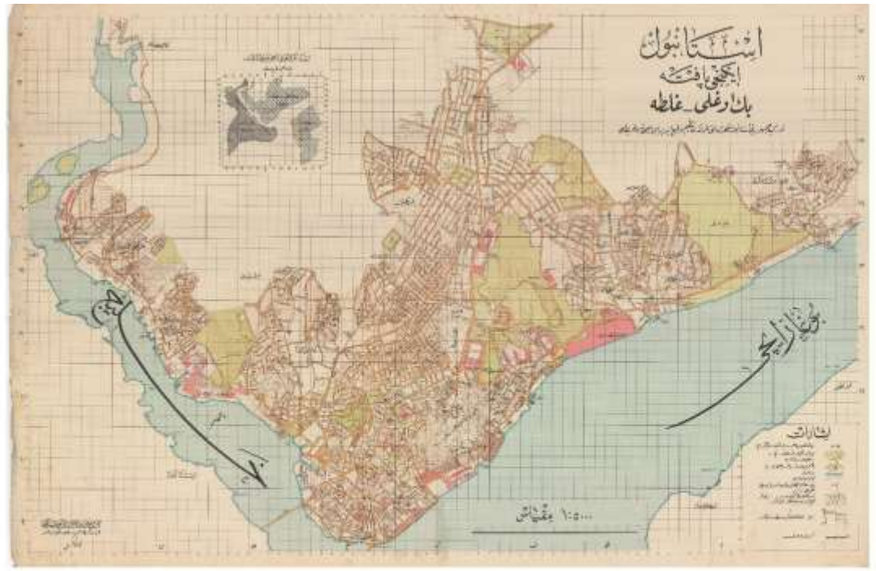
References: N/A – Present 1881 edition seemingly unrecorded. ***Cf.*** [re: ***1877 edition:***] National Library of the Republic of Kazakhstan (NLRK): Turkestan Collection. - 1882 .-- T. 280.; ***Vladimir Izmailovich MEZHOV,*** *Туркестанский сборник сочиненій и статей, относящихся до Средней Азіи вообще и Туркестанскаго края в особенности* [Collection of Essays on Turkestan and Articles related to Central Asia in General and the Turkestan Region in Particular] (St. Petersburg, 1884), p. 41; Zinaida Kuzminichna SOKOLOVSKAYA, *Картографические и геодезические работы в Росии в XIX-начале XX в* [Cartographic and Geodetic Works in Russia in the 19th and early 20th Centuries] (Moscow, 1967), p. 108; Eleonora Ivanovna IVANCHIKOVA, *Казахстан на страницах "Туркестанского сборника": аннотированный библиографический указатель литературы* [Kazakhstan in the 'Turkestan Collection': An Annotated Bibliographic Index of Literature] (Astana: Institute of Eurasian Integration, 2002), p. 184. Cf. [re: Explorers' published accounts:] Humbert Adrien, Comte de Mailly-Chalon, 'Un Voyage en Mandchourie', *Bulletin de la Société de géographie*, 7e série, 6 (1885), pp. 5-24; Stanislas BENOIST-MECHIN, 'Voyage à travers le Turkestan', *Bulletin de la Société de géographie*, 7e série, 6 (1885), pp. 25-55.

9.500 EUR

2. ISTANBUL

CITY MAPS

3 GIGANTIC WALL MAPS







1. **استانبول. ایکنجی پافته. بك اوغلی غلطه.**
   [Istanbul. First Part. Beyoğlu – Galata]
   107 x 165 cm (42 x 65 inches), printed from two originally joined plates

2. **استانبول. برنجی پافته**
   [Istanbul Second Part]
   183 x 127 cm (72 x 50 inches), printed from two originally joined plates

3. **استانبول اوچنجی پافته. اسکدار**
   [Istanbul. Third Part. Üsküdar]
   145 x 76 cm (57 x 30inches)

[Istanbul]: كشفيات و انشاآت تورك انونيم شركتى [Keşfiyat ve İnşaat Türk Anonim Şirketi / Turkish Development and Construction Inc.] [s. d., circa late 1923 – 1928]

Condition report: Minor staining, small tears and chips in margins, longer professionally repaired tears in images, part 2 with repaired loss of paper in white margins and a part of the grid and with a clear straight split in the middle fold. Maps without loss of images.

An exceedingly rare complete set of three detailed gigantic maps of Istanbul is the first official survey project of the city, made in the newly founded Republic of Turkey.

قاسم پاشا

تقسیم

فاطمه خاتون

بک اوغلی

فندقلی

غلطه

مقیاس

The set of three gigantic maps (145 cm, 165 cm and 183 cm in length), stunning in their details, showcases Istanbul, as it looked at the beginning of the newly founded Republic of Turkey. The separately published parts of various sizes show Beyoğlu and Galata, Fatih and Üsküdar.

The maps concentrate on urban and topographic details of the city. Marked are the names of every street, public buildings, mosques, green spaces, roads, steps, walls, water surfaces, distances and elevation. Each square or the grid represents 100 m in length and 100 m in with, so 1 hectare, and each contour line 2 meters of elevation. The distances were according to the legend measured from the Galata Tower, the highest point on the city, overlooking all three parts of Istanbul.

A large part of Fatih is left unmarked and with only improvised street lines, as the area was still largely destroyed by the fire of 1912.

According to the imprints the maps were commissioned by the City of Istanbul and published by the Turkish Development and Construction Inc. Due to their enormous impractical size and technical details they were almost certainly mostly used in the governmental institutions.

In 1922, the same firm issued similar maps of more practical format in French language, possibly intended for the foreign firms, insurance companies and other non-Ottoman speaking people of Istanbul. They lack the technical details of the slightly latter Ottoman maps and mostly concentrate on the practical details.

These French maps were as our larger Ottoman versions printed on three sheets (please ckick here for one example housed in the David Rumsey Map Collection: Plan Général De La Ville De Constantinople. Feuille 1. Stamboul - David Rumsey Historical Map Collection), but there was also a one-sheet version made (Harvard Image).

Our maps are not dated, but were published between late 1923 and 1928. At least two details help dating the map. The publisher Keşfiyat ve İnşaat Türk Anonim Şirketi (Turkish Development and Construction Inc.), signed on our maps was only renamed from Keşfiyat ve İnşaat Osmanli Anonim Şirketleri **(**Ottoman Development and Construction Inc.) in the late 1923, after the declaration of the Turkish Republic on October 1923.

Also the part south of Hagia Sofia, which is on the map of 1922 by the same publisher still shown as demolished by the fire, is almost entirely rebuilt on our map.

The upper date, when the maps could be published is 1928, after which Turkey changed the script to Latin characters. In the same year Turkish Development and Construction Inc. was transferred to Ahmet Ari Firm.

Survey of Istanbul in the 1920s and Triangulation from the Galata Tower

After WWI, Istanbul desperately needed a new survey. Part of the city was still destroyed in the fire, people and new investors were immigrating massively in and out of the metropole and infrastructure desperately needed modernization.

Especially groundbreaking was the year 1923, when Turkey became an independent republic and moved the capital to Ankara. Many state offices were moved and governmental buildings needed to be rearranged.

Major factors, which were also calling for the reorganization of the infrastructure of Istanbul were secularization of the state, which changed the purpose of many Islamic buildings, and major demographic shifts, bringing new inhabitants, especially from parts of post-Revolution Russia.

The contemporary maps, such as the 15 sheet detailed tourist map of Necip Bey, printed in 1918, but only published in 1924 by Ahmed Ishan, was useless from the urban point of view, as it failed to show the topography of Istanbul with its hills and exceedingly steep streets.

Our three maps tried to show various aspects of Istanbul, important for further urban planning. They joined the information of previous and contemporary maps, older surveying of streets for insurance maps, 1918-1919 German surveys of Istanbul streets, which were issued on gigantic sheets, today called *Alman mavileri* (German Blues – named after their blue margin) and the latest topographic measurements of Istanbul, made with triangulation from the highest point in the city – the Galata Tower.

The first triangulations from the Galata Tower were made by French in 1911 and were followed by Germans during WWI. The data on the legends of our maps states, that the distances for the maps have been measured from this tall monument.

All these details, showcasing the complex geographical and urban structure on the three parts of Istanbul, make these 1920s maps by the Turkish Development and Construction Inc. unique and most probably one of the most detailed wall maps of this magnificent city.

Note on Rarity

The survival rate of these maps is exceedingly low, as they were made in the mid 1920s, on the eve, when in 1928, Turkish Republic changed the official script to Latin characters, making them legally unusable for the governmental offices.

Underappreciated for their size and Ottoman language, which was often frowned upon in the next decades, they would be soon thrown away or would only survive rolled away for decades in dusty corners and attics. They only appear on the market sporadically, usually in a bad condition.

The complete set of the three maps is difficult to find, as they were probably also originally rarely acquired together, as an office of one part of the large city would not need a map of another part.

References: Cf. Hicran Topçu, A Historic-Contextual Approach for the Identification of Built Heritage in Historic Urban Areas: Case of Galata District in Istanbul a Thesis Submitted to the Graduate School of Natural and Applied Sciences of Middle East Technical University, 2004 (page_i.DOC (metu.edu.tr)); İrfan Dağdelen, Alman mavileri, 1913-1914. 1. Dünya Savaşı öncesi İstanbul haritaları, 2016.

6.800 EUR



3. MECCA

AERIAL SURVEY DEPARTMENT (SAUDI ARABIA). / SAUDI ARABIAN AIRLINES.

مكة المكرمة / *Mecca Mukarrama*.

Riyadh: Aerial Survey Department, [*Probably* 1970s].

Colour print (Very Good, clean and bright just some very light creasing along old folds), 60 x 90 cm (23.6 x 35.4 inches).

A rare, attractive, large format 1970s map of Mecca and its major religious sites commissioned by Saudi Arabian Airlines for guiding Hajj pilgrims, with text in both Arabic and English, published in Riyadh by the Saudi Aerial Survey Department.

This rare and engaging ephemeral map was commissioned by Saudi Arabian Airlines to be given to passengers on their way to the Hajj, the world's greatest pilgrimage and the lifetime obligation of any Muslim capable of making the obligation. Based on mapping done by the Aerial Survey Department, a division of the Saudi Ministry of Petroleum and Mineral Resources, the main map, in bright pastel tones, showcases all of the city of Mecca and its immediate environs. It shows the Great Mosque, the epicentre of the Hajj, and labels every major street, neighbourhood and some key sites. The city is shown to occupy as series of narrow valleys in between stony hills, typical of Hejazi topography.

Labelled as 'God's Holy Abode', the inset in the lower left corner provides a detailed depiction of the Great Mosque of Mecca and the Kaaba, the sacred building at its centre. The large inset, in the lower-right, depicts the area outside of the Mecca proper that hosted key stages of the Hajj rituals.

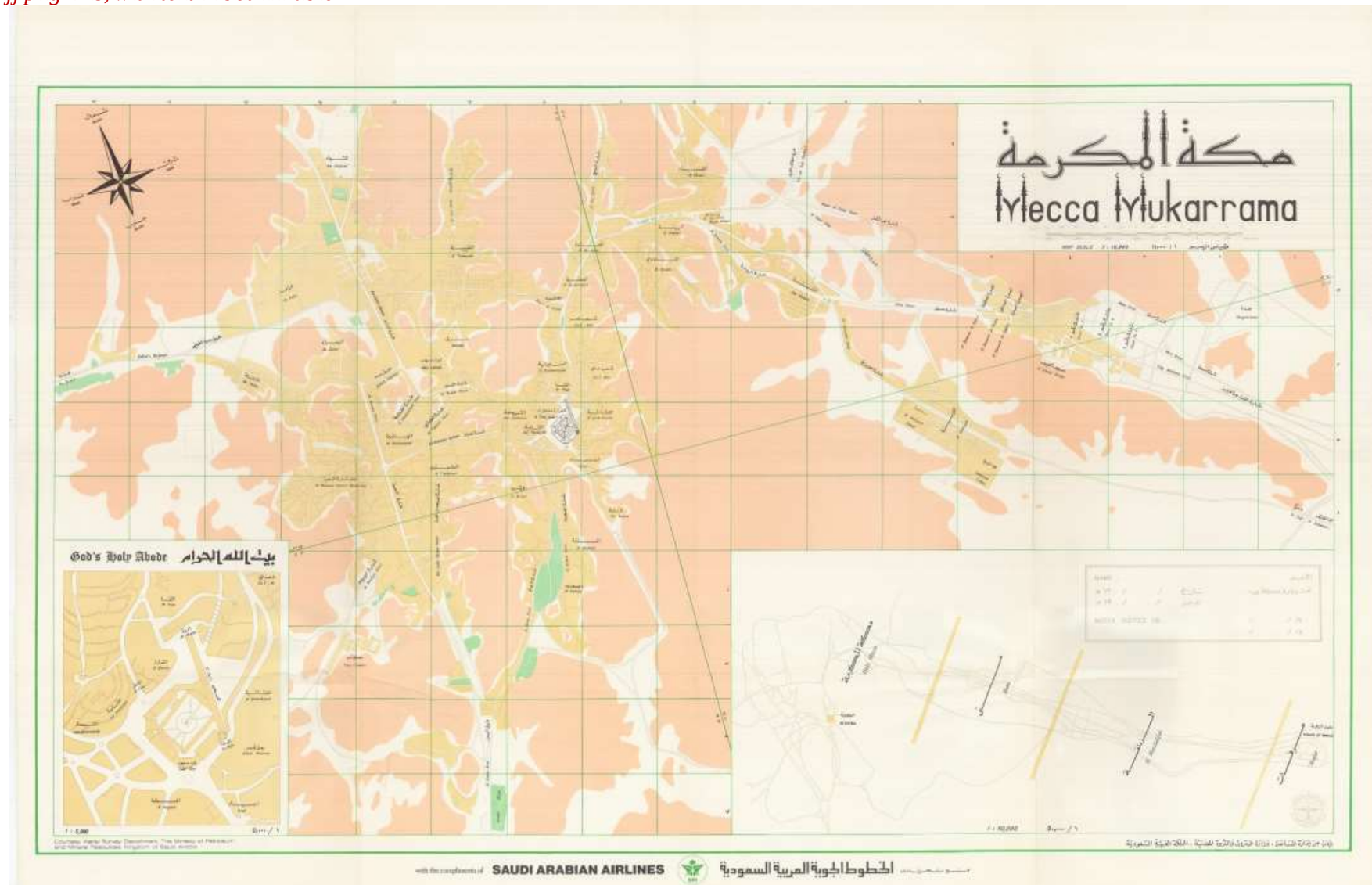
Importantly, the Hajj is comprised of seven stages, that included locations both within and outside of the city proper. The stages are as follows:

Stage 1: Circulating the Kaaba Seven Times.
Stage 2: Pray All Day on Mount Arafat.
Stage 3: Stay Overnight in Al Muzdalifah.
Stage 4: Stoning of the Devil in Mina.
Stage 5: Run 7 Times between As Safa and Al Marwa (by the Great Mosque).
Stage 6: Perform Stoning of the Devil Up to Three Days in Mina.
***STAGE 7*: RETURN TO THE GREAT MOSQUE AT MECCA AND PERFORM FAREWELL TAWAAF IN A COUNTER-CLOCKWISE DIRECTION.**
Interestingly, the present map was meant not only to be a guide for orientation during the Hajj itself, but to serve as memento of the sacred experience, as a blank form within the larger inset invites the pilgrim to write his name, and the time that he performed Hajj.

Judging from listings in Worldcat, the map may have been printed, perhaps in slightly different editions, from the mid-1960s though the 1970s. Only a handful of these maps exist in institutions worldwide, and we have identified an example that appears to match the present issue, held by the ETH-Bibliothek (Zurich). We are not aware of the map as having ever appeared on the market, at least in recent years.

References: ETH-Bibliothek (Zurich): KS Kartensammlung K 670981, OCLC: 888939574.

1.500 EUR



4. Egypt Atlas – Arabic Language Cartography

Egyptian National Awakening

Education

على نفقة وزارة المعارف العمومية

مصلحة عموم المساحة بمصر

MINISTRY OF PUBLIC EDUCATION (EGYPT) / THE GENERAL SURVEY DEPARTMENT OF EGYPT.

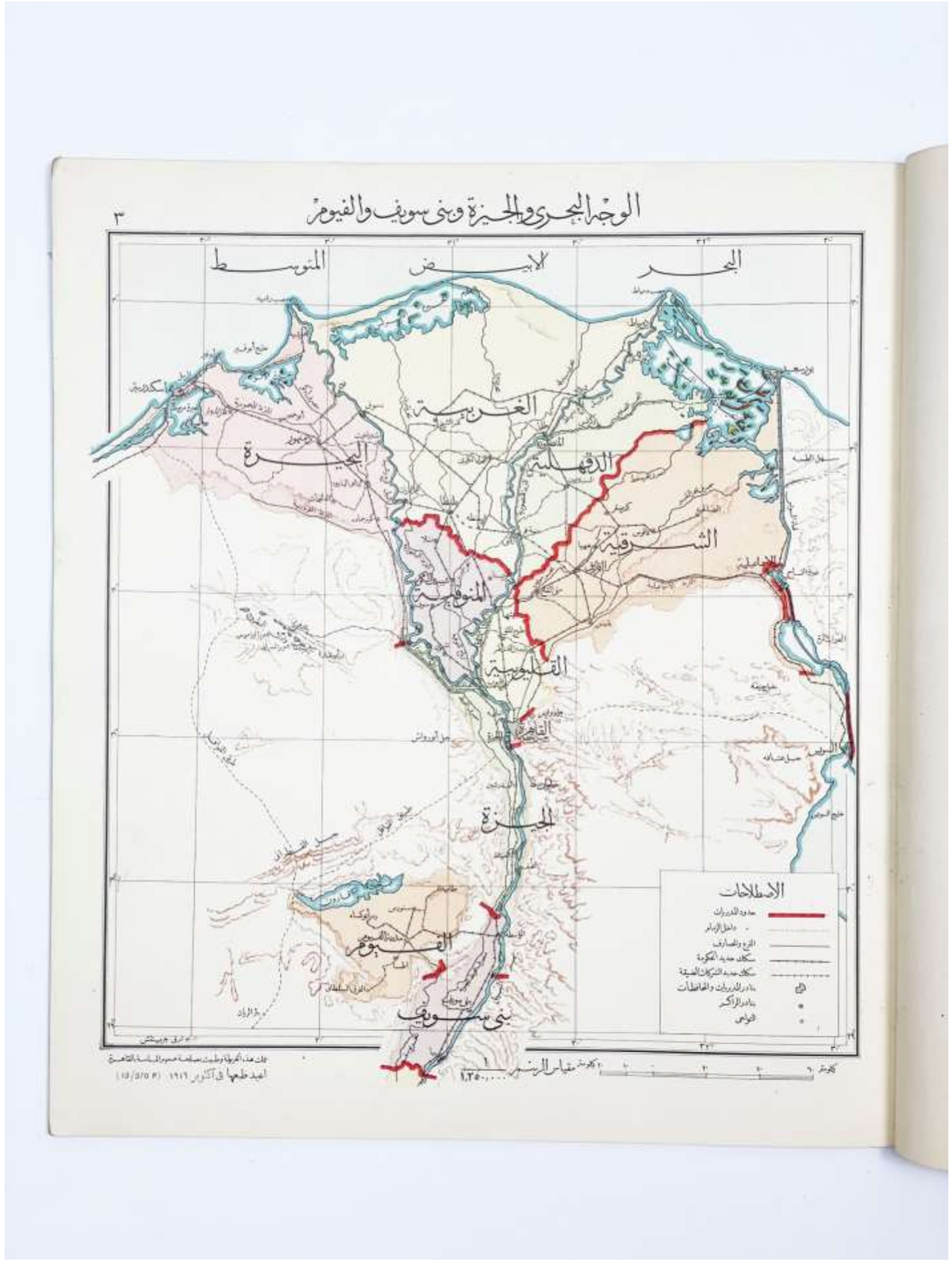
اطلس ابتدائى للقطر المصرى

[Elementary Atlas of the Country of Egypt]

Cairo: General Survey Department, at the expense of the Ministry of Public Education, 1919.

Large 4°. 1 p., 11 full page colour lithographed maps, bound in original red card covers with title printed on front cover, with interior of covers converted from WWI military maps (Very Good, minor age-toning to the front wrappers, sporadic tiny tears in margins).

A very rare and important Arabic language school atlas of Egypt, commissioned by the country's Education Ministry, emblematic of the country's emerging national awakening whereby Egyptians gradually regained control over their country's economy and institutions from the British quasi-colonial regime; in this vein, such cartographic works in the Arabic language, made for the use of Egyptians, played a key role in the country's ultimately successful quest to reclaim its national identity; the atlas features 11 scientifically accurate maps, production of the work commenced in 191, but was temporally suspended by World War I, but was completed and published in Cairo by the General Survey Department in 1919.



This very rare school atlas of Egypt features text entirely in the Arabic language, and was commissioned by Egyptian officials working in the country's Education Ministry in 1914, and was produced by the General Survey Department of Egypt (informally and from 1919 officially known as the 'Survey of Egypt'). It features 11 scientifically accurate colour lithographed maps, including detailed maps of the populated and economically important regions of the country. While work was quickly commenced in 1914 (the title features this date), production was mothballed upon the advent of World War I, when all of the Survey Department's production suddenly shifted towards military purposes; the atlas would not be completed until 1919 (the maps all bear the imprint of that year).

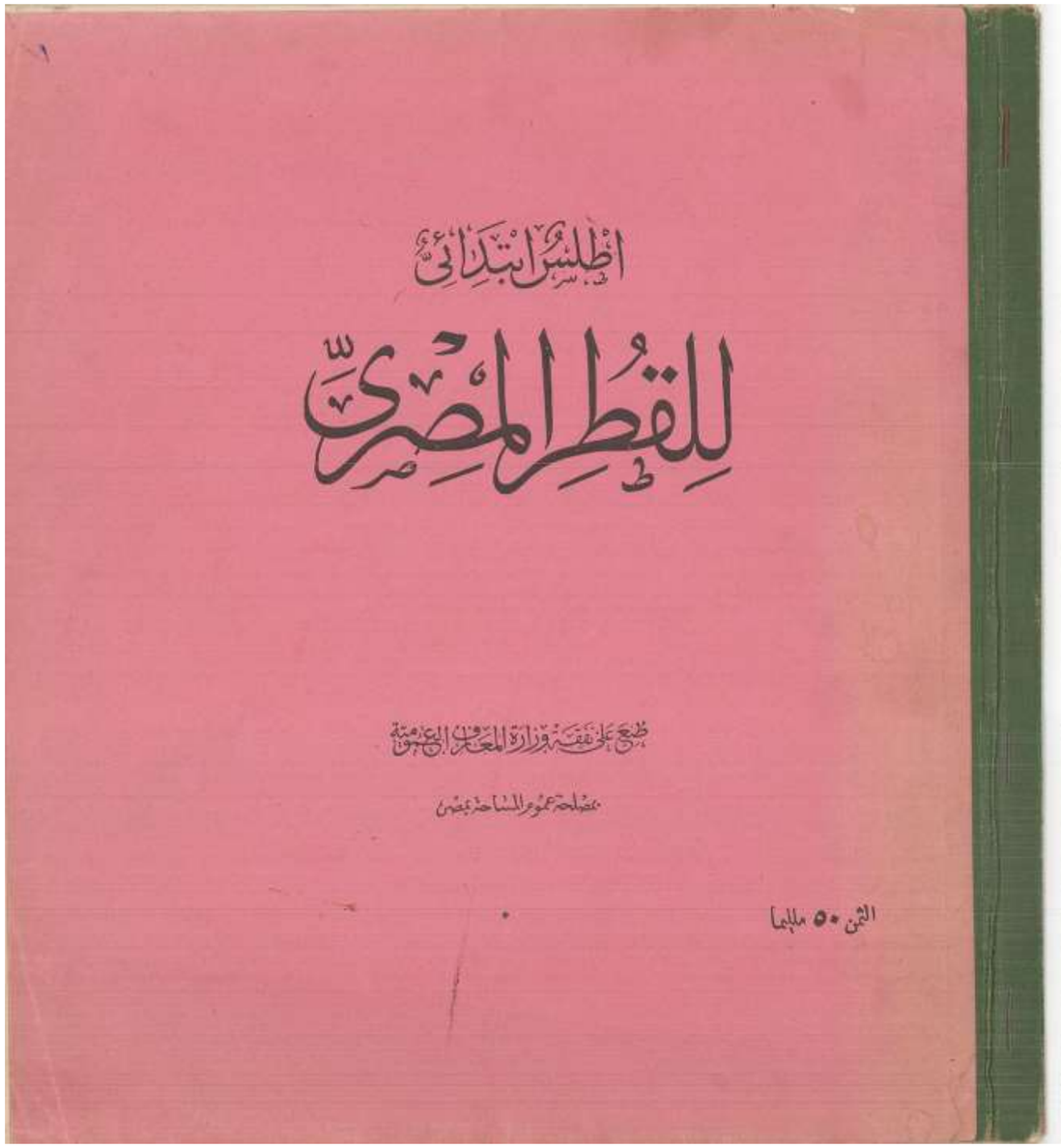
The General Survey Department of Egypt was founded by the British in 1898 and soon became one of the most professional and ambitious mapping agencies in the world, making rapid progress towards systematically mapping the entire country in exacting scientific detail to a large scale. The Department was the only operation in Egypt that could create top notch maps in sizable quantities in a cost-effective manner. As Egypt was a British protectorate, the Department was a quasi-colonial entity whose priorities were to serve British military and commercial interests, and not those of the Egyptian people, who were alienated from the exploration of the geography of their own country.

By contrast, the present atlas was expressly made for the use of Egyptian students in their own language. This was of great significance, as the atlas's objective was nothing less than to return the mapping and geographical exploration of Egypt to its people. The atlas was completed in 1919, during the postwar era, which saw the rise of a confident Egyptian nationalism, in which the people sought to gradually take back control of the country's narrative – including its cartography.

The atlas features a title page with a table of contents, followed by 11 full-page, colour lithographed maps. Importantly, the maps are scientifically accurate, reduced from advanced trigonometrical surveys executed by the General Survey Department. The first map features an overview of Egypt within its greater region, while the second is a national map of the entire country. The remaining 9 maps, executed to a scale 1:1,200,000, are connecting regional maps of the Nile Valley and Delta, along with the Suez Canal. The maps divide the country into *muhafazat* (governates), which are each distinguished by shading in bright hues and divided by bold red lines. Areas of elevation are defined by careful hachures, while the map labels every city and town of note, along with railways, major roads, and desert caravan routes.

Importantly, one will notice that the atlas's regional maps only cover the populated and economically important parts of Egypt, as it intentionally excludes the virtually deserted bulk of the Sinai, the vast Western Desert regions, and the Red Sea coast. This is consistent with how the country was often represented; the gargantuan Finance Ministry's *Atlas of Egypt* (2 vols., Cairo: General Survey Department of Egypt, 1914), which featured amazing ultra-large-scale maps, only covered the Nile Valley & Delta and the Suez Canal, as all other areas were not seen to be sufficiently interesting to warrant their own maps (also many these remote desert locales had not yet been surveyed – so there would not be much to show, even if one wanted to!).

Interestingly, the inside of the covers of the present atlas are composed of parts of disused military maps, which the General Survey Department had printed during World War I. As paper was still in short supply due the recent conflict, and as these maps were no longer fit for their intended use, they were here repurposed.



The present atlas appears to be a pioneering work of its kind, as we are not aware of any earlier Arabic language educational atlases of Egypt, at least not one with scientifically accurate maps.

A Note on Rarity

The present atlas is very rare, we can trace only 2 institutional examples, at the Library of Congress and the University of Michigan. Moreover, we are not aware of any other examples as having appeared on the market.

The atlas's rarity is not surprising, as such works made for active use in schools had very low survival rates due to wear and tear. The present example comes down in remarkably stellar condition.

Historical Context: The Long Roads towards Egypt Regaining its National Identity

Egypt has been for 5 millennia one of the great cultural centres of the world and was the nucleus of a succession of great empires. It was also often on the forefront of scientific and geographic discovery, the world's first great geographer, Ptolemy, was from Alexandria. During the early Islamic period, Egypt was a regional superpower and Cairo was one of the world's greatest places of learning.

Following the Ottoman conquest of Egypt in 1517, the country became the wealthiest part of the Ottoman Empire. However, the Mamluk regime that governed Egypt on behalf of Constantinople, concentrated on the agrarian economy and neglected scientific advancement, such that the country fell well behind Europe and Turkey in such fields.

Napoleon Bonaparte's brief but highly consequential invasion and occupation of Egypt (1798-1801) introduced the most advanced European scientific techniques to the country, including the printing press and advanced topographic surveying. The Albanian Ottoman military commander Muhammad Ali Pasha (1769 -1849) took advantage of the power vacuum that developed in the wake of the French withdrawal, taking over the country in 1805. A bold, visionary and hyperactive leader, instead of returning Egypt to it former state and eschewing Western influences, Muhammad adopted the best of European knowledge, spending vast resources to hire foreign advisors and to educate Egyptians in Europe on printing, medicine, manufacturing, etc. He turned Egypt into a de facto independent state (although Egypt remained a de jure part of the Ottoman Empire) and created a military-industrial complex that was the envy of the Islamic world. European leaders and the Ottomans Sultan were weary of crossing him, and he harnessed Western technology to Egypt's advantage, as opposed to it being a tool for foreign interference in the country's affairs.

Muhammad, who reigned for 44-years, died in 1849, and was succeeded by far less competent and vigorous leadership. Beginning in the 1850s, the Western technology that had made Egypt strong and independent now became a Trojan Horse, as Britain and France attempted to take over the country by convincing its leaders to sign unequal business deals. The construction of the Suez Canal (commenced in 1858, completed in 1869), that made Egypt a nexus for global trade, and the railway boom which linked up the country, served only to place the Egyptian government into an untenable debt trap and economic crisis. Britain brutally leveraged this chaos, to compel Egypt to become a British protectorate in 1882, effectively making the country into a colony. Egypt was militarily occupied by Britain, and it was British officials, in addition to French business interests, who took virtually complete control of Egypt's military and economy. The Egyptian Khedive became not much more than a puppet ruler. Apart from Islamic education, scientific and technical bodies in the country became increasingly Europeanized, with the Arabic language reduced to a sideshow, or eliminated altogether.

The British-controlled regime founded the General Survey Department in 1898, a highly advanced mapping organization whose mandate was to map every inch of Egypt to the highest scientific standards, as had been done in many European countries, and by the British in India. The Survey recruited some of the British Empire's best engineers, surveyors and draftsmen to map the country, while Egyptians occupied supporting roles. Over the next 16 years, they made tremendous progress, mapping the entire Nile Valley and Delta to total exactitude, resulting in the Finance Ministry's aforementioned gargantuan *Atlas of Egypt* (1914), one of the most impressive national mapping projects ever endeavoured.

While the General Survey Department's mapping projects were hugely impressive, they were executed largely by Europeans to benefit their quasi-colonial regime in Egypt. While some maps were bilingual (English - Arabic), most were only printed in English, such that they could only be used by Europeans or the few Europeanized Egyptians. Ironically, while Egypt became one of the best mapped countries in the world, 99% of Egyptians had no acquaintance with these accomplishments, and were thus disenfranchised from the exploration of the geography of their own country! However, it was not that the Survey Department categorically refused to create works in Arabic for the use of Egyptians, it was simply that it was not a priority.

The alienation of Egyptians from the mapping of their land became more absolute during World War I. The General Survey Department's mandate changed to concentrate 100% on supporting the Entente war effort in the Near and Middle East. Any 'superfluous projects', such as the production of the present atlas, were suddenly mothballed. The Survey Department's vast resources were refocused to make maps of potential battlefronts, not only of places in Egypt, but of subjects abroad, such as Gallipoli. Almost all of these maps were in English (some with French subtitles), made for the use of British and French soldiers, and virtually nothing was made to benefit Egypt's native market.

The situation with cartography mirrored the broader reality, in that Egypt was essentially being 'used' by Britain. It served as its main base for military operations in the Near and Middle East and, as such, it made Egypt a prime target for Ottoman-German attacks. The Central Powers invaded the Sinai and came uncomfortably close to breaching the Suez Canal (which would have left Cairo virtually defenseless), while their spies caused trouble by riling up tribal communities in the Western Desert. Average Egyptians suffered from wartime rationing, curfews and other deprivations, even though they did not consider the conflict to be *their* war. Egyptians increasingly came to resent the British presence in their country as it cost them much but delivered little in return.

The immediate postwar period saw the rise of a new confidant type of Egyptian, and pan-Arab, nationalism. While such a movement had been developing since the 1870s, the wartime experiences ensured that is spread dramatically, from being the province of elite circles in Cairo and Alexandria, to gaining widespread support amongst the common people, both in the major cities and in the provinces.

As the weak and callow Egyptian Sultan and his court seemed only to follow Britain instructions, the initiative to enact change was often left to Egyptian business leaders, journalists and lower ranking officials.

The key to Egypt regaining it independence was not just to ensure the people had a greater say over their own government, but it was also crucial that Egyptians gradually take back control of the country businesses / monopolies, secular education institutions, and technical matters, such as cartography.

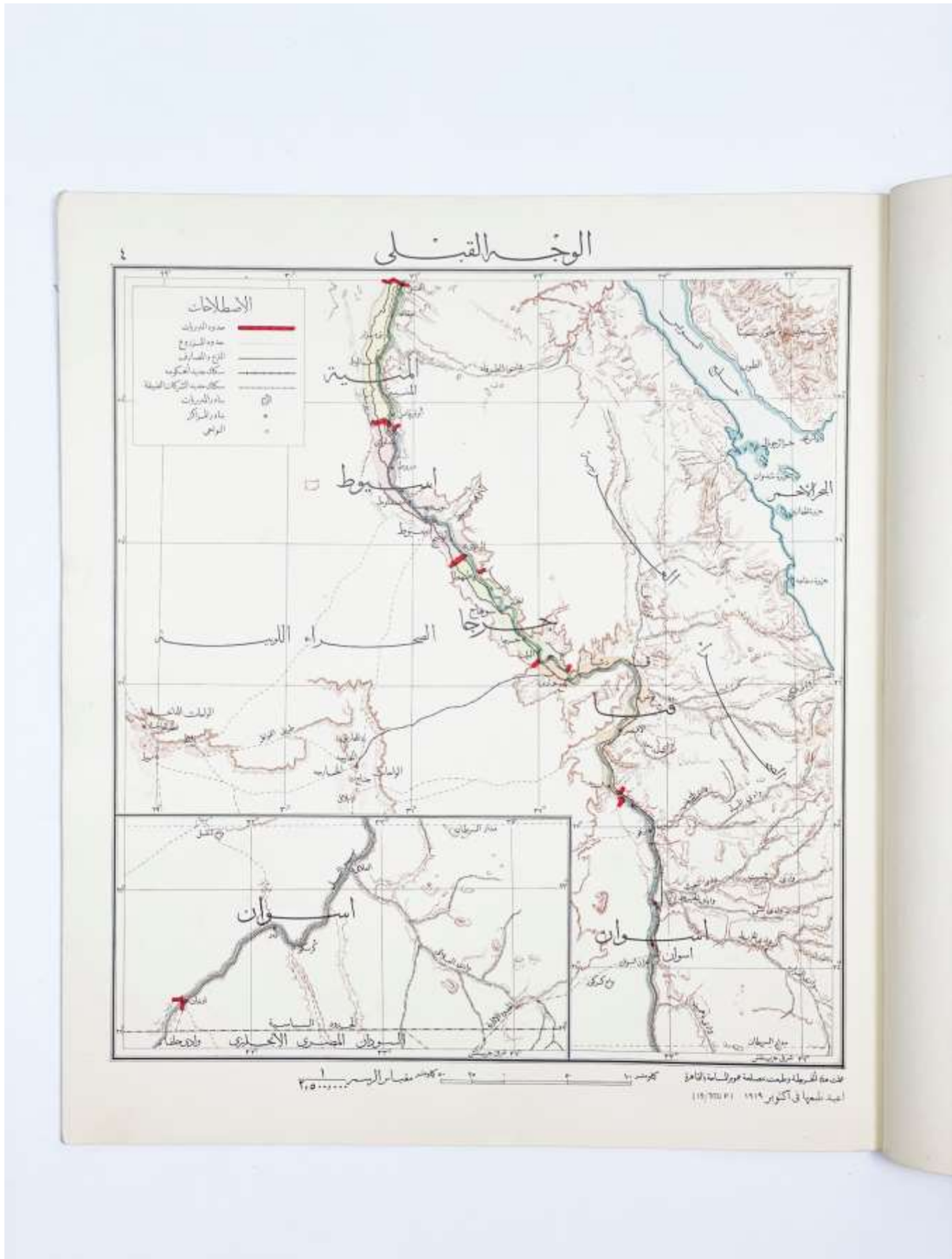
During the postwar period, the General Survey Department, formally renamed the 'Survey of Egypt', was increasingly commissioned by Egyptian bureaucrats and community stakeholders to produce more maps in the Arabic language for the use of Egyptians (as exemplified by the present atlas). Importantly, the Survey remained the only institution in Egypt capable of producing high quality cartography in decent volumes, in an affordable manner. Cash strapped and with a lighter workload, the British-controlled Survey was only too happy to oblige. While it still prioritized the creation of maps for British civilian and military uses, increasingly more Arabic maps were published for secular educational purposes and for the use of Egyptian businessmen and community leaders. Slowly but surely, Egyptians took a larger share in the creation and use of the mapping of their own country. This was quite significant, as the being able to view maps of one's own land in your own language was integral to realizing one's national identity in the modern era.

During World War II, Egypt and the Survey reverted to their behaviour during the last global conflict. Erwin Rommel's Afrikakorps came surprisingly close to taking Alexandria, while the civilian population endured similar wartime deprivations. The Survey focused all of its energies on producing maps for the Allied war effort, and Arabic language cartography was placed, once again, on the backburner.

After World War II, it became clear to everyone (except the British) that the quasi-colonial overlords had overstayed their welcome. As colonies all around the world were gaining their independence, Egypt, being a large, proud land with unparalleled historical stature, also demanded its freedom. However, the Anglo-French desire to retain control over the Suez Canal caused Britain to stubbornly maintain its presence in Egypt even though its regime had lost virtually all public support.

During the Egyptian Revolution of 1952, nationalist military officers, eventually led by the ultra-charismatic nationalist Gamal Abdel Nasser, overthrew the pro-British monarchy. Britain was famously caught flat-footed when Nasser forcibly nationalized the Suez Canal in 1956, evicting the British forces from the country. Egypt had regained both its de facto and de jure independence for the first time in centuries.

Under Nasser, the Survey of Egypt continued its stellar work, but under Egyptian leadership. The main language of its publications was changed to Arabic, and mapping of the country was henceforth produced by Egyptians for Egyptians.



References: University of Michigan: GA 1434 .1919, OCLC: 23494374; Library of Congress: G2490 .E24 1914.

2.800 EUR

5. SUEZ CANAL

SUEZ MARTIME CANAL UNIVERSAL COMPANY

Règlement de navigation dans le Canal Maritime de Suez

Regulations for the navigation of the Suez Martime Canal

Port Said: Suez Martime Canal Universal Company. Working Department, 1878.

Large 4°. 13 pp., [3 pp.] with partly colour illustrations, bound with original sting (sporadic old annotations, soft folds, tiny holes and tears in white margins, folds with tears, minor age-toning and staining, mostly to the last page, but overall in a good condition).

A rare larger pamphlet with instructions for navigating the Suez Canal in English and French language was published in Port Said. The last pages with colour details showcase maritime signal flags.

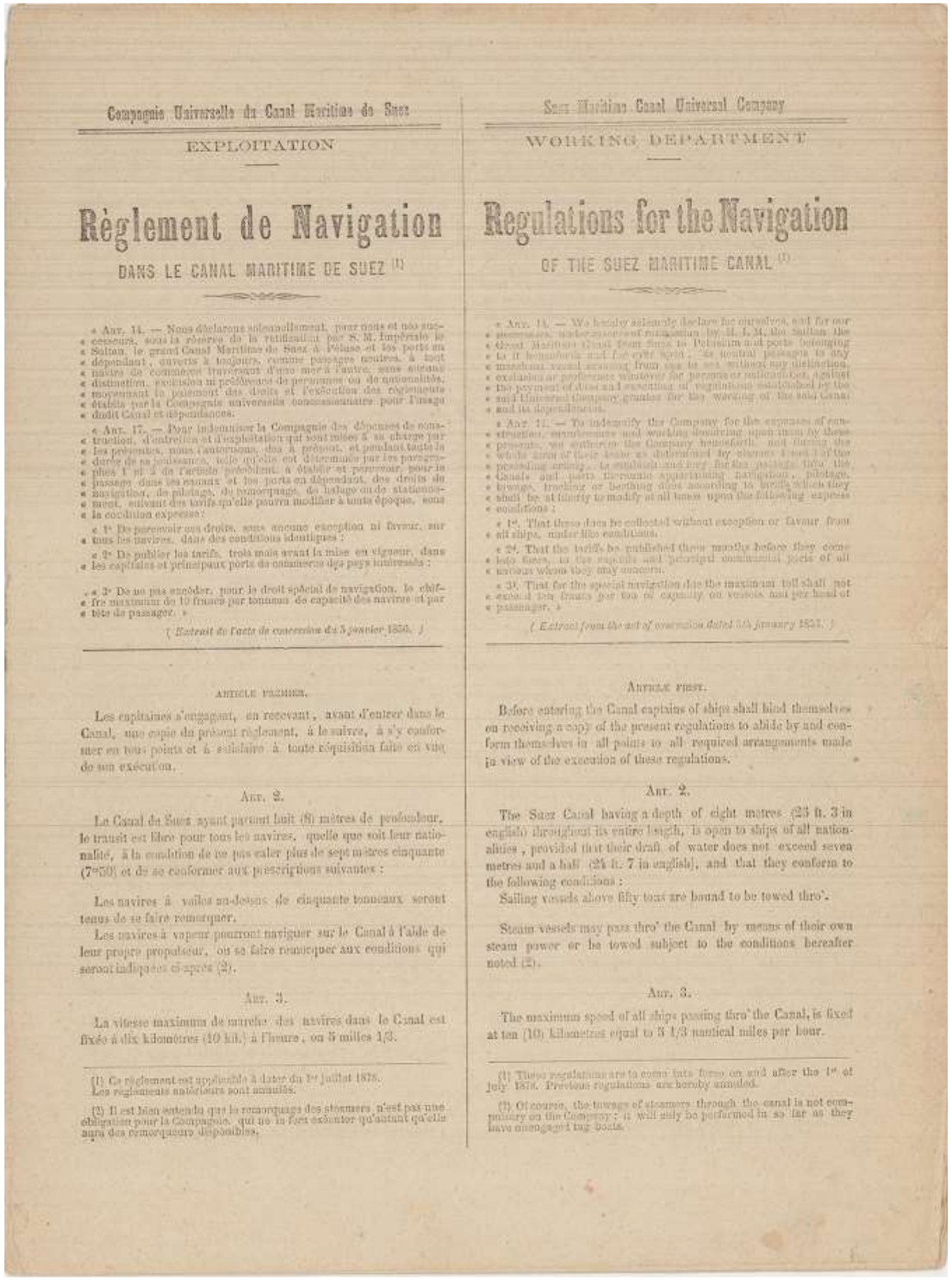
As several pamphlets on navigating the Suez Canal, printed from its opening in 1869, appear in the libraries, most of them were printed in Paris.

Port Said imprints, such as ours, are rare. The first article states, that they were handed out at the Canal itself:

Before entering the Canal captains of the ships shall bind themselves on receiving a copy of the present regulations to abide by and conform themselves in all points to all required arrangements made in view of the execution of these regulations.

We could not find any other institutional examples of the pamphlet.

1.800 EUR



Compagnie Universelle du Canal Maritime de Suez

EXPLOITATION

Règlement de Navigation

DANS LE CANAL MARITIME DE SUEZ [1]

« Art. 14. — Nous déclarons solennellement, pour nous et nos successeurs, sous la réserve de la ratification par S. M. Impériale le Sultan, le grand Canal Maritime de Suez à Péluse et les ports en dépendant, ouverts à toujours, comme passages neutres, à tout navire de commerce traversant d'une mer à l'autre, sans aucune distinction, exclusion ni préférence de personnes ou de nationalités, moyennant le paiement des droits et l'exécution des règlements établis par la Compagnie universelle concessionnaire pour l'usage dudit Canal et dépendances.

« Art. 17. — Pour indemniser la Compagnie des dépenses de construction, d'entretien et d'exploitation qui sont mises à sa charge par les présentes, nous autorisons, dès à présent, et pendant toute la durée de sa jouissance, telle qu'elle est déterminée par les paragraphes 1er et 2 de l'article précédent, à établir et percevoir, pour le passage dans les canaux et les ports en dépendant, des droits de navigation, de pilotage, de remorquage, de halage ou de stationnement, suivant des tarifs qu'elle pourra modifier à toute époque, sans la condition expresse :

« 1° De percevoir ces droits, sans aucune exception ni faveur, sur tous les navires, dans des conditions identiques ;

« 2° De publier les tarifs, trois mois avant la mise en vigueur, dans les capitales et principaux ports de commerce des pays intéressés ;

« 3° De ne pas excéder, pour le droit spécial de navigation, le chiffre maximum de 10 francs par tonneau de capacité des navires et par tête de passager. »

(Extrait de l'acte de concession du 5 janvier 1856.)

ARTICLE PREMIER.

Les capitaines s'engageant, en recevant, avant d'entrer dans le Canal, une copie du présent règlement, à le suivre, à s'y conformer en tous points et à satisfaire à toute réquisition faite en vue de son exécution.

ART. 2.

Le Canal de Suez ayant partout huit (8) mètres de profondeur, le transit est libre pour tous les navires, quelle que soit leur nationalité, à la condition de ne pas caler plus de sept mètres cinquante (7m50) et de se conformer aux prescriptions suivantes :

Les navires à voiles au-dessus de cinquante tonneaux seront tenus de se faire remorquer.

Les navires à vapeur pourront naviguer sur le Canal à l'aide de leur propre propulseur, ou se faire remorquer aux conditions qui seront indiquées ci-après (2).

ART. 3.

La vitesse maximum de marche des navires dans le Canal est fixée à dix kilomètres (10 kil.) à l'heure, ou 5 milles 1/3.

(1) Ce règlement est applicable à dater du 1er juillet 1878.
Les règlements antérieurs sont annulés.

(2) Il est bien entendu que le remorquage des steamers n'est pas une obligation pour la Compagnie, qui ne la fera exécuter qu'autant qu'elle aura des remorqueurs disponibles.

Suez Maritime Canal Universal Company

WORKING DEPARTMENT

Regulations for the Navigation

OF THE SUEZ MARITIME CANAL [1]

« Art. 14. — We hereby solemnly declare for ourselves, and for our successors, under reserve of ratification by H. I. M. the Sultan the Great Maritime Canal from Suez to Pelusium and ports belonging to it henceforth and for ever open, as neutral passages to any merchant vessel passing from sea to sea without any distinction, exclusion or preference whatever for persons or nationalities against the payment of dues and exercising of regulations established by the said Universal Company granted for the working of the said Canal and its dependencies.

« Art. 17. — To indemnify the Company for the expenses of construction, maintenance and working devolving upon them by these presents, we authorize the Company henceforth, and during the whole term of their lease as determined by clauses 1 and 2 of the preceding article, to establish and levy for the passage thro' the Canals and ports thereunto appertaining navigation, pilotage, towage, trackline or berthing dues according to tariffs which they shall be at liberty to modify at all times upon the following express conditions :

« 1°. That these dues be collected without exception or favour from all ships, under like conditions.

« 2°. That the tariffs be published three months before they come into force, in the capitals and principal commercial ports of all nations whom they may concern.

« 3°. That for the special navigation dues the maximum toll shall not exceed ten francs per ton of capacity on vessels and per head of passenger. »

(Extract from the act of concession dated 5th January 1856.)

ARTICLE FIRST.

Before entering the Canal captains of ships shall bind themselves on receiving a copy of the present regulations to abide by and conform themselves in all points to all required arrangements made in view of the execution of these regulations.

ART. 2.

The Suez Canal having a depth of eight metres (25 ft. 3 in english) throughout its entire length, is open to ships of all nationalities, provided that their draft of water does not exceed seven metres and a half (23 ft. 7 in english), and that they conform to the following conditions :

Sailing vessels above fifty tons are bound to be towed thro'.

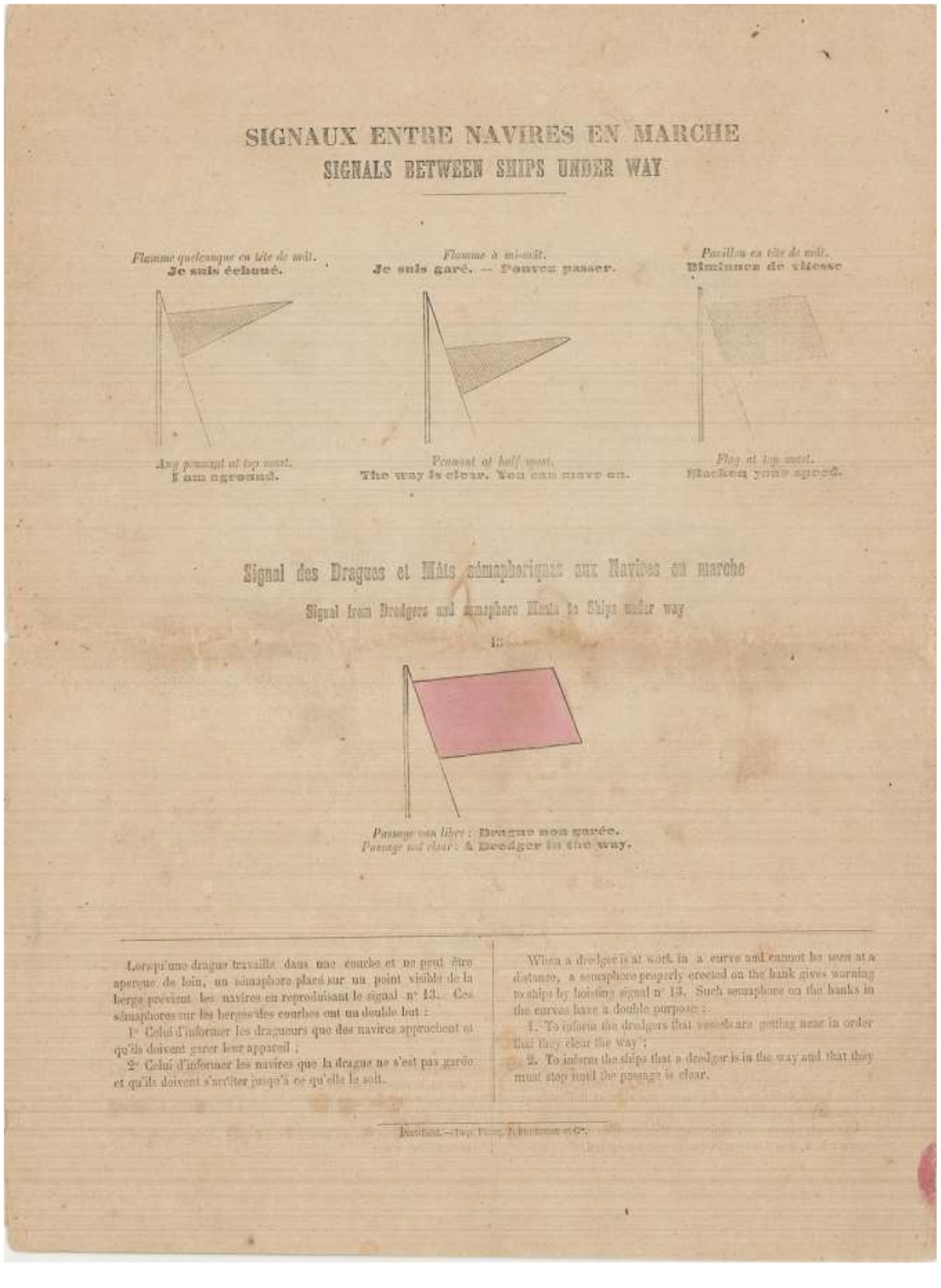
Steam vessels may pass thro' the Canal by means of their own steam power or be towed subject to the conditions hereafter noted (2).

ART. 3.

The maximum speed of all ships passing thro' the Canal, is fixed at ten (10) kilometres equal to 5 1/3 nautical miles per hour.

(1) These regulations are to come into force on and after the 1st of july 1878. Previous regulations are hereby annuled.

(2) Of course, the towage of steamers through the canal is not compulsory on the Company : it will only be performed in so far as they have unengaged tug boats.



SIGNAUX ENTRE NAVIRES EN MARCHE

SIGNALS BETWEEN SHIPS UNDER WAY

Flamme quelconque en tête de mât.
Je suis échoué.

Any pennant at top mast.
I am aground.

Flamme à mi-mât.
Je suis garé. — Pouvez passer.

Pennant at half mast.
The way is clear. You can move on.

Pavillon en tête de mât.
Diminuez de vitesse

Flag at top mast.
Slacken your speed.

Signal des Dragues et Mâts sémaphoriques aux Navires en marche

Signal from Dredgers and Semaphore Masts to Ships under way

Passage non libre : **Drague non garée.**
Passage not clear : **A Dredger in the way.**

Lorsqu'une drague travaille dans une courbe et ne peut être aperçue de loin, un sémaphore placé sur un point visible de la berge prévient les navires en reproduisant le signal n° 13. Ces sémaphores sur les berges des courbes ont un double but :

1° Celui d'informer les dragueurs que des navires approchent et qu'ils doivent garer leur appareil ;

2° Celui d'informer les navires que la drague ne s'est pas garée et qu'ils doivent s'arrêter jusqu'à ce qu'elle le soit.

When a dredger is at work in a curve and cannot be seen at a distance, a semaphore properly erected on the bank gives warning to ships by hoisting signal n° 13. Such semaphore on the banks in the curves have a double purpose :

1. To inform the dredgers that vessels are getting near in order that they clear the way ;

2. To inform the ships that a dredger is in the way and that they must stop until the passage is clear.

Paris. — Imp. Vve A. Bouchard et Cie.

EXTRACT FROM THE FINAL REPORT

Summing up the proceedings of the international tonnage Commission assembled at Constantinople, in 1873.

(Minute of proceedings XXI, appendix I.)

OPINION

Being invited by the Sublime Porte to express an opinion upon the system of levying dues on the Suez Canal under the deed of Concession, the firman of 1866, and the vizirial letters of the 17th Djemazi-ul-Ewel and 6th Djemazi-ul-Ahir 1290, and in conformity with the desire expressed in the letter of His Excellency Raschid Pasha, Turkish Minister for Foreign affairs of the 9th December 1873, to His Excellency Edhem Pacha President of the Commission.

Referring on the one hand to the act of concession for the undertaking of the Suez Canal, which concession is to remain untouched,

Referring on the other hand, with a view to the application of the provisions of that Act, to the general principles and rules of measurement already laid down by the International Commission,

The Commission is of opinion that such system of levying the dues may be regulated by an arrangement upon the following bases :

Ships measured according to Moorsom's system

1. A surtax of 4 francs, in addition to the tax of 10 francs, shall be levied per net register ton on steamers whenever the deductions due to engines have been determined under § (A) of clause XXIII of the British Act of 1854 defining Rule III.

2. This surtax shall be reduced to 3 francs for every vessel which shall have inscribed upon her papers or annexed to these papers the net tonnage resulting from the system of measurement recommended by the International Commission, which shall form the basis for the levying of the tax and the surtax.

6. Suez Canal Transportation Map

Ulisse VANNINI

Carta generale delle vie ferrate d'Europa e delle marittime relative all' istmo di Suez

[General Map of the European Railroads and Maritime Routes Relative to the Suez Canal]

Florence: Litografia Toscana [circa 1869]

Copper engraving, 78 x 111 cm () printed on 4 sheets and originally dissected to 18 segments and mounted on linen (minor age-toning, but overall in a good condition).

Italian map on the changed world transportation routes, connected to the newly opened Suez Canal

A detailed map showcases the railroads in Western Europe and the sea routes, leading through the Suez Canal from the Middle East and Asia. The inset map represent the world sea routes, Brindisi port, the delta of the Nile and the profile of the Suez Canal.

The map was made around circa 1869, the year of the opening of the Suez Canal, which was completed in November, after over a decade of labour, under the direction of the French businessman Ferdinand de Lesseps. The canal, which connected the Mediterranean (the Atlantic) with the Red Sea (Indian Ocean) had a revolutionary effect on global trade and travel, as it shaved thousands of kilometres off of the sailing time between Europe and South and East Asia. As shown here, coloured in a brilliant hue of burnt orange, the canal as originally built was 164 km (102 miles) in length and 8 metres (26 feet deep). Its northern terminus was Port Suez on the Mediterranean and its southern terminus was Port Said on the Red Sea's Gulf of Suez.

It is not surprising that such a detailed map celebrating the Suez Canal was made in Italy. The newly unified Kingdom of Italy was one of the greatest beneficiaries of the canal. In some ways, it hinted at the return of the Italian maritime glory lost when the Portuguese opened the sea route to India around Africa in 1497. Upon the completion of the Suez Canal, Italian ports such as Genoa, Livorno and Venice-Mestre obtained the enviable positions of being the most geographically convenient gateways from Central Europe to Asia. Almost immediately from the canal's opening, the Italian port economies entered a period of prosperity unequalled in modern times.

The map was drafted by Ulisse Vannini, based on the information of Cesare Vimercati, an author, who already in 1864 published a book on the benefits of the Suez Canal for Italy, titled *Il canale dell'Istmo di Suez. Sua influenza di pace per l'Europa e di rigenerazione per l'Italia*.

We could not find any institutional examples on Worldcat.

450 EUR




OCEANO ATLANTICO
ISOLE BRITANNICHE
MARE DEL NORD
MARE BALTICO
EUROPA
OCEANO ATLANTICO
MARE DELLE INDIE
ASIA
OCEANIA
MARE NERO
MARE CASPIO
ARABIA DESERTA
ARABIA FELICE
OCEANO INDIANO
GOLFO PERSICO
MAR ROSSO
DESERTO ARIDISSIMO
GRAN DESERTO
SAHARA
DESERTO DI LIBIA
MARE ADRIATICO
MARE MEDITERRANEO
ITALIA
CARTA GENERALE
DELLE VIE FERRATE D'EUROPA E DELLE MARITTIME
RELATIVE
ALL'ISTMO DI SUEZ
PIANTA GEOMETRICA
MAPPA TOPOGRAFICA

7. Tel Aviv-Yaffo, Israel

Bauhaus Era Tel Aviv

Middle Eastern Urbanism



Zvi H. FRIEDLANDER (1898 - 1987).

Tel Aviv and Jaffa by Zvi H. Friedlaender, Kiryat Haim.

Vienna: Freytag & Berndt, March 1936.

Colour print (Very Good, clean and bright), 100 x 65 cm (39.4 x 25.6 inches).

The very rare first English language edition of the prolific Israeli cartographer Zvi Friedlander's map of Tel Aviv, capturing the city at the height of its Bauhaus building boom, depicting the rapid development of the city from the famed urban planner Patrick Geddes's 'garden city' model, published in Vienna by the eminent map house of Freytag & Berndt before the Nazi takeover of Austria.

This is an especially interesting historical urban plan, as it depicts Tel Aviv at the height of its Bauhaus boom, when the city was the rapidly expanding hope of the Jewish people just as they entered the darkest period in their history. The map was drafted by Zvi Friedlander, who would become one of Israel's most prolific cartographers, specializing in urban plans and thematic maps. Sponsored by the Jerusalem Palestine & Egypt Lloyd travel firm, it is the first English language edition of Friedlander's map of Tel

Aviv & Jaffa (Hebrew editions were issued concurrently), beginning a series that which would run into numerous continually update editions under evolving titles until the final issue of 1986. While all of the subsequent editions were issued in Palestine (later Israel), the present edition was printed in Vienna by the venerable cartographic firm of Freytag & Berndt, as it was cost competitive and of higher technical quality than having the map published in Palestine; the subsequent editions were all printed in country (usually in Haifa). Chillingly, it would not have be possible to print the second edition of the map in Vienna, in 1939, as by then the Nazis had taken over Austria.

Tel Aviv was founded in 1909 by Jewish immigrants on a nearly barren sandy area just to the north of the ancient port of Jaffa, when Palestine was still a part of the Ottoman Empire. Due to its favourable climate, the vision of its leaders, and its proximity to Jaffa's port, as well as its good connections to Jerusalem, Tel Aviv was soon the fastest-growing place in Palestine. It was made an autonomous township within Jaffa in 1921, and in 1925 the community's leaders commissioned the world famous Scottish urban planner, Patrick Geddes (1854 - 1932), to design a master plan for the city. Geddes developed a 'garden city' model, with wide streets, numerous parks, squares and well-located public buildings and recreation facilities. As thousands of Jews making aliyah arrived in Jaffa, many decided not to travel far, as the village rapidly developed into a city, separating from Jaffa in 1934 to form its own municipality.

During this period innumerable buildings were erected in the Bauhaus style (today Tel Aviv possesses the world's largest concentration of such works), driven by the avant-garde European tastes of the city's new residents. By the time that the present map was made, Tel Aviv had almost 150,000 residents, its population having grown ten-fold in the previous 15 years.

Here Tel Aviv and Jaffa unfold in great and clear detail. Geddes' rational urban plan is evident, especially in the centre (with Dizengoff Circle being at its heart) and the northern parts of Tel Aviv, with its wide streets, spacious blocks and well-conceived zoning, standing in sharp contrast to the archaic disorder of most Middle Eastern cities. The projected growth of the city can be seen in the interior areas, where planned streets are represented by intermittent lines. Curiously, one will notice that the southern parts of Tel Aviv follow a more compact, haphazard urban form. This was because, while it was possible to control the growth of the city in centre and north, the huge migration into the newer southern districts compelled the municipal authorities to depart from Geddes's design in order to facilitate high density, quick construction.

The urban form of Jaffa, still an Arab-majority city, is composed of ancient, narrow irregular streets, in sharp contrast to its boomtown neighbour to the north.

The legend box, to the left of the map, numbers 102 sites in Tel Aviv and Jaffa, placing them by grid reference, and categorizes the entries by headings, including: Administration, Post and Telegraph, Traffic and Travel, Trade and Industry, Banks, Theatres and Cinemas, Social Institutions, Hospitals and First Aid; as well as entries in Jaffa. Also noted are the symbols empolyed to identify synagogues, mosques, churches, schools, factories, water towers and bus routes.

On the right-hand side, the map provides a grid reference index 'List of Streets in Tel Aviv'. In the lower right of the map is an inset of the 'Southern Settlement (Hityashvut Hadarom)', which could perhaps be described as the city's first suburb.

Zvi H. Friedlander (1898 - 1987) was a prolific and skilled Israeli cartographer from the Kiryat Haim neighbourhood of Haifa, whose career spanned an amazing 50 years, from the 1930s to the 1980s. Focussing on city plans and thematic maps of Israel, his works, published in numerous updated editions, charted the transition of the country from being the British Mandate of Palestine, to a fledgling newly independent country, and finally the modern, industrialized and urbanized Israeli state.

In addition to his maps of Tel Aviv, some of his other notable publications (which tended to be published in both separate English and Hebrew language editions), include the Jerusalem Guide Map (Haifa, 1938), Haifa: Guide Map 1:10 000 in 5 Colours (Haifa, 1946), Israel: Map of Communications (Haifa, 1952) and the Israel Road Map (Haifa, 1966).

A Note on Rarity

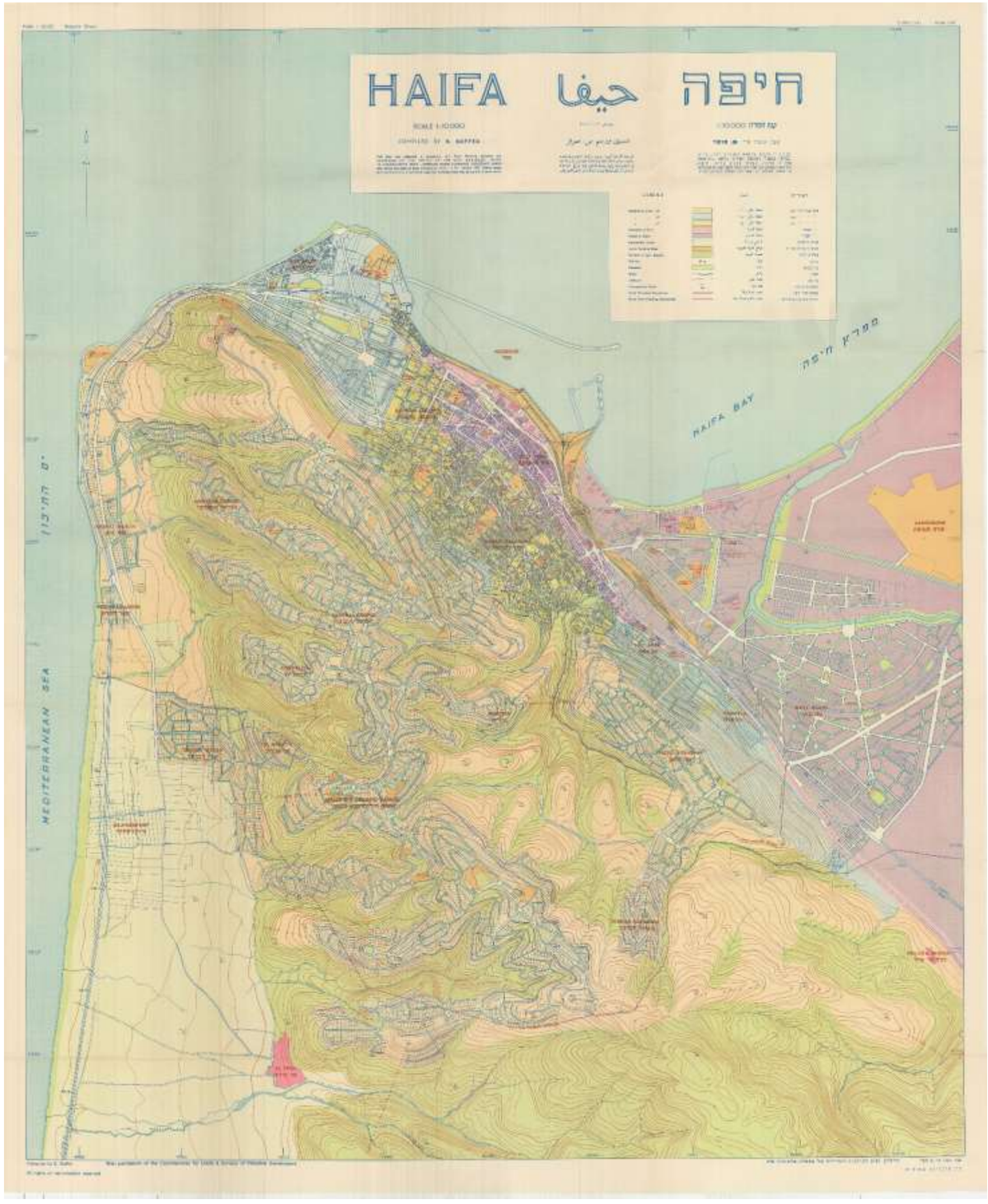
The present first English language edition of Friedlander's map of Tel Aviv is very rare. We can locate only 4 institutional examples, held by the National Library of Israel, National Archives U.K., Staatsbibliothek zu Berlin and the University of California – Los Angeles. Moreover, we cannot trace any sales records.

References: National Library of Israel: Tel Aviv 16; National Archives U.K.: CO 1047/753; Staatsbibliothek zu Berlin: 8" Kart. X 1883/58; University of California – Los Angeles: G7504.T4 1936 .F7.

950 EUR

8. Haifa, Israel ‘Master Plan’

Middle Eastern Urbanism



Shlomo SOFFER (*d.* 1944).

Haifa. 1:10 000 Compiled by S. Soffer. / חֵיפָה /: حيفا/ Western Sheet.

[Palestine (Location Undetermined): For George Hertz-Shikmoni], 1937.

Colour print, 1 (western) sheet only of 2 sheet map (Very Good, clean and bright), 116 x 95 cm (45.7 x 34.7 inches).

Extremely rare – a fabulously detailed and beautifully designed 1930s ‘master plan’ of Haifa captured during its interwar boom period, when it was Palestine’s greatest port, the annual destination of thousands of Jewish immigrants, and one of the few amicably multi-cultural cities in the country; the map carefully details the city both as it was then, labelling all streets, major cadastral blocks, key sites and colour coding land use, but also featuring the plans for its future development, noting proposed new neighbourhoods and industrial estates, some of which would not be built until many years later; drafted from the best official sources by the senior civil servant and intelligence agent Schlomo Soffer, sponsored and privately published somewhere in Palestine by George Hertz-Shikmoni, one of the city’s major real estate developers - note this is 1 sheet only of a 2-sheet map; however, this sheet is the most important, as it embraces all of the city of Haifa within its official limits.

To be clear from the beginning, present here is 1 sheet only of a 2-sheet map; however, the present ‘Western Sheet’ (which is larger than the missing sheet), covers the entire city of Haifa within its municipal limits; the Eastern sheet only covers hinterland areas. Moreover, the map is so rare (known in only a single

other example) that it would be highly unlikely to ever encounter both sheets. Please click HERE to see a link to an image of the complete map.

The present sheet features a highly detailed, beautifully designed and colourful 'master plan' of Haifa, capturing the city during a period of rapid development, when it was a booming oil port, the destination for thousands of Jewish immigrants every year, and one of the few relatively harmoniously multicultural cities in Palestine during what was otherwise a period of extreme intercommunal violence known as the Arab Revolt (1936-9). Importantly, the map features vast amounts of detail with regards to the planned future development of the city, noting many proposed new neighbourhoods and atop Mount Carmel, and estates to the east of the city, that would not actually be built for many years. It is by far and away the best and most historically significant map of Haifa we have ever encountered and is a significant work in the history of urbanism in the Middle East.

The map was drafted by Shlomo Soffer (*d.* 1944), a senior civil servant and intelligence officer in the Service of the British Mandate regime. With text in both English and Hebrew (with an additional title in Arabic), it was privately printed somewhere in Palestine, and according to the National Library of Israel, it was published under the sponsorship of George Hertz-Shikmoni, who, with his partner Joseph Levy, was one of the city's leading real estate developers. The map was made employing all the best official sources from both the mandatory and municipal level. A note in the bottom left margin reads: 'With Permission of the Commissioner of Lands & Survey of Palestine Government'. And a paragraph below the title reads: 'This plan was prepared in accordance with town planning schemes [and] was Examined in the office of the City Engineer, Haifa, in consultation with J. Koerner, Town Planning Assistant Haifa, and shows the state of town planning in Haifa, on January 1st, 1937. Certain areas are covered only by provisionally approved schemes which may be subject to change'.

The entire city of Haifa unfolds, nestled along its excellent natural harbour, and backed by the famous Mount Carmel. The legend below the title explains the symbols employed upon the map, designating land use by colour coding. The municipality's residential planning zones are designated as "A" (shaded beige), "B" (light blue), "C" (dark yellow), plus Commercial zones (pink), Industrial zones (purple), Agricultural lands (light yellow), Public Building Sites (orange), Gardens & open Spaces (green), Budlings (pink and outlined), Cemeteries (yellow with green hash marks), while Wadis, Contour Lines, Triangulated Surveying Points, and Municipal and Town Planning boundaries are also defined.

The 'Old Town' can be seen along the harbour front, while nearby are well established neighbourhoods, such as the German Colony, founded in 1868 by the German Templar Christian religious society. New sections of the city already partially built can be seen at the tip of the point in the north, at Bat Galim, and around the point at Khayat Beach.

Of great interest are the planned new neighbourhoods atop Mount Carmel, which became the focus of heated property speculation, although little had yet to be constructed by 1937. These new estates are shown to be modelled upon 'Garden City' plans, with large lots, with streets in orderly patterns and many squares and parks. Most of these neighbourhoods would not be built until well after World War II.

Also, of note, is the 'Abas Effendi Tomb', the resting place of 'Abdu'l-Bahá (1844 -1921), the late leader of the Bahai Faith. This site would later become home to the immensely impressive Bahai World Centre and Gardens, the global headquarters of the faith.

To the east of the city is the industrial zone, where the map shows numerous planned developments. The area was already one of the foundations of the Palestinian economy, home to massive petrochemical concerns and related industries.

The map captures Haifa while it was enjoying a decades-long economic and population boom, that transformed it for being an obscure coastal town into a major industrial and cultural centre. Haifa lay along the finest and largest natural harbour on the Palestine coast, and received a great boost in 1905 when it was connected to the interior and Hejaz Railway by the Jezreel Valley Railway. This jumpstarted Haifa's industrial economy, attracting both large-scale Jewish and Arab migration to the city.

In 1912, the Jewish community founded the Technion Institute of Technology, the first university in Palestine-Israel, which late became world famous, and helped to make Haifa a major centre for scientific research.
During the post-WWI period, Haifa prospered mightily under the British mandate regime. The British heavily favoured the city and invested heavily in its development. In 1922, Haifa had 24,470 residents, of which 9,377 were Muslims, 8,863 Christians, 6,230 Jews, and 164 others. Haifa then, and up to the present day, benefitted from the fact that unlike the rest of the country, the Jewish and Muslim communities tended to get along relatively well, even if there were some problems now and then.
Over the coming years, Haifa's population continued to grow rapidly, with the city receiving another major boost in 1935, when it became the seaward terminus of the Kirkuk-Haifa Oil Pipeline, making it a word-class petro-industrial centre.

The 1938 census, conducted the year after the present map was made, shows that Haifa's population had grown to 103,000, comprised of 52,000 Jews and 51,000 Muslims and Christians.
After the founding the state of Israel, in 1948, Haifa continued to prosper as the country's third largest city, its premier port, and an anchor of its industrial-high-tech economy. Today the city proper has a population of almost 300,000, while the metropolitan area has just over 1 million inhabitants.

A Note on Rarity

The present map is extremely rare. It would have been issued in only a very small print run for the use of government officials and land developers, and most of these examples would have perished due to heavy use.

We can trace only a single institutional example of the map, or either of its sheets, held by National Library of Israel (both the Western and Eastern Sheets). Moreover, we are not aware of the map, or parts thereof, as having ever appeared on the market.

References: National Library of Israel: Haifa h53, OCLC: 782080138.

750 EUR

HARBOUR
נמל

GERMAN COLONY
מושבה גרמנית

OLD TOWN
עיר העתיקה

HADAR HACARMEL
הדר הכרמל

CENTRAL CARMEL
הכרמל המרכזי

ESTERN CARMEL
הכרמל המערבי

9. GULAGS

SOVIET UNION

US-INFORAMATIONSDIENST, WIEN (U.S. INFORMATION SERVICE, VIENNA).

Karte der Sowjet-Union 1951 / Die Sklavenprovinzen der Sowjetunion...

Vienna: Herausgegeben vom US-Informationsdienst, 1951.

Colour printed map, folding into paper covers bearing title and imprint (Very Good, just some light toning), Map: 26 x 42.5 cm (10 x 16.5 inches); Wrapper: 14 x 30 cm, folding down to 14 x 10 cm.

A scarce and fascinating work of early American Cold War propaganda, being a map of the Soviet Union depicting its horrific archipelago of gulags, published in Vienna in 1951 by the U.S. Information Service and directed towards the Austrian audience which was supposedly to be technically 'neutral' in the Cold War.

This fascinating, scarce, ephemeral map was issued by the Vienna office of the U.S. Information Service (the 'soft propaganda' arm of the Central Intelligence Agency). The map meant highlights the massive prison system that Stalin's Soviet Union constructed across the country, the terrible 'Gulag Archipelago' later made famous by the Nobel Prize winning author and former internee Alexander Solzhenitsyn. The map shows the broad zones of country where the Kremlin sent its political prisoner and other unfortunates, shaded in pink, while the stars mark the locations of the gulags themselves. The eastern section of the Trans-Siberian Railway is shown, marking the route of the often one-way trip to misery. As the note on the wrappers remarks, the German-language map was to be distributed gratis to the Austrian people (there is also place for a postage stamp) as a work of propaganda that would hopefully turn the citizens of this technically neutral country against the Soviets (and hopefully towards the West).

The map is a derivative of an original map created by the Polish soldiers Sylvester Mora and Pierre Zwierniak that was include with their book *Sprawiedliwość Sowiecka* [Soviet Justice] (Rome, 1945). The map was soon adopted by the CIA and its surrogates for a variety of propaganda publications. The present work is one the most ephemeral and curious versions of the map.

The U.S. Information Service was established in 1934 by the emerging American intelligence apparatus to create and disseminate 'soft propaganda' or 'public diplomacy' overseas (i.e. changing hearts and minds, as opposed to coercion). In its early days it launched impressive public relations campaigns in Latin America and across Europe. It was revamped in 1948, following the establishment of the CIA the year previous. It set-up offices all over the world and was given a large budget for its diverse media activities. Renamed the United States Information Agency in 1953, it notably produced the *Voice of America* radio programme that pumped pro-Western propaganda across the Iron Curtain. After playing a major role in the Cold info-War, the Agency was dissolved in 1999.

In the wake of World War II, Austria occupied a strategically vital place in the Cold War, as it geographically protruded deep into Eastern Europe, being a buffer between the Warsaw Pact states and Yugoslavia (and access to the Mediterranean Sea). In the wake of the conflict, Austria regained its place as a distinct national entity (having been annexed by Nazi Germany in 1936); however, like Germany it was to be occupied by the victorious Allied powers, including the U.S., Britain, France and the Soviet Union. While Austria could have been divided onto two separate states, one Western-oriented and the other a Communist Soviet Satellite (like West and East Germany), the West and the Kremlin reached a compromise solution: Austria would remain united and be given its independence; however, it must pledge to remain neutral in the Cold War and to be an honest broker.

Undeterred, the United States still endeavoured to make Austria into a *de facto* Western ally, in part by convincing the Austrian people that the Soviet Union was evil and that life across the Iron Curtain was a nightmare. While this might seem easier said than done, it must be noted that life in post-war Austria was tough, as the country's economy had been shattered by the war; many people wondered whether it wound be better to be under as system where the state paid for everything, as opposed to enduring the slow process of recovery under a capitalist model.

The present map was used to vilify the Soviet Union by confronting average Austrians with the spectre of Stalin's gulags that made thousands of innocent people 'disappear' every year. Indeed, following in the wake of the Third Reich, few Austrians wished to return to life in a totalitarian state. As it turned out, the Republic of Austria regained its full independence in 1955 and remained technically neutral as agreed, a stance its maintains to the present day. However, the country rebuilt itself as modern, advanced Western-style democracy with a capitalistic economy, and as such throughout the Cold War it was more oriented towards the West than to the Warsaw Pact - the CIA got most of what it wanted!

References: OCLC: 255255959; Deutsche National Bibliotek (Leipzig): Signatur: 1952 A 2914; ***ZBW - Leibniz-Informationszentrum Wirtschaft*** (Kiel): K 103.

250 EUR


Nördliches Eismeer
NORWEGEN
SCHWEDEN
FINNLAND
Ost-See
Ladoga-See
Schwarzes Meer
Kaspisches Meer
Aralsee
Balkasch-See
Ob
Jenissej
Lena
Jana
Kolyma
Indigirka
Tobol
Irtysch
Ural
Wolga
Dnepr
Don
Syr Darja
Wrangel-Insel
Bering-See
Ochotskisches Meer
Japanisches Meer
Kamtschatka
MONGOLEI
MANDSCHUREI
CHINA
KOREA
JAPAN
TÜRKEI
SYRIEN
IRAK
IRAN
AFGHANISTAN
INDIEN
NORILSK-ARBEITSBEZIRK
WORKUTSK-ARBEITSBEZIRK
PETSCHORA-ARBEITSBEZ.
KULOWSKI-ARBEITSBEZ.
SORDESK-ARBEITSBEZIRK
SOLOWEI-ARBEITSBEZ.
NOWAJA-SEMLJA-ARBEITSBEZIRK
WOLGOSTROJ-ARBEITSBEZIRK
WYTEGRA-ARBEITSBEZ.
TIKHWIN-ARBEITSBEZ.
WJATKA-ARBEITSBEZ.
USSOLSKI-ARBEITSBEZ.
TECHMJEWSKI-ARBEITSBEZ.
USSOLSTROJ-ARBEITSBEZIRK
USTJANSKI-ARBEITSBEZIRK
SÜD-KAUKASUS-ARBEITSBEZIRK
KARAGANDA-ARBEITSBEZIRK
TOBOLSK-ARBEITSBEZIRK
NARYM-ARBEITSBEZIRK
JAKUTSK-ARBEITSBEZIRK
SEWERNO-WOSTOTSCHNI-ARBEITSBEZIRK
TSCHUKOTSKA-ARBEITSBEZIRK
KAMTSCHATKA-ARBEITSBEZIRK
SACHALIN-ARBEITSBEZIRK
DALNI WOSTOTSCHNI-ARBEITSBEZIRK
ZWANGSARBEITSLAGER EISENBAHNBAU BAIKAL-AMUR
ZWANGSARBEITSLAGER EISENBAHNBAU TAJSCHET-KOMSOMOLSK
ARADYR.
TYNDINSKY
Die Sklavenprovinzen der Sowjetunion:
Mit Sternen sind die Konzentrationslager lokaler MWD-Behörden bezeichnet; mit Punkten die Zentralen der Zwangsarbeitsgebiete, die große Komplexe verschiedener Anlagen umfassen.

10. RHODES
FASCIST ARCHITECTURE

Egon HUBER (born 1926)

Rodi. Rhodes. Rhodos.

Milano: Italian State Tourist Department (ENIT), printed by Pizzi & Pizio, 1935.

Colour lithography, 69 x 49 cm (27.1 x 19.3 inches) verso black and white illustrations and text (soft folds, overall in a good condition).

A highly decorative pictorial map of Rhodes, representing the newly built Fascist urban structures, was printed by the Italian State Tourist Department.

An attractive pictorial map showcases Rhodes and its legends, history and traditions. The composition is dominated by the Colossus of Rhodes, one of the Seven Wonders of the Ancient World, and the illustrations in the area of the sea represent the modernized cities, as built under Fascist Italy.

The folding map with a tourist information on the back was also issued as a poster in the same year to boost up the tourism of the island. The artist was Egon Huber, born 1926 in Austria, and the publisher Italian State Tourist Department (ENIT).

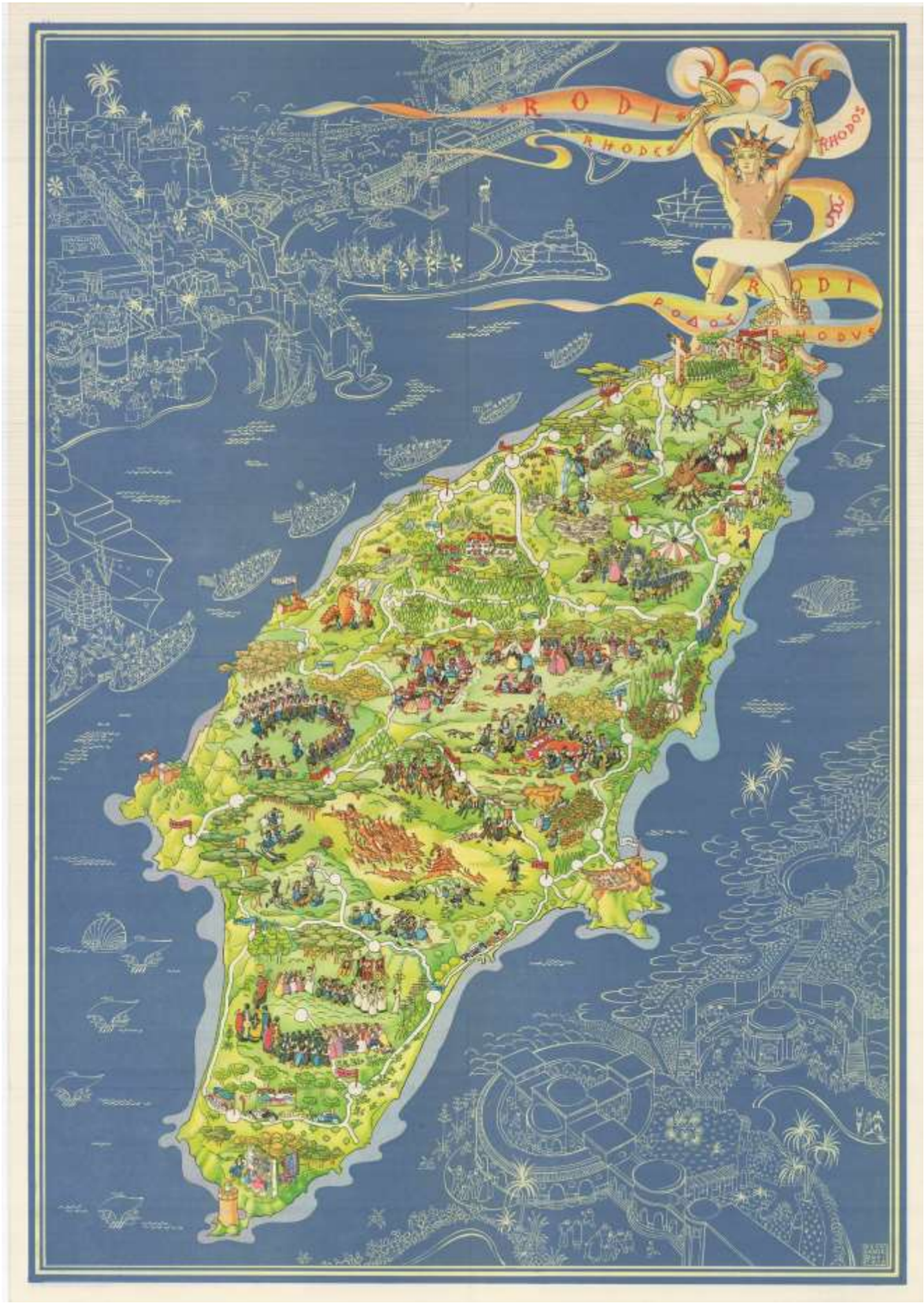
Since 1923 Rhodes was a part of the Fascist Italy and belonged to so called Italian Islands of the Aegean. The cities were mostly rebuilt under the architect Florestano Di Fausto (1890 – 1965), who removed most of the Ottoman buildings, erected modern Fascist buildings in eclectic styles, designed a new promenade and squares. The suburbs of the capital on the north are now ornated with a large cross and monuments memorizing the Knight's period. They are replacing the old Jewish and Ottoman cemetery.

Our map represents the island and its new Fascist architecture, which stood on the island until it was partly destroyed in the bombings of 1944.

We could find one institutional example (Princeton University Library, and possibly National Library of Israel, OCLC 907802589).

References: OCLC 462907138.

750 EUR




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11. China

Missionary Operations

CHINA INLAND MISSION. / EDWARD STANFORD LTD. / Emil BRETSCHNEIDER (1833 - 1901).

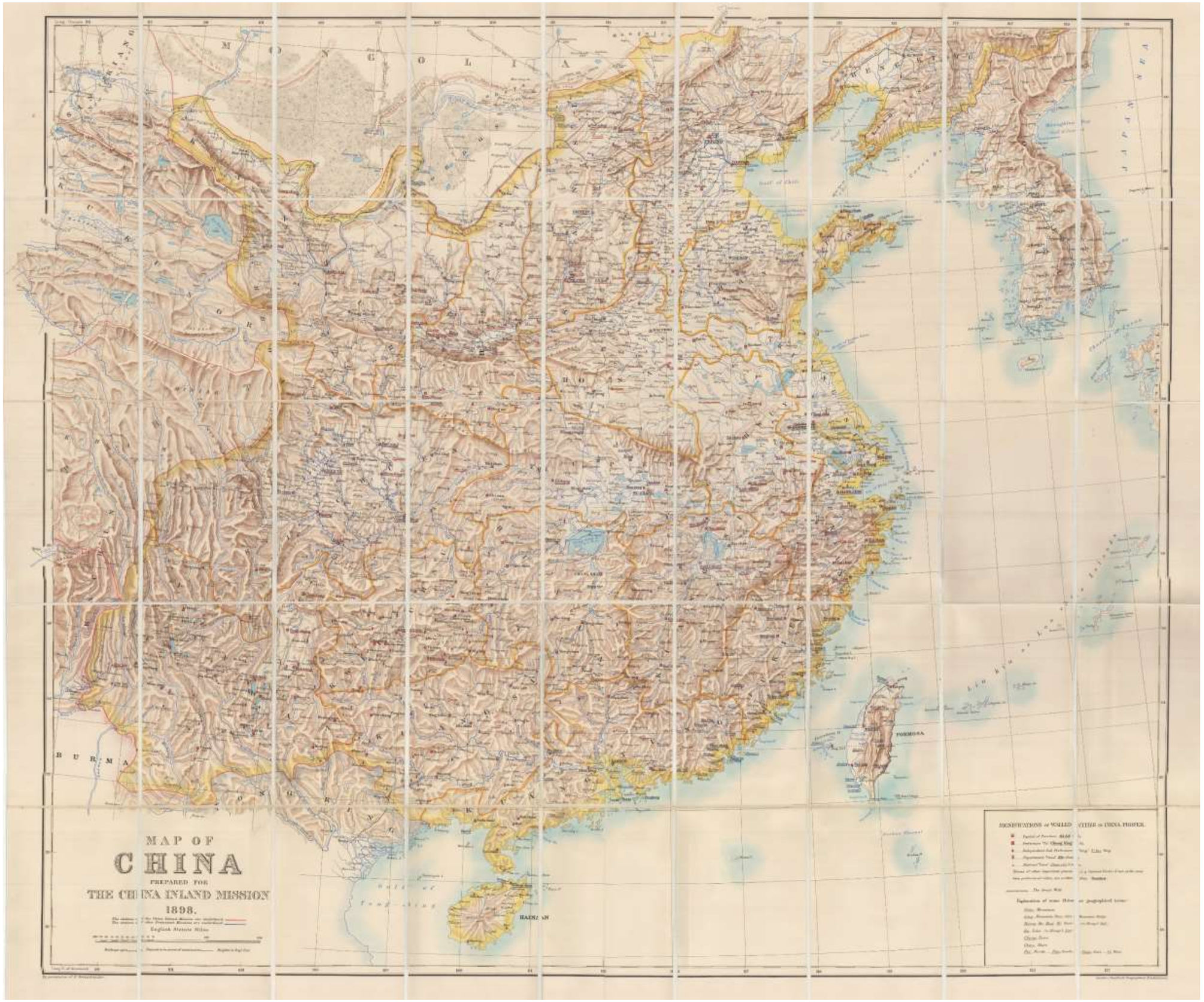
Map of China prepared for the China Inland Mission 1898.

London: Stanford's Geographical Establishment, 1898.

Colour Lithograph with original outline hand colour, dissected into sections and mounted upon original linen, folding into original brown cloth slipcase with pastedown label (Excellent, clean and crisp with bright colours), 95 x 114 cm (37.4 x 44.8 inches).

One of the finest general maps of China produced during the fin de siècle period, a large format, highly detailed work produced as part of map sequence for the China Inland Mission (CIM) by the world leading firm of Edward Stanford, and the first issue to be predicated upon the revolutionary cartography of the Russian sinologist Emil Bretschneider, providing a highly sophisticated record of the nature of China's internal administrative systems and infrastructure, as well as labelling the locations of all the Protestant missions, while interestingly delineating the historical travel routes of the various missionary-explorers who were often the first Westerners to visit many parts of the country's interior.


Feng yang
Tien chang
Ting yuan
Lai an
Yi chang
Chu
Lai ho
Tsuan tsiao
Kiang pu
Ku yung
Han shan
Ho
Tai ping
Chao
Li shui
Wu wei
Kao shan
Wu-hu
Fan chang
Tung ling
Nan ling
Ning-kuo
Ta'tung
Ts'ing yang
King
Chi-chau
Tai-ping
Shi tai
Huang shan
Tsi-ki
Hui chau
Huaining
Shan an
Su an
Wu yüan
Kai hua
Kiu
Te hing
Yuh shan
Kwang sin
Hing an
Ho Keo
Yuan shan
Pu chang
Chang an
Yang chau
Tai
Fu kao
Tai hing
Tsing kiang
Tung
Hai men
Kiang yin
Chang chau
Chang shu
Chang ming
Tai ts'ang
Wu si
Li yang
Yi hing
Su chau
Kin shan
Tsing pu
Shanghai
Nan hui
Feng hien
Sung kiang
Chang hing
Tai hu
Hu chau
Kia hing
Tung kiang
An la
Te tsing
Shi men
Hai yen
Kan pu
Hai ning
HANG CHAU
Siao shan
Yü yao
Ning po
Shao hing
Hui ki M.
Shang yu
Tung ka
Chu ki
Sheng
Sze
Pu kiang
Yi wu
Kin hwa
Tung yang
Tung ka
Tai chau
Yung kang
Wu yi
Kua tsang shan
Tsin yün
Hwang yen
Tai ping
Chu chau
Tsing tien
Lo tsing
Yü huan I.
Wun chau
King ning
Tai shun
Shun an
Fei yun
Ting hai
Shong meng
Hiao feng
Yü hang
Yü tsien
Yü yang
Kin cheng
Tung ka
Ta ki R.
Bay of Hang Chau
Mouth of Yang tze
Hi t'ai sha I.
Shi pu
Niu tou
San Moon B.
Tai Chau B.
Bullock Harb.
Nimrod S.
Grand Canal
Macartney 1793
Amherst 1816
Lord Macartney 1793
Fortune 18
Barrow 1793
Lay 1861
Blakiston 1861
Bolton Hills
Fort Hill
Tsing tien
Yung tsang
Sanctorum
Yuan shan
Mt. Sung
Mt. Tien tai
Tsing ho
Hu yi
Kao yiu
Pao ying
Yen cheng
Hing hua
Ting hai
Chen hai
Ki tou
Ka tou
Tung ka
Ta ki
Ka tou
Ka tou
Ka tou


MONGOLIA
BURMA
MAP OF
CHINA
PREPARED FOR
THE CHINA INLAND MISSION
1898.
English Statute Miles
FORMOSA
HAINAN
JAPAN SEA

This attractive, large format work is one of the finest general maps of China made during the fin de siècle period, which saw transformative change to the Middle Kingdom. The map was commissioned by the China Inland Mission (CIM), the foremost Protestant religious organization in China, that was responsible for extensively exploring the country, and setting up missions all across the land, even in the most remote locales. The map was drafted and published by the firm of Edward Stanford Ltd., the world leading commercial cartographic enterprises, as part of a sequence of continually updated general maps of the country that they made for the CIM from 1878 to 1928.

The present 1898 edition is notable, as it much larger in format than previous issues, while also being the first to embrace the ground-breaking cartography of Emil Bretschneider (1833 - 1901), a brilliant Russian physician and sinologist, who in 1896 compiled the most accurate mapping of China hitherto achieved, originally intended to illustrate his 1896 botanical work on the country (the present map is noted as being made 'By permission of E. Bretschneider').

Notably, the map was made the very year that a series of 'unequal treaties' were ratified whereby China had to surrender 'treaty ports', essentially colonial enclaves, to Britain, Russia and France and Germany, as well a leasing the New Territories to British Hong Kong. This national humiliation proved to be as one of the causes of the Boxer Rebellion (1899 - 1901), whereby Chinese factions sought to (ultimately unsuccessfully) expel all foreigners from the country.

The map epitomizes Stanford's signature style of clear design, crisp lithography with bright colours, and embraces all of the traditional core of China (the entire modern state minus the bulk of Manchuria and the far west). The land is divided into provinces, while all waterways and clearly delineated, and areas of elevation are expressed by delicate shading, with spot heights atop major peaks. Notably, the Great Wall, and the 'Palisades', its tenuous continuation further to the northeast, are depicted. In the lower left there appears a useful 'Explanation of some Chinese geographical terms'.

In the legend, in the lower right, entitled 'Significations of Walled Cities in China Proper', explains the symbols employed to identity Provincial capitals (red squares outlined in black); Prefecture capitals (red squares); Sub-prefecture capitals (red diamonds); departmental seats (red rectangles); and districts seats (red circles), while other important places (ex. 'open ports') not so designated are underlined in black.

China's rapidly expanding railway network is showcased, with the lines in the far lower left corner identifying the symbols used for 'Open Railways', as bold tracked lines, and lines 'Proposed or in course of construction', by dashed lines.

As noted in the lower left, the 'Stations of the China Inland Mission are underlined' in Red, while the 'Stations of other Protestant Missions are underlined' in Blue. The sheer number of missions, and the fact that many are located in such remote areas, is truly impressive.

Interestingly, many of the roads and some of the rivers in the deep interior feature names with abbreviated dates (ex. 'Baber 76'), that refer to the pioneering expeditions of missionaries, some of whom were amongst the first recorded Westerners to visit many of the deep interior regions of China.

The China Inland Mission (CIM): The Leading Light of Christianity in China

The China Inland Mission (CIM), later known as the Overseas Missionary Fellowship, was a British Protestant society founded in 1865 by Reverend James Hudson Taylor and William Thomas Berger to advance the interdenominational evangelization of the interior of China. The society had a very intrepid and, in some ways, progressive culture, in that the missionaries were expected to adapt to the Chinese way of life, while it was one of the first international evangelical organizations to employ single women, including in senior field roles. These traits were responsible for the CIM'S extraordinary success in one of the world's largest and most challenging theatres. Importantly, the CIM missionaries were amongst the first Westerners to travel through and settle in many of the most remote parts of China.

Taylor led the maiden field mission, departing England in 1866, whereupon they established their first station at Hangzhou, Zhejiang. Other stations in the same province soon followed and from 1867 to 1871 several missions were established in Jiangsu. From 1874 to 1878, stations were founded in Hubei, Hunan, Henan, Shaanxi, Gansu, Sichuan, Yunnan and Tibet. The CIM's headquarters was established in Shanghai in 1873, and in July 1875, the society published the inaugural issue of its journal, *China's Millions*.

In the succeeding years, the CIM proved wildly successful at attracting converts, despite opposition from certain elements of the local communities and the personal suffering of many of the missionaries. It expanded into further parts of China, as well as Mongolia and Upper Burma. In 1915, the society employed 2,063 workers at 277 stations, while by 1934 (the peak of the CIM's operations), it engaged 1,368 workers at 364 stations. By the 1930s, the CIM had been responsible for converting many thousands of Chinese people to Christianity, rooting the faith in virtually all regions of the country. It had also provided high-quality education and healthcare in many places where such services were scarce.

However, the Japanese invasion of China, which commenced in 1937 and dovetailed into World War II, was a disaster for the CIM. Many of its stations were forced to close upon the advance of the Japanese forces, while the missionaries and their followers were interned in Japanese prison camps. The Communist takeover of China in 1949 spelled the death knell for the CIM's operations in its main theatre, as the new regime considered Western missionaries to be 'imperialist spies'; the last CIM workers left the country in 1953.

The CIM subsequently retooled itself to focus upon activities in Southeast Asia, with its headquarters being moved to Singapore. The organization was renamed the Overseas Missionary Fellowship (OMF) in 1964. Today the organization, re-branded as OMF International, remains an active concern, employing 1,400 workers in over 40 countries.

The main archives of the CIM are today held by the University of London's School of Asian and African Studies (SOAS).

Mapping the CIM's Operations

The China Inland Mission operated in many remote parts of China and surrounding lands that were little known to their recruits and supporters in Britain. It was thus important for the CIM to commission a

custom ‘master map’ that would locate their missions, as well as to depict the routes of the missionaries’ often-harrowing journeys to their stations.

The CIM engaged Edward Stanford’s Geographic Establishment to design and print such a map. The firm, founded in 1853, by Edward Stanford (1827 - 1904), was since the 1860s the world’s leading cartographic publisher. It owed this status to its unrivalled connections to governments, surveyors, explorers and missionaries throughout the world. Maintaining a very high standard of lithographic production, Stanford’s maps were remarkable for their signature style, employing clear, carefully placed text, clean lines and attractive colours, as brilliantly exemplified by the present work.

The first edition of the CIM general map of China was issued by Stanford in May 1878, and the firm regularly issued subsequent editions, updating the locations of the CIM’s missions across the country and the surrounding lands; the final edition appeared in 1928. The present 1898 edition is notable, as it is of a significantly larger format than previous issues, while being far more accurate due to the introduction of Bretschneider’s transformative cartography.

References: Library of Congress: G7820 1898 .E2. / OCLC: 71829170, 71213307.

1.400 EUR



12. Nazi Propaganda for Children

Greater Germany

Franz PLACHY

Mit dem „Kleinen Blatt“ um die Welt. Erste Reise: Unsere Heimat Großdeutschland

[With „Das Kleine Blatt“ Around the World. First Journey: Our Homeland Greater Germany]

Vienna: Das Kleine Blatt [ca 1938 – 1940]

Colour Print, 50 x 67 cm (19.7 x 26.4 inches) (soft folds, otherwise in a good condition).

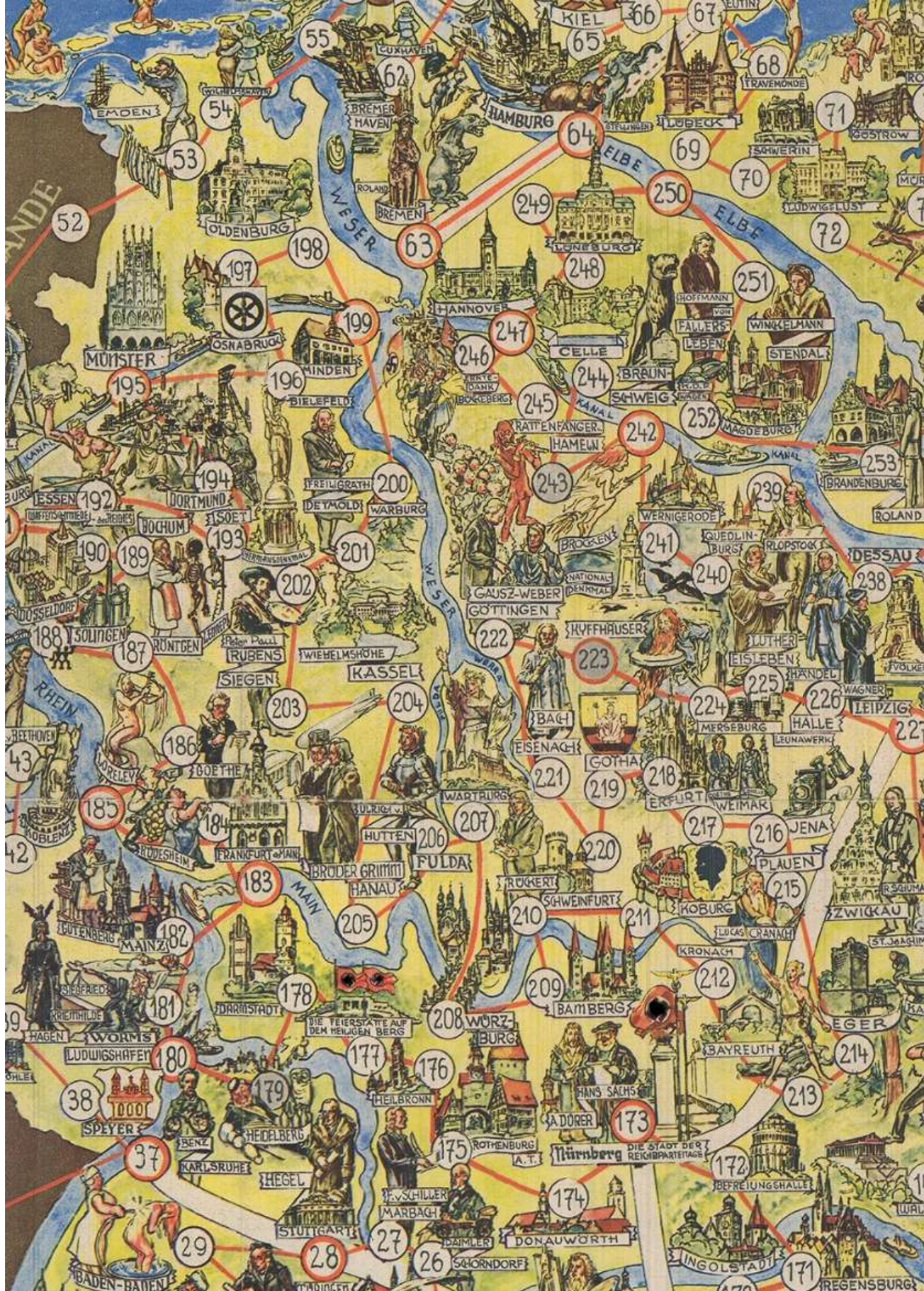
An Austrian educational boardgame for children advertising the “homeland, greater Germany” with a strong Germanic and Nazi propaganda, made after the annexation of Austria in March 1938

This Austrian educational game for children shows historical sites, important names from the history and literature of Germany and the neighbouring countries and also contemporary Nazi centers and locations of gathering and Hitler’s birthplace.

The boardgame was issued as an appendix to an Austrian popular newspaper *Das Kleine Blatt*, after Germany annexed Austria in March of 1938 and made it a part of the Greater Germany, alongside with parts of Czecho-Slovakia and Poland.

We could not find any institutional examples on Worldcat, but it is unclear, how many examples are kept together with the series of the newspapers Das Kleine Blatt.

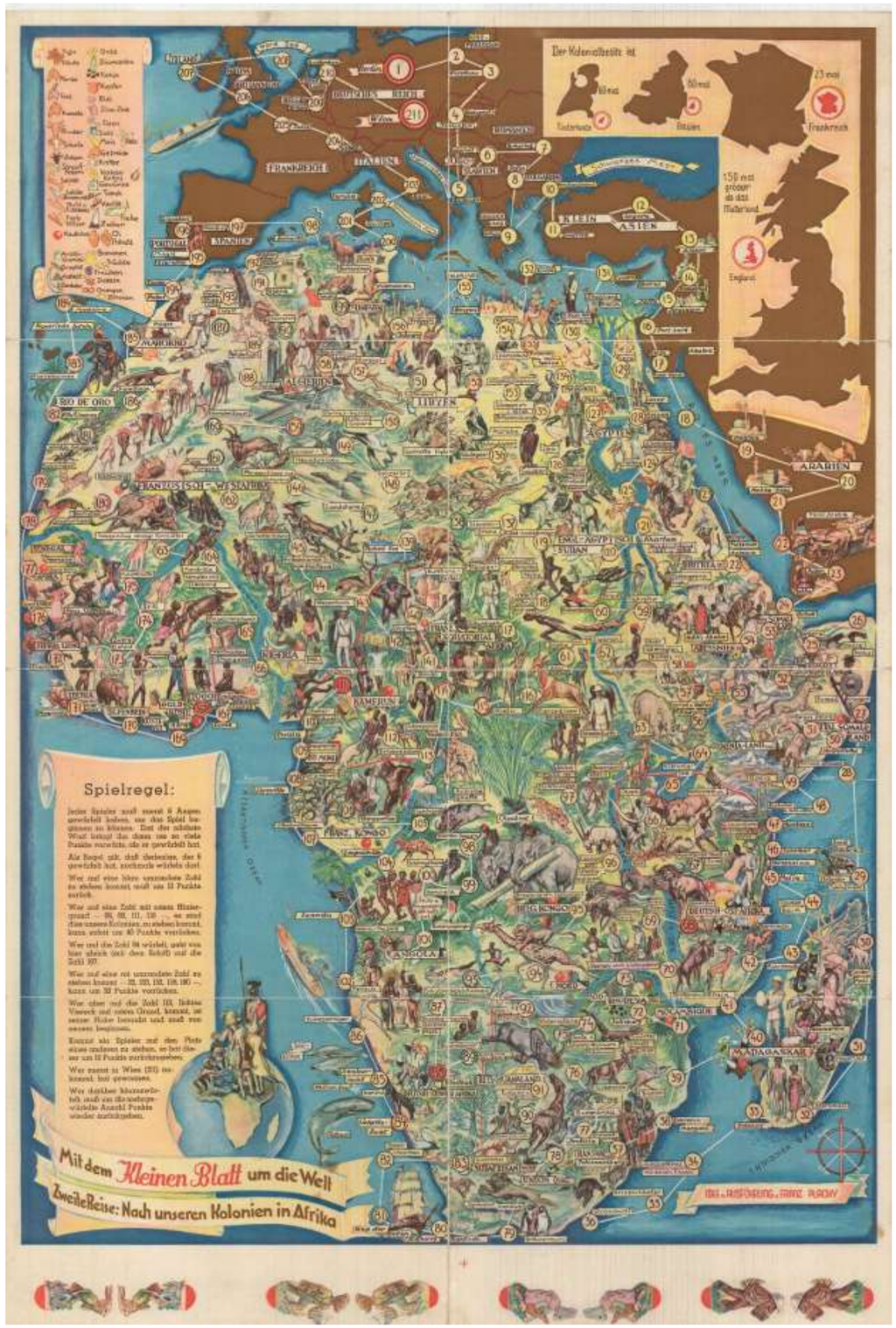
420 EUR




NORDSEE
OSTSEE
HELGOLAND
DÄNEMARK
NIEDERLANDE
BELGIEN
LUXEMBURG
FRANKREICH
SCHWEIZ
ITALIEN
JUGOSLAWIEN
POLEN
TSCHECHO-SLOWAKEI
ELBE
WESER
RHEIN
MAIN
DONAU
ODER
HAMBURG
BERLIN
KIEL
BREMEN
HANNOVER
DORTMUND
KÖLN
DÜSSELDORF
ESSEN
FRANKFURT
KASSEL
NÜRNBERG
MÜNCHEN
STUTTGART
LEIPZIG
DRESDEN
DANZIG
GDINGEN
KÖNIGSBERG
MEMEL
BRESLAU
WIEN
SALZBURG
INNSBRUCK
GRAZ
LINZ
SPIELREGEL
Ein Würfelspiel für mehrere Personen; am besten ist es, nur mit einem Würfel zu spielen. Die Reise beginnt in Wien und führt mit Vorteilen und Hindernissen bis Berlin. Kommen zwei der Spieler auf einen Platz zu stehen, so muß der zuerst angekommene weichen und so lange zurückgehen, bis er auf den nächsten freien Platz kommt.
Wer auf eine mit Rot umrandete Ziffer zu stehen kommt, darf vorrücken, und zwar
von 13, 168 und 173 auf 227;
von 19 und 28 auf 37;
von 37, 180, 183 und 185 auf 191;
von 115, 119, 120 und 130 auf 234 und
von 83 auf 99.
Wer durch Würfeln, also nicht durch Überspringen, auf 191, 195, 199, 242 und 247 zu stehen kommt, ist mit seinem Spiel fertig, da er auf dem Mittellandkanal den Weg nach Berlin frei hat.
Wer auf 6, 13, 81, 163 und 165 zu stehen kommt, darf um 20 Nummern mehr vorrücken, als er gewürfelt hat. Wer auf 183 und 185 durch Überspringen zu stehen kommt, kann gleich weiter auf 191.
Spieler, die 63, 64 oder 250 erreichten, haben den Wasserweg nach Berlin frei und haben ihr Spiel gewonnen.
Wer auf den Nummern 75, 94, 179 oder 243 zu stehen kommt, muß um 10, wer auf 223 kommt, um 20 Punkte zurück.
Wer als erster nach Berlin kommt, ist Hauptsieger. Es ist angezeigt, daß ein Spieler das Spiel führt und immer den jeweiligen Namen der Stadt, der Person, des Märchens usw. laut vorliest.
Mit dem „Kleinen Blatt" um die Welt
Erste Reise: Unsere Heimat Großdeutschland
IDEE u. AUSFÜHRUNG v. F. PLACHY

13. NAZI PROPAGANDA FOR CHILDREN

AFRICA



Franz PLACHY

Mit dem „Kleinen Blatt" um die Welt. Zweite Reise: Nach unseren Kolonien in Afrika

[With „Das Kleine Blatt" Around the World. Second Journey: To Our Colonies in Africa]

Vienna: Das Kleine Blatt [ca 1938 – 1940]

Colour Print, 48 x 71 cm (18.9 x 30 inches) (soft folds slightly rubbed with repaired tears, otherwise in a good condition.

A large Austrian Nazi propaganda board game representing the colonies of Africa

This unusual boardgame for children, representing the German colonies in Africa with images of animals, important historical figures and monuments. The key in the upper left lists the natural resources of Africa. The images on the upper right side showcase visual sizes of the colonies of Belgium. Great Britain, France and the Netherlands. Original uncut pieces in shapes of animals are preserved in the lower margin.

The boardgame was issued as an appendix to an Austrian popular newspaper *Das Kleine Blatt*, after Germany annexed Austria in March of 1938 and made it a part of the Greater Germany, alongside with parts of Czecho-Slovakia and Poland.

Dorkas-Gazelle
gejagt von
Gepard
150
149
ecken
Sekretär
148
Sandsturm
147
Tschad See
139
ock
sserbock
143
140
Gorilla
FRANZ.
ÄQUATORIAL
AFRIKA
142
141
H. Barth
Bongo
111
KAMERUN
el-
hwein
Kurzhorn-
Büffel
Gestreifte Hyäne
Marabu
Schmutzgeier
Gänsegeier
136
Ichneumon
tötet
Brillenschlange
135
Ibis
Geier
126
Krokodil
und
Krokodil
Wächter
138
Steppen-
Brand
137
Aulad-Hamid-Araber
119
Schuppentier
Steppen-
Termiten
Nuba
Weiß-
Ohr-
Antilope
118
G. Nachtigall
117
114
116
115
Kudu
Elenantilope
Die größte Antilope
ÄGYPTEN
127
128
Assuan
Zibetkatze
Silberreiher
Pelikan
124
125
Krokodil
Nubamädchen
60
Strauß
Fischreiher
59
Dinka
mit
Nilwaran
61
62
Abu
Markub
Nuer
mit erlegten
Büffel
58
ENGL.-ÄGYPTISCH
SUDAN
120
121
Khartum
Mahdiaufstand
1881 — 1898
BLAUER NIL
WEISSER NIL
ROTES MEER
18
Medina
19
Mekka
23
Perlen-
Fischerei
Massaua
Asmara
ERITREA IT.
122
Schlangenhals-
Vogel
Addis Abeba
ABESSINIEN IT.
54
Frz. S
53
UGANDA
57
Mantel-
Pavian
55
Stumpfo Weißes
Nashorn
56

The Nazis' Designs in Africa

In the 1880s, following the 'Scramble for Africa', Germany acquired a large colonial empire in Africa, which consisted of Togoland (modern Togo), Kamerun (Cameroon), *Deutsch–Südwest-Afrika* (Namibia), Deutsch-Ostafrika (modern mainland Tanzania, Rwanda and Burundi). For around three decades, Germany's African colonies played a key role in the country's global trading economy, while the German presence had a profound effect upon the native peoples of the colonies, in many places transforming the landscape (through the building of railways, plantations, etc.). The African colonial connections gave rise to a small, but highly influential group of German politicians, businessmen and academics, whose interests were channeled through the *Deutsche Kolonialgesellschaft* (DKG), a society founded in 1887 to promote German overseas expansion.

During World War I, conquering Germany's African colonies was a priority for Britain and her allies. This was eventually accomplished, although the Entente forces faced surprising difficulty in taking over Deutsch-Ostafrika and Kamerun; the skill and bravery of the German forces in Africa was a rare source of pride for Germany in the context of what was an unprecedented disaster for the country. The Treaty of Versailles (1919) saw Germany lose all her colonies, which were divided between British and French trusteeship. The legality of the loss of Germany's African colonies was questioned by many Germans, most of all those affiliated with the DKG, who still referred to these lands as 'German colonies' and longed for the day when they could regain possession of these lands, either through diplomacy or force.

Upon the rise of the Nazi regime in 1933, Adolf Hitler and his top lieutenants were not especially sympathetic to the notion of regaining the African colonies. They were far more interested in projecting German power in Europe, and saw the African ambitions as an unnecessary, and potentially costly, distraction. It was in this context that Nazis disbanded the DKG, seeing it an archaic nuisance.

However, many of Hitler's key backers, especially in the business community, were great enthusiasts of Germany regaining its 'place in the sun'. In addition to any symbolic significance, reacquiring the German African colonies would give the military-industrial complex access to vital minerals and tropical resources that were otherwise in short supply. While Hitler was never keen, their lobbying eventually succeeded in raising the colonial question to a high place on the Third Reich's agenda.

In 1937, the Nazis created the Reichskolonialbund (RKB) (English: State Colonial League), a an organization whose mandate was to "keep the population informed about the loss of the German Imperial colonies, to maintain contact with the former colonial territories and to create conditions in opinion favourable to a new German African Empire". Led by old African hands, the RKB was highly influential in Nazi industrial and academic circles.

Following Neville Chamberlain's complete capitulation to the Nazis at the Munich Conference (1938), many in Berlin believed that Britain, and by extension France, could be badgered into agreeing to virtually any diplomatic concession, in return for not having to face the German war machine. The RKB proposed that Germany should request that Britain and France return all of Germany's African colonies in return for continued peace. While no formal German demands of this kind were ever made, the notion was seriously entertained at the highest levels.

The outbreak of World War II only seemed to strengthen the hand of German colonial interests, as Britain and France looked pathetically weak, with many believing that the Entente forces could be either quickly vanquished or forced into a peace on terms heavily favouring Germany, including the return of its former African colonies. Moreover, while the Belgian Congo was never controlled by Germany, the Africa hands in the Third Reich coveted this vast and minerally rich territory, under the justification that it was 'too big a colony for such a small country'.

The hopes of the German Africa lobby were raised when the Wehrmacht totally rolled over Belgium and France during the Blitzkrieg invasions of these countries (May 10 to June 25, 1940). However, colonial concerns were crowded out in the frenzy that followed the victory, and Germany's failure to break Churchill's resolve at the Battle of Britain (July 10 to October 31, 1940) essentially killed any realistic notion of Germany regaining her colonies. Britain would not trade them way, and Germany no longer possessed the military power to take them by force. The African ambitions were completely extinguished in 1943 when Martin Bornmann dissolved the Reichskolonialbund, deeming its purpose to be of "kriegsunwichtiger Tätigkeit" ("activity irrelevant to the war").

We could not find any institutional examples on Worldcat, but it is unclear, how many examples are kept together with the series of the newspapers Das Kleine Blatt.

750 EUR

14. World War II – Middle East & India

Aviation History - Arabian Coast Air Route

Sharjah (United Arab Emirates)

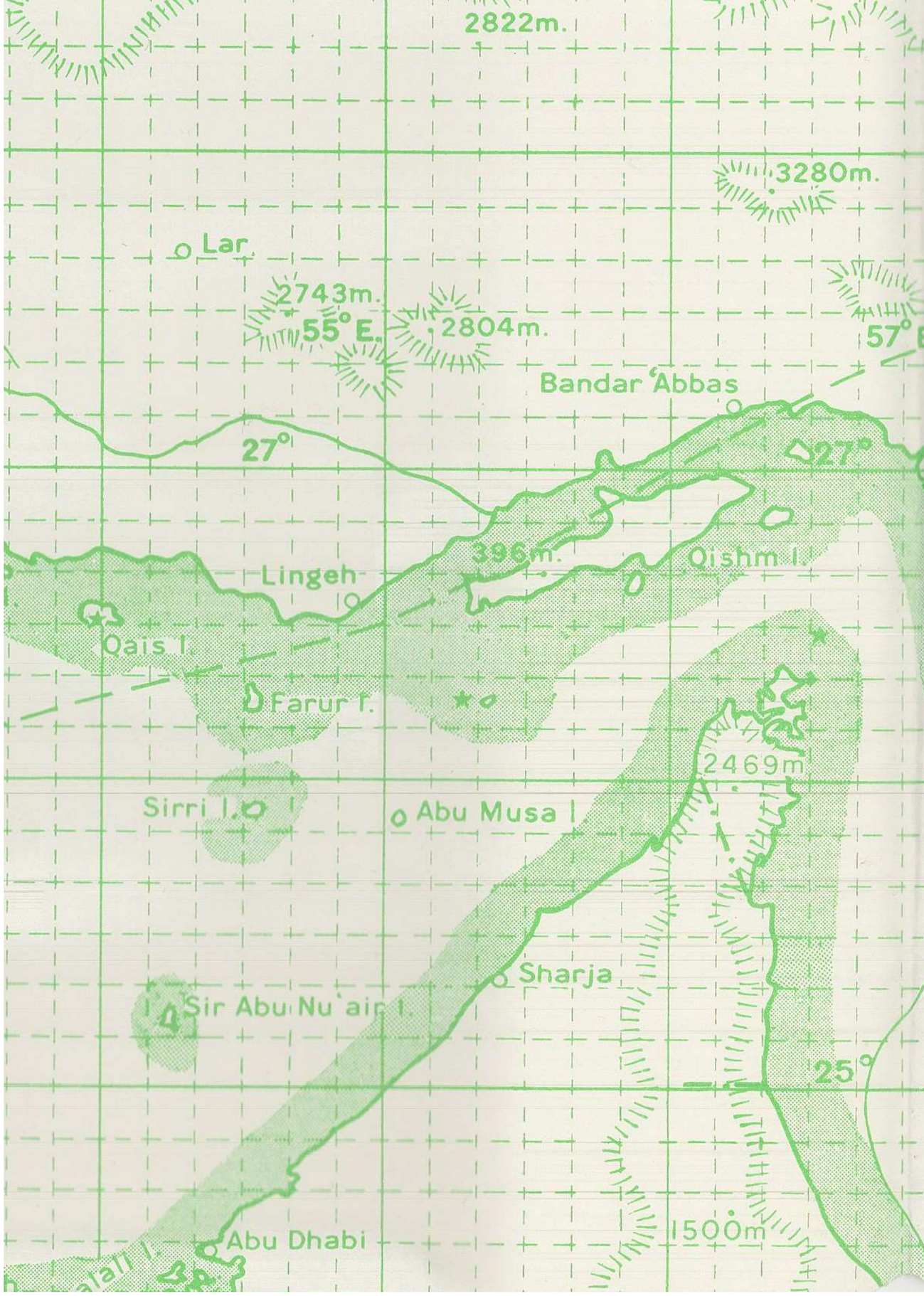
GEOGRAPHICAL SECTION, GENERAL STAFF (GREAT BRITAIN).

Basra-Karachi. / Sheet N.E. 12/43 / Small Scale Plotting Series (Edition 3).

London: War Office, January 1945.

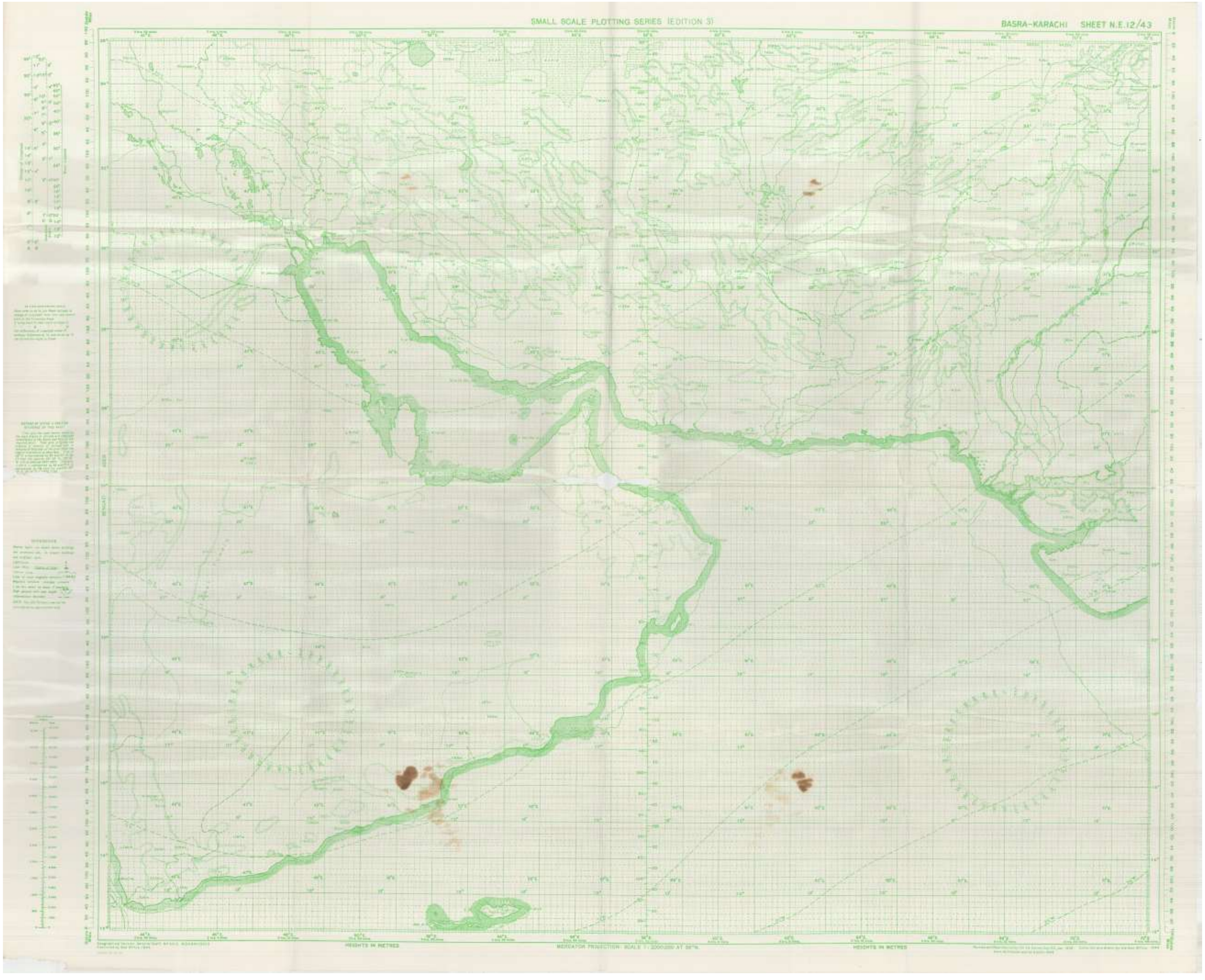
Photographic print in green tone (Good, wear along old folds and small areas of loss to centre and both side margins, conspicuous stains in lower area), 85 x 105 cm (33.4 x 41.3 inches).

A highly important artifact of the aviation history of the Middle East and India, being an original World War II pilots' 'Plotting Map' depicting the Royal Air Force's 'Arabian Coast Air Route', from Basra to Karachi, one of Britain's great lifelines during the conflict, emphasizing the critical importance of Sharjah, home to the first major airport in what its today the United Arab Emirates, published by the War Office's Geographical Section – an amazing survivor – no other examples traced.



SMALL SCALE PLOTTING SERIES (EDITION 3)

BASRA-KARACHI SHEET N.E.12/43



HEIGHTS IN METRES

MERCATOR PROJECTION: SCALE 1:2000000 AT 26°N.

HEIGHTS IN METRES

In the wake of World War I, Britain controlled a massive eastern empire that extended in a band from Egypt, across the Middle East and through to India, Malaya, and on to Australia and New Zealand. The problem was that despite telegraph and wireless communications, shipping important letters, parcels and precious goods and transporting VIP passengers over vast distances took an intolerably long time. A solution needed to be found.

In 1921, Britain's Royal Air Force (RAF) inaugurated the first regular long distance air corridor in the Middle East, the 'Cairo-Baghdad Mail Route', which revolutionized communications and administration in the region. Letters, important cargo and elite passengers could now travel between Cairo and Iraq in only a few days, compared to the previous travel time which could take weeks. Importantly, planes in the pre-WWII era generally had to make frequent stops, necessitating the construction of airfields at regular intervals.

In 1927, the operations of the mail route were transferred to Imperial Airways (a forefather of British Airways), which used larger, enhanced load-bearing planes. Imperial extended the Cairo-Baghdad route to Basra, which had shipping access to the Persian Gulf.

In 1929, Imperial launched the 'Eastern Route', flying from Basra to Karachi, by which flights flew along the northern coast of the Persian Gulf. It permitted travel from London to India in only 7 days, dramatically less than the weeks-long sea voyage.

In 1932, the regular course of the Eastern Route from Basra to Karachi was changed to follow the southern side of the Persian Gulf, with new airfields being built on the Arabian Peninsula, of which the most important was built near the Mahatta Fort in the tiny Emirate of Sharjah, part of the Trucial States (today's United Arab Emirates), a British Protectorate. This course of the Eastern Route was referred to as the 'Arabian Coast Air Route'.

In 1933, the Eastern Route was extended from Karachi to include various alternative continuations, to New Delhi, Calcutta, Singapore, and Australia. In 1936, a connection was launched to Hong Kong.

Critically, these air routes were limited to only very important letters, parcels and shipments of goods, while the small number of passengers tended to be very senior crown officials, military officers or wealthy private citizens. Carriage on the planes was always limited and incredibly expensive, but the price was well worth it for some things, or someone, that needed to get from A to B in a hurry.

In 1940, the RAF took over the Eastern Route. The advent of World War II utterly transformed the purpose and importance of the system. Facing pressure from Germany and Italy, and later Japan, Britain vitally needed to have regular and rapid transport connections with their eastern Empire. Vital secret documents needed to be dispatched, urgent war materials needed to be transferred, and generals needed to be sent to the front.

The situation in the Middle East quickly became frightening. In October 1940 the Italian Air Force bombed the American-run oil refineries in Bahrain and Dhahran, Saudi Arabia; in 1941, Britain had to suppress a pro-German revolution in Iraq, while they and the Soviets had to invade Persia to prevent it from allying with the Nazis; in 1941-42, Rommel's Afrikakorps came surprisingly close to conquering Egypt. Further east, in 1942, Japan conquered Hong Kong, Malaya, Singapore, and Burma, and threatened to invade India. Along with the Trans-Atlantic convoys from North America, the Eastern Route became the lifeline of the empire, keeping Britain in the game.

The RAF's air traffic along the Arabian Coast Air Route often followed a course that ran from Basra to Bahrain, then Sharjah and on to Masirah Island (Oman), before heading to India. Sharjah became the most important base, with its runway accompanied by an office with a wireless station, living quarters for pilots and staff, hangers and even the first cinema in what would become the UAE. Sharjah and Masirah Island also served as bases for RAF patrols to take out German U-boats in the Gulf of Oman; the wreck of U-boat 533, struck in 1943, still lies off the coast of Fujairah.

Traffic along the Arabian Coast Air Route peaked in 1944 and early 1945 (when the present map was issued), when thousands of flights a month passed through Sharjah, which included a major U.S. Air Force presence. The Americans bolstered the aerial lifeline, playing a major role in stopping the Japanese invasion of India and the Allied reconquest of Southeast Asia.

In the postwar era, the Arabian Coast Air Route formed the basis of the modern civilian aviation industry in the Middle East, which is today one of the most important and vibrant in the world.

The Present Map in Focus

The present map was designed and published by the Geographical Section, General Staff specifically to assist RAF pilots in plotting their courses between airfields along the Arabian Coast Air Route and associated itineraries (such as flying to Aden). Centered on the Persian Gulf, it covers much of Iraq, the eastern half of the Arabian Peninsula, Southern Persia and a good part of Afghanistan and the western reaches of British India and extends from 35° N down to 12° N Latitude and from 24° E over to 72° E Longitude.

It was created as part of series of 'Small Scale Plotting' maps of Europe and Asia that were carefully designed to allow pilots to plot their flight plans, while being easily readable under stressful conditions, with imperfect light, in the cockpit or at an obscure airfield. Photo-printed in green, and overlaid with a grid, the map is intentionally sparing in its details, so as to avoid unnecessary clutter, but clearly outlines all coastlines, areas of elevation (distinguished by hachures) with spot heights of major peaks in metres, international boundaries, and the locations of airfields. The legend in the left-hand margin explains the symbols use for lighthouses, lightships (being key navigational aids), as well as defining the 100-fathom depth mark along the coasts, while showing lines of magnetic variation calculated to 1944. A text block, likewise, in the left-hand margin, explains how to plot a flight plan on the map while maintaining geodetic accuracy.

The map labels many important airfields, including Baghdad, Basra, Bahian, Hofuf, Sharjah (its central role in the aviation network is clearly evident), Abu Dhabi, Muscat, Masirah Island, Bushire, Bandar Abbas, Jask, Gwadar and Karachi, Aden and Riyadh, amongst others.

The present map would have played an important role in the operation of the Arabian Coast Air Route during its peak period of traffic (1944 and 1945), as it would have allowed pilots to navigate their courses with far greater confidence that with other maps.

The present edition of the map was issued in January 1945 and was updated with revisions supplied by the British Army's 512 Field Survey Company, following the first edition of the map, which was issued in 1944.

While no routes are plotted upon the present example of the map, its wear and stains suggest active field use.

A Note on Rarity

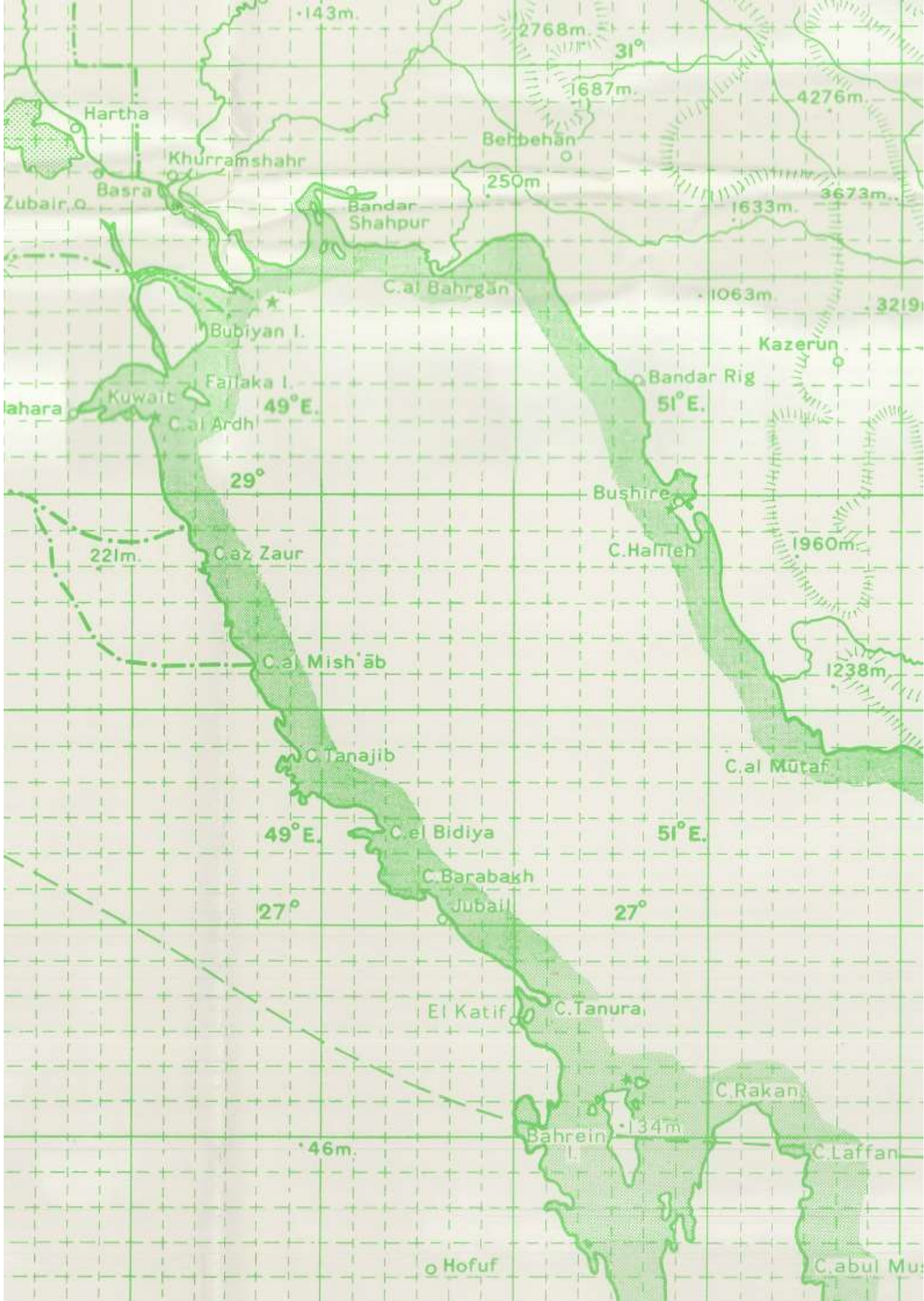
The present map would have been classified exclusively for field use by RAF and USAF pilots and would have been issued in only very small print runs. The survival rate of such practical aviators' maps is extremely low, as they perished due to wear and mishap and were disposed of once missions were complete.

It is therefore not so surprising that we cannot find even a reference to the present map, in any edition, let alone the location of another example. Otherwise, only a handful of examples of 'Small Scale Plotting' maps of different areas, mainly in Europe, are found in institutions.

The only remotely similar work we can trace is what seem to be an early precursor to the present map, being the Geographical Section, General Staff's '[Air Routes from Basra to Karachi and Oman], GSGS 3869A' (London, 1933), which is marked as 'Secret'; it is known in only a single example, held by the British Library.

References: N/A – No examples traced.

1.200 EUR

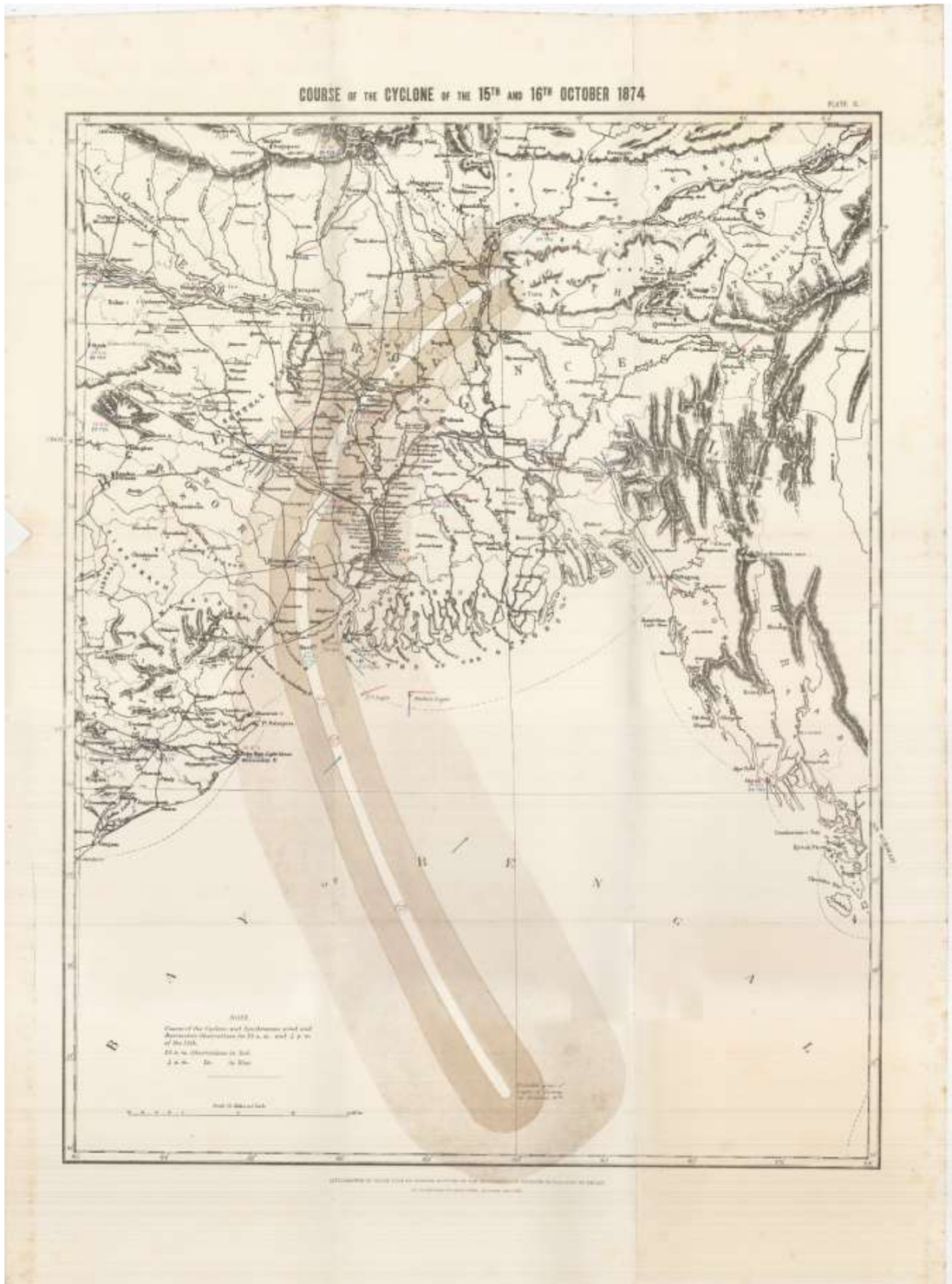


15. India – West Bengal

Meghalaya – Meteorology – Cyclones

Thematic Cartography

Calcutta Imprint



W.G. WILSON.

Report of the Midnapore and Burdwan Cyclone of the 15th and 16th of October 1874.

Calcutta: Published by Calcutta Bengal Secretariat Press, 1875.

Small Folio (32.5 x 21 cm): [1], 90 pp., 4 pp., plus 1 folding chart (44.5 x 56.5 cm) and 1 folding colour lithographed map on thick paper (75.5 x 54 cm), bound in original green printed wrappers (wrappers with small chips, debossed lines, light foxing and tiny tears, later spine, tiny holes from binding in the inner white margins, maps loosely inserted, inside clean with sporadic foxing).

A very rare and sophisticated early study on cyclonic storms, concerning the Midnapore-Burdwan Cyclone that landed in Bengal, just to the west of Calcutta, in 1874, providing valuable clues towards predicting the formation and courses of such storms in general; by W.G. Wilson, Bengal's acting chief meteorologist, illustrated with a large and impressive thematic map.

This is an important, early data-driven study of a major cyclonic storm, the Midnapore-Burdwan Cyclone, which ran through western Bengal in October 15-16, 1874, wreaking havoc before disintegrating in the hills of Meghalaya. Written by W.G. Wilson, the Officiating Meteorological Reporter to the Government of Bengal, the report sheds light on the formation and behaviour of cyclonic storms in general, which were

a regular occurrence in the Bay of Bengal region, taking a horrendous toll in lives, while causing mass economic damage. Scientists sought to understand the storms in the hopes of being able to predict their formation and their trajectories and intensity. Notably, the work is illustrated by an impressive, original map of the course of the Midnapore-Burdwan Cyclone, which is one of the largest and most sophisticated early works of meteorological cartography made in India, and if additionally illustrated by a large barometric chart.

Specifically, the cyclone in question formed in the middle of the Bay of Bengal around noon on October 13, before heading north-northwest, all the while gaining strength. It struck the Bengal coast at the Sandheads at the mouth of the Hoogly River around 4 PM on October 15, before heading inland in a direction roughly due north. Its track passed Midnapore (today sometimes Mednipur, about 120 km west of Calcutta), and then Burdwan (today Bardhaman) and Moorshedabad (today Murshidabad) before turning towards the north-northeast and crossing over the Ganges where it broke up on the Garo Hills, in Meghalaya, on the morning of October 17 (please see the map, Plate II, for more details).

Wilson outlines the objectives of his report in the first paragraph:

"I propose in the first place to give a general review of the meteorology of Bengal and the Bay for some days before the storm. Next,to consider the progress of the cyclone in the Bay of Bengal; then, in order, its passage over the Sandheads, the Midnapore, Burdwan, and Moorshedabad districts, and its final disappearance. Any remarks or conclusions regarding the general lawsof cyclones which may appear to be borne out by the storm under report will form the subject of the last section. Each part will commence with a record and description of the data which are at my disposal, and the remarks which I have to make will follow. " (p. 1).

The body of the report is divided into 5 sections, with text augmented by numerous statical charts based on primary sources.

Section I. Data features six detailed statical tables showcasing raw data supplied from several meteorological observatories throughout the Bay of Bengal region, taken during the period of the Midnapore-Burdwan Cyclone. They variously give readings for wind direction and velocity; barometric pressure; atmospheric pressure; humidity; rainfall; and clouds. The 'Meteorological Discussion' contextualizes the data and looks for patterns that importantly speaks as to how cyclones are formed and behave in general.

Section II. Progress of the Cyclone up the Bay of Bengal explores how the storm gained strength as it progressed up the Bay of Bengal. The sections provides meteorological data and captains' observations from the logs of six ships that were then sailing in the bay, including three European ships, the *Ireshope*, *Patrie* and *Ulston*, as well as three Arab vessels, the *Chanticleer*, *Fazel Careem* and the *Humayun Shah* (Wilson went to the trouble of having the Arabic logs translated into English). Taken together, the logs provide fascinating insights into how the meteorological situation abruptly changed upon the approach of cyclone.

Section III. Progress of the Cyclone over the Sandheads and the North-Western Corner of the Bay showcases data supplied by several vessels that were anchored in Ganges Delta in the vicinity of the where the cyclone landed, including excerpts from logs of pilot boats and the American schooner *Susan E. Vorhes*. This data, analyzed in the 'Discussion' that follows, reveals how cyclones react as they transition from crossing warm water, where they gain strength, to where they meet their first obstacle upon making landfall, changing their course and intensity, while causing deadly storm surges and flooding.

Section IV. Progress of the Cyclone over Bengal provides valuable data and firsthand accounts of the storm's progress northwestwards across Bengal. Fortunately, in the wake of the cyclone, the Government of Bengal requested that crown official posted near the course of the storm's vortex submit reports concerning their observations, including meteorological data, storm behaviour and damage. Consequently, many civil servants ranging from district administrators, tax collectors and police officers took their duties very seriously, supplying careful observations, often based upon by hard data. This allowed Wilson to analyze how the cyclone progressed, as while it traveled over land, its behaviour become more violent and unpredictable, until it met the great barrier of the Garo Hills, in Meghalaya, at which point the storm dissolved, bringing only rains and harmless wind gusts to the other side, in Assam.

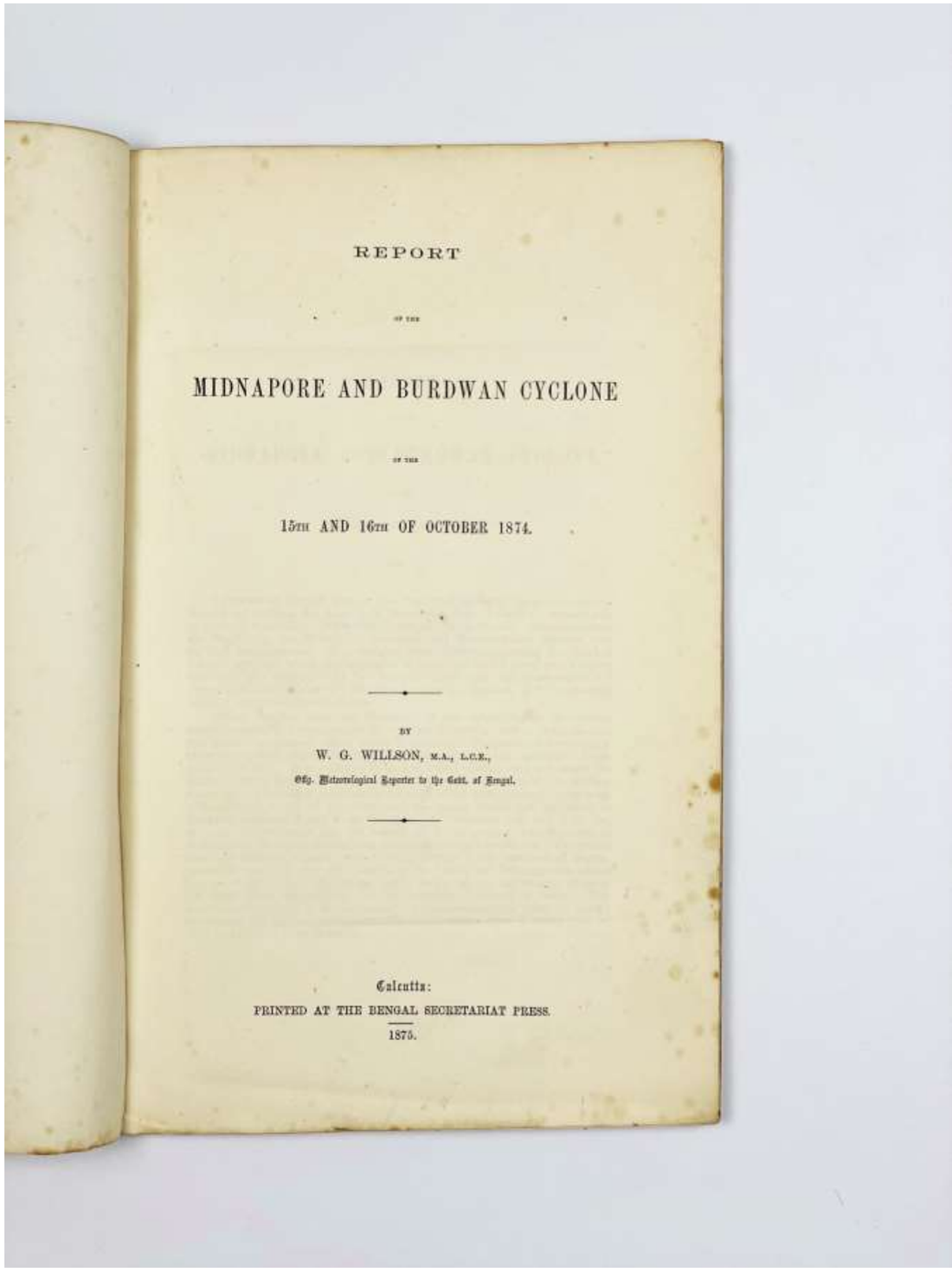
In the final part, *Section V. Concluding Remarks*, Wilson summarizes his main points regarding the Midnapore-Burdwan Cyclone, as well as skillfully drawing upon his analysis to define a series of observations regarding cyclones in general that can inform the Bengal Government's emerging storm prediction and preparedness programmes going forward (which, in turn, proved to have a profound influence upon tropical meteorology worldwide). However, he does this without overreaching, following the data where it takes him, while openly admitting remaining areas of uncertainty. Specifically, Wilson discusses 'Two Theories of the origin of Cyclones'; the 'Uncertainty of Cyclone prognostics'; 'The Form of Cyclones'; 'Probable Mode of Formation' of the Midnapore-Burdwan Cyclone; 'Summary of the Course' of the cyclone; 'Rainfall' related to the cyclone; 'Storm-wave' of the cyclone; and the 'loss of life' due to the Midnapore-Burdwan Cyclone (totaling 3,392 victims).

The main text is followed by a 'Resolution' of the Bengal 'Finance Department', dated May 31, 1875, singed by R. Knight, the Assistant Secretary to the Government of Bengal, that gives a synopsis of the report's main findings. It also notes that in the immediate wake of the storm, the authorities sent a circular to all crown district officers throughout the region, calling on them to relay any scientific data or observations that were collected in their areas, some of which contributed in important ways to present work. The district officers also reported on the damage wrought by the cyclone, noting that in the Midnapore distinct alone 3,049 lives were lost (almost 90% of the total across Bengal), along with 17,500 cattle, while in the Burdwan district, 21,000 houses were destroyed. Emergency funds were requested from various sources to assist the region in its recovery. Wilson's efforts were not in vain, as it is noted that "This report will be circulated to all those officers for their careful study and for record".

The work is illustrated by two large folding plates. Plate I, *Barometric Curves from morning of 13th to morning of 17th October 1874* (measuring 44.5 x 56.5 cm), shows the variations in barometric pressure before, during and after the approach of the Midnapore-Burdwan Cyclone (from the morning of October 13 to the morning of October 17), as taken at five stations: aboard the *Coleroon* pilot ship; Saugor Island; Contai; Calcutta; and Burdwan. Interestingly, the chart graphically illustrates the precipitous drop in barometric pressure that occurred at each station as the storm approached.

Plate II, *Course of the Cyclone of the 15th and 16th October 1874* (printed in Calcutta at the Surveyor General's Office, April 1875), is a large map (75.5 x 54 cm), which is certainly one of the most impressive early works of meteorological cartography made in India. The map shows the track of the storm from its 'Probable Place of Origin' at midday on the October 13, 1874, in the middle of the Bay of Bengal, and with its vortex represented by a line formed by a blank space in between gradations of brown, depicting is course north-northwest up to the mouths of the Hooghly and then heading due north over Midnapore and

Burdwan, whereupon it shifted to a north-northeast over the Ganges then over to the Garo Hills, where it disintegrated. The red and blue lines at various stations indicate the wind directions at 10 AM and 4 PM on October 15 respectively, while the numeric readings contained within the circles, in either red or blue, give the barometric pressure at these locations, likewise at either 10 AM and 4 PM. All of the meteorological information is applied over an accurate recent topographical survey of Bengal and surrounding regions produced by the Survey of India.


REPORT

OF THE

MIDNAPORE AND BURDWAN CYCLONE

OF THE

15TH AND 16TH OF OCTOBER 1874.

BY

W. G. WILLSON, M.A., L.C.E.,

Offg. Meteorological Reporter to the Govt. of Bengal.

Calcutta:

PRINTED AT THE BENGAL SECRETARIAT PRESS.

1875.

Cyclones & Meteorology in Bengal: A Deadly Serious Business

Hydrometeorology is the aspect of meteorology that studies the hydrologic cycle, the water budget, and the statistics of rainfall and, most relevant to the present work, storms. In coastal regions, such as Bengal, this is largely controlled by the behaviour of the seas, in this case, the Bay of Bengal. Key factors, all of which are consistently interrelated, include ocean and wind currents, temperature (of both the water and the air above), barometric pressure and specific gravity.

Bengal is one of the most agriculturally productive regions in Asia, and this has, for centuries, ensured that it has been one of the most densely populated regions in the world (in 1875 Bengal had a population of approaching 65 million). However, Bengal's bounty, while great, was always fragile. First, the region's food crops utterly depended upon the rains of the annual Southwest Monsoon (which occurred from July to the end of September), supplying about 70% of the yearly precipitation. If the monsoon failed, or was weak, Bengal's crops failed, almost certainly leading to famine. Second, and related to the behaviour of the monsoons, was the occurrence of cyclones, which regularly wrought enormous damage to shipping, agriculture, cities, infrastructure, with some storms taking as many as tens of thousands of lives.

While very challenging in the era before satellite technology and instant communications, in the 19th century meteorologists sought to identify the specific meteorological conditions that created cyclones and, albeit with great difficulty, predicting the courses of specific storms and where they were likely to land (while identifying places that were destined to be hit repeatedly by storms, being 'cyclone alleys'). It was hoped that some warning could thus be given to areas in the potential paths of specific cyclones, while the government could institute zoning regulations to prevent vulnerable buildings, infrastructure, cities and croplands from being established in cyclone alleys.

Impressive metrological work had been carried out in Bengal for almost a century prior to the 1870s. The Asiatic Society of Calcutta (founded 1784) had from its inception, supported numerous advanced studies of Bengal's climate and weather patterns. The Calcutta Observatory (founded 1785) took consistent weather readings in the city and at various points throughout the surrounding region.

Bengal was also home to Henry Piddington (1797 – 1858), a global pioneer of research into cyclonic storms; he was responsible for coining the term 'cyclone' from the Greek word *kyklos* (meaning 'circle' or 'ring'). An English sea captain, he moved to Calcutta in 1831, and soon transformed himself into one of India's great intellectuals. He was variously an authority on geology, paleontology, botany, and marine life. Piddington became fascinated with an 1838 storm that struck Calcutta and came to dedicate the rest of his life to researching cyclonic storms. He analyzed hundreds of ships' logs from the Bay of Bengal from the moments before and during cyclones and, noticing patterns, he sought to identify the

meteorological conditions that gave rise to, and sustained, such storms. He wrote *The Horn-book for the Law of Storms for the Indian and China Seas* (1844), a definitive early work on cyclonic storms. From 1839 to 1852, Piddington wrote 24 articles in the *Journal of the Asiatic Society of Bengal* analyzing specific cyclones.

In October 1864, Bengal suffered an exceptionally severe cyclone season, as two back-to-back storms claimed a total of 120,000 lives and wrought atrocious economic damage. This spurred the government into action, and in 1865 a committee was constituted to specifically study cyclones, backed by the best scientific minds. That same year, Calcutta became the world's first port to have its own storm warning system.

Yet, at the same time, the Bengal Government also made some incredibly foolish unforced errors. The authorities had long planned to build a massive modern harbour facility at Port Canning, on the Matla River, southeast of Calcutta. However, construction was postponed, throughout in the 1850s, as Piddington warned that the port was located in the ultimate 'cyclone alley'. However, in 1864, during the vacuum that followed Piddignton's death, the government proceeded with the project. In 1867, Port Canning was totally flattened by a massive cyclone, and the site was abandoned only a few years later.

The Bengal Meteorological Department was established in 1867 with a double mandate: "to give cyclone warning for the protection of shipping and to collect and record systematic meteorological observations throughout the presidency". The office was led by the Meteorological Reporter to the Government of Bengal, who was to take up the late Piddington's ambitious mantle.

The period following the establishment of the Bengal Meteorological Department saw cyclone research and prediction reach another level, resulting in comprehensive, sophisticated data-driven investigations into the behaviour of cyclonic storms, illustrated with advanced thematic cartography.

The present work was written by W.G. Wilson, the Officiating (or Acting) Meteorological Reporter to the Government of Bengal. The extremely progressive nature and sophistication of the present work proves that Wilson was clearly an unusually competent meteorologist, which makes it surprising that we have not been able to find much information on him. However, his work clearly influenced his successor as Reporter, John Elliott (1839 - 1908), who is considered to be one of the great climate scientists of the second half of the 19th century. Specifically, Elliot's *Report of the Vizagapatam and Backergunge Cyclones of October 1876* (Calcutta: Published by Calcutta Bengal Secretariat Press, 1877), follows in the footsteps of the present work.

The early work into the origins and behaviour of cyclonic storms in the Bay of Bengal formed the foundation for 20th century tropical meteorology. This allowed scientists to predict the formation and paths of countless cyclones and hurricanes worldwide, so saving thousands of lives and much property.

A Note on Rarity

The present work is very rare; it would have been issued in only a very small print run and its fragile nature would ensure a low survival rate.

We can trace examples in 10 institutions, including the British Library, Bodleian Library - Oxford University (2 examples), University of Nottingham, Harvard University, Yale University, Royal Danish Library, Bayerische Staatsbibliotek, Staatsbibliothek zu Berlin, State Library of Victoria (Melbourne) and the NIWA Library (Wellington, New Zealand). Moreover, we cannot trace any sales records.

References: British Library: General Reference Collection 8753.d.2.; Bodleian Library (Oxford University): (IND) 80 F 6; Harvard University: KH 2676; OCLC: 958952754, 85201009, 162415696; Braja Bandhu BHATTA, *The Natural Calamities in Orissa in the 19th Century* (1997), p. 61, 62 and 233; METEROLOGICAL DEPARTMENT OF INDIA, *Report on the Administration of the Meteorological Department of the Government of India* (1900), p. 38; UNITED STATES. WAR DEPARTMENT, *Annual Report of the Secretary of War*, vol. 4 (Washington, D.C., 1878), p. 126.

1.200 EUR

16. INDIA – UTTARAKHAND

MINING IN THE HIMALAYAS

THEMATIC CARTOGRAPHY / CALCUTTA IMPRINT



William Jory HENWOOD (1805 - 1875).

Report on the Metalliferous Deposits of Kumaon and Gurhwal in North-Western India,

'Selections from the Records of the Government of India (Home Department)', no. VIII.

Calcutta: Thomas Jones, "Calcutta Gazette" Office, 1855.

8°: [4 pp.], 46 pages, plus 1 folding lithographed map with original hand-coloured details, modern marbled boards with brown calf spine (Good, map with a few closed tear repairs to verso with acid-free tape, both titlepages dust-soiled and frayed along fore-edges, final blank present but slightly soiled, several oval ink library stamps of the Patent Office Library to first and last leaves, plus name stamp to map verso).

Rare – the first scientific treatise on mining in the Himalayas, in this case a sophisticated analysis on how to best exploit the iron, copper and gold deposits of the Kumaon and Garhwal Districts of India (today's Uttarakhand State) in preparation for the arrival of the Industrial Revolution and the Railway Boom on the Subcontinent, by the esteemed Cornish engineer William Jory Henwood, pursuant to a high level commission by the East India Company, illustrated with a large custom map that is one of the finest early works of mining cartography produced in India.

Kumaon and Garhwal are two districts in the Himalayas, located about 300 km northwest of Delhi, and bordering Tibet to the north, and Nepal to the southeast. They were each for about a thousand years home to autonomous kingdoms that were conquered towards the end of the 18th century by the Nepali Gurkhas. The forces of the British East India Company (EIC) in turn seized the districts during the Anglo-Nepalese War (1814-6), adding them to their domains. Today the two districts form the modern Indian state of Uttarakhand.

For centuries, Kumaon and Garhwal were famous for mining, mainly of iron and copper, but also placer gold. While the deposits were significant, large scale mining was hindered by the fact that the mines were separated from each other, as well as mineral markets, by rugged mountainous terrain, while the management of the operations themselves was highly inefficient.

By the early 1850s, India was gradually entering the Industrial Revolution and the railway era (the country's first railroad was completed in 1853, followed by a great railway boom), necessitating the supply of large quantities of metals. Iron was especially important, and as Central India was home to vast coal deposits, so naturally required iron to create steel.

The East India Company placed mining as a top priority and went to great efforts and expense to improve domestic production. As Kumaon and Garhwal were considered to be amongst the subcontinent's most promising mineral regions, the EIC commissioned a global mining heavyweight to conduct what was the first scientific appraisal of mining ever untaken in the Himalayas.

William Jory Henwood (1805-75), was a Cornish mining engineer who, from 1832 to 1838, occupied the prestigious post as the assay-master and supervisor of tin production in the Duchy of Cornwall, an estate owned by the Royal Family. He was a great advocate of employing the most modern technology to improve the efficiency and safety of mining and wrote numerous articles on the subject that received a global audience. In particular, his 1839 paper, 'On the Expansive Action of Steam in some of the Pumping Engines on the Cornish Mines', published in the *Philosophical Magazine*, was especially acclaimed, winning the Silver Telford Medal, the second-place prize of British Empire's highest engineering award.

In 1843, Henwood was appointed as the superintendent of the Gongo Soco Mine in Minas Gerais, Brazil, the country's largest gold operation. This endeavour gave Henwood unparalleled experience in running a massive mine in a developing country that informed his subsequent work in India. While he was able to introduce the latest scientific methods to Gongo Soco, he was appalled by the use of slaves and the brutal exploitation of workers, and the overall inefficiency of the operation. He eventually returned to England, troubled by his conscience, regretting that he was limited in what he could do to improve the situation in Brazil.

While his academic writing and consulting kept him busy in England, he soon relished another great overseas venture, and the EIC's offer perfectly fit the bill.

Provided with a large budget and full governmental authority to explore and enquire, Henwood and his hand-picked team spent four months tirelessly traversing in Kumaon and Garhwal, visiting every mining site worth mentioning in both districts.

The present work is his official report on the current state of mining in Kumaon and Garhwal and his exceedingly detailed recommendations as to how to improve production and conditions for the workers. It was published immediately following his tour at the expense of the EIC, in Calcutta, by Thomas Jones as the *Calcutta Gazette* office. While the report is a separate standalone work in and of itself, it was issued as part of a series of government reports on major issues affecting the country called 'Selections from the Records of the Government of India (Home Department)', his work being the 8th issue of the series.

The text of the report comes in the form of a lengthy narrative addressed to the Governor General in Council of India, singed by Henwood and dated at 'Nynee Tal' (Nainital), Kumaon, May 26, 1855.

In the introduction (pp. 1-3), Henwood describes his elaborate preparations for his mission and his arrival in Kumaon:

"The Honourable Court of Directors having been pleased to employ me to examine and report on the metalliferous resources of Kumaon and Gurhwal, and to engage Mr. James Barratt as First, and Mr. Thomas Gray, as Second Assistant in the Mining Department, as well as Mr. Rees Davies, an iron smelter, as Metallurgic Assistant, directed me to proceed with the latter to the iron districts of Styria [Austria], in order to acquaint ourselves with the application of hot blast to smelting iron ore with charcoal, and having done so, to meet our other associates at Alexandria [Egypt]; and thence to proceed together to Calcutta…In obedience to commands from Cecil Beadon, Esquire, Secretary to the Government of India, in January [1855], we proceeded to the North-West Provinces, and on the 20th of that month, we had the pleasure of reporting our arrival in Kumaon to John Hallet Batten, Esquire, Commissioner of the two Provinces" (pp. 1-2).

Henwood noted the great inherent challenge to the development of a mass mining industry in Kumaon and Garhwal, writing that "The metallic productions of the country are not collected into one extensive and continuous tract, but are spread through separate and distant districts, divided from each other by large areas of unproductive rocks" (p. 2).

In the section entitled 'Geological, Mining and Economic Details' (pp. 3-33), Henwood leads the reader on a tour of all the mines in Kumaon and Garhwal, meticulously detailing the virtues and limitations of each site. While iron is concentrated in precious high-yield loads, copper is more sporadically present, while placer gold can be found in small quantities here and there.

In 'Suggestions of Improved Mining Operations' (pp. 33-35), Henwood discusses how the operations in the region are inefficiently run, owing to the deplorable state of the infrastructure, the backward technology (or complete lack thereof), haphazard mining methods and the frightful neglect for the safety of the miners. He provides a number of specific recommendations for bettering both the yields of the mines and the warfare of the workers, no doubt informed by his extensive experiences in Brazil.

Henwood strikes a progressive tone, decades ahead of his time, in his section 'Suggested Preservation of the Forests' (pp. 35-6), where he notes that trees must be preserved for future generations and not felled en masse and burned in the metal smelting process. Indeed, in many parts of the world deforestation had already rendered sustainable mining untenable.

In the section 'Experiments in Mining and Smelting' (pp. 36-45), Henwood discusses how the latest technology in metal mining could be applied in Kumaon and Garhwal to dramatically increase yields.

Throughout, Henwood pays careful attention to financial factors, providing specific proposed budgets for various operations, and his plans come across as ambitious, but well-reasoned and achievable.

Perhaps the highlight of the work is the excellent custom-made map, that is one of the finest and most sophisticated early works of thematic mining cartography made in India. Entitled the *Topographical Sketch of the Metalliferous Districts of Kumaon & Gurwhal 1855*, it was lithographed in Calcutta by Thomas Black, the principal of the Asiatic Lithographic, India's first specialist map publisher (founded 1823). A steeler example of early Indian thematic cartography, the map embraces most of Kumaon (the eastern two-thirds of the map) and eastern Garhwal, which contained virtually every mineral bearing place in the region. The extremely rugged Himalayan topography is expressed by hachures, while all rivers are delineated and named, with all major roads outlined. Towns are noted as red squares, with the map is centred on 'Almorah' (Almora), and the capital of Kumaon, and it extends to the northwest just beyond 'Kurn Pryag' (Karnapryag), and then south to Haldwani, and east to Pithoragarh, near the Nepalese border, and on to 'Nyee Tal' (Nainital) and 'Kaleedooongee' (Kaladhungi), in the southwest.

Most importantly, the map, in exhaustive detail, labels all of the mines in Kumaon and Gurwhal's which were vised by Henwood and his associates. The nature of these sites, which are all described in detail in the text, is explained in the 'Reference', in the lower left, with the mines marked by coloured lines representing: 'C. Copper' (brown); 'I. Iron' (blue); 'L.S. Limestone' (yellow); 'F.S. Fire Stone', or fire-resisting sandstone used for lining smelting furnaces (orange), while arrows indicate the direction of dip of the mines.

A Note on Rarity

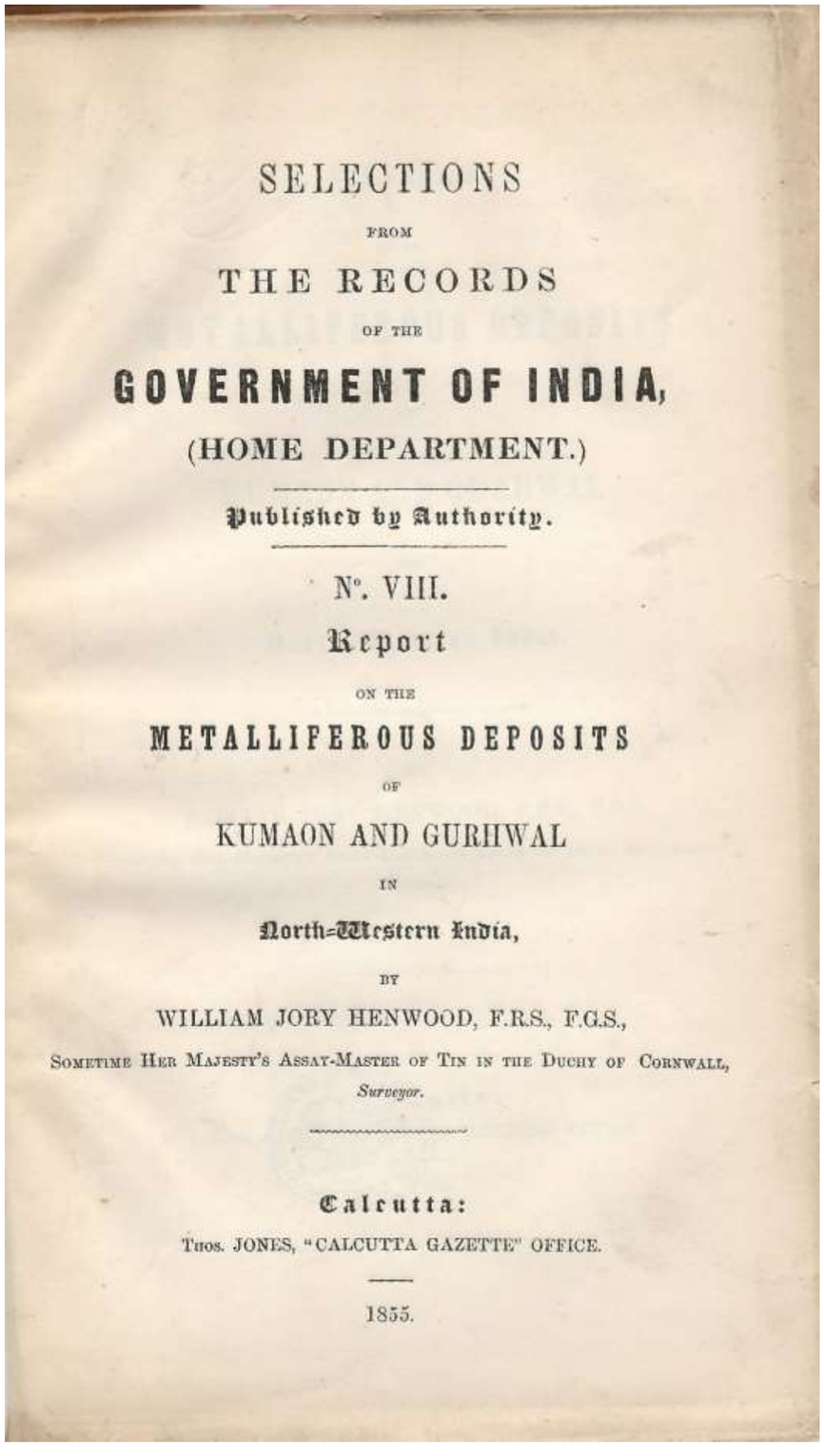
The present work is rare and was issued in only this single edition. We can locate examples held by 8 institutions worldwide, at the British Library (3 examples), Bodleian Library (Oxford University), SOAS Library, Royal Asiatic Society, Asiatic Society of Mumbai, Staatsbibliothek zu Berlin, University of Washington Library and the Institut de France. Moreover, we are not aware of any other examples as appearing on the market during the last 25 years.

Epilogue

Henwood's report was reviewed favourably at the highest levels, and it initially seemed that the East India Company was prepared to act on, at least, many of his recommendations. However, the Indian Uprising of 1857 caused the British government to revoke the EIC's charter in 1858, placing India under direct crown rule, so creating the 'The Raj'. Naturally, the regime change ensured that even some of the EIC's best work was side-lined or delayed and, as such, Henwood's designs were not acted upon in the manner as was intended. However, his advice was followed on a piecemeal basis, dramatically increasing the production of some mines, and providing much needed iron and copper towards India's industrial boom. However, the region's extreme topography and a lack of ongoing investment prevented Kumaon and Garhwal from becoming a mining powerhouse. Mining in other parts of India was often more cost effective, as was often importing metals from abroad, such as from Australia.

References: British Library: 7106.c.1.(1.); Bodleian Library (Oxford University): (IND) Ind R 1/8; Asiatic Society of Mumbai: GP_00108393; OCLC: 13712728, 1243957779.

1.500 EUR



SELECTIONS

FROM

THE RECORDS

OF THE

GOVERNMENT OF INDIA,

(HOME DEPARTMENT.)

Published by Authority.

N°. VIII.

Report

ON THE

METALLIFEROUS DEPOSITS

OF

KUMAON AND GURHWAL

IN

North-Western India,

BY

WILLIAM JORY HENWOOD, F.R.S., F.G.S.,

Sometime Her Majesty's Assay-Master of Tin in the Duchy of Cornwall,

Surveyor.

Calcutta:

Thos. JONES, "CALCUTTA GAZETTE" OFFICE.

1855.

17. Sikkim, India

Mss. Trekking & Mountaineering Map

Anon.

"Sikkim".

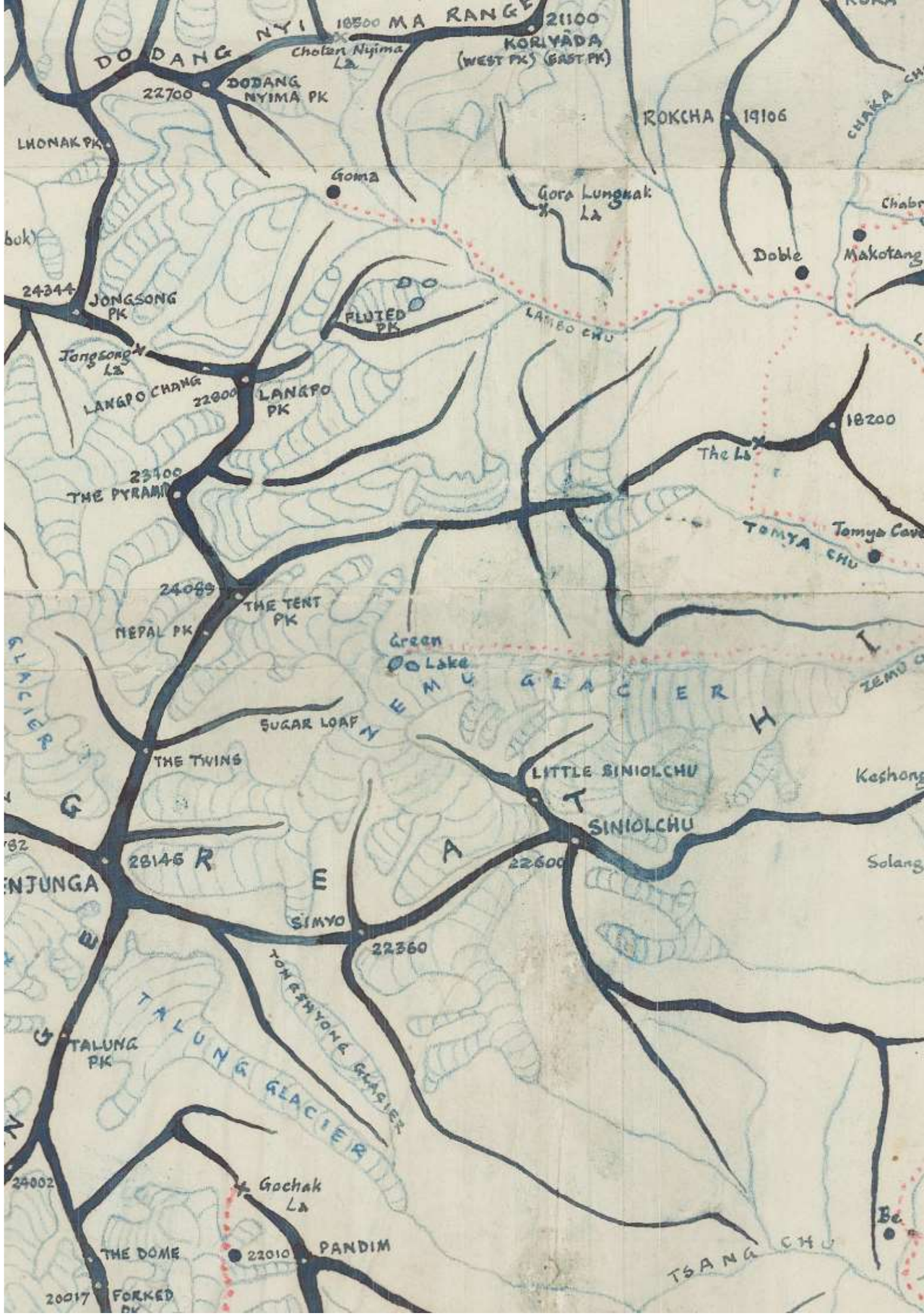
[India, *circa* 1920s-'30s].

Manuscript, pen and ink and coloured crayon on multiple joined sheets of thin wove paper (Very Good, some light wear along old folds and as a 5 cm clean tear along one of the folds upper right, and few marginal nicks, some folds reinforced from verso by old paper), 54 x 40 cm (21.3 x 15.7 inches).

An intriguing original manuscript map of Sikkim presenting wealth of details showcasing its famous Himalayan peaks, temples, and trails, made for trekking and mountaineering, likely drafted in the 1920s or '30s – a unique and lovely artifact relating to one of the world's most majestic places.

Sikkim, wedged between Bengal, Bhutan, Nepal and Tibet, reaches from the foothills into the Great Himalayas and is one of the most majestic and unspoiled places on earth. It is famously home to Mount Kanchanjunga, the third highest peak in the world, and since the late 19th century had been known as the one of the greatest locales for trekking and mountaineering, with verdant valleys with ancient temples, rising up to the roof of the world.

To the ample "Scale 1 inch to 4 miles, or 1:254,440" the map embraces all of Sikkim and extends to the adjacent jurisdictions on all sides. The state capital, Gangktok, appears in the lower part, while further



south are the famous towns of “Darjiling” (Darjeeling) and Kalimpong, just over the border in Bengal (today West Bengal).

The legend, below the title, upper right, identifies the symbols used to identify Railways; Roads (Big Car); Roads (Small Car); Mule Tracks, Foot Paths; Hill Ranges; Passes; Rest Houses; Camping Sites; Bazars; Villages; Monasties; Spot Heights (in feet); and Glaciers. A small inset map to the right shows Sikkim’s geographical position in relation to its neighbours.

Using stylized bold black lines to express the shapes of the mountain ridges, the map clearly expresses how the topography becomes increasingly dramatic as one moves north, as the southern areas are piedmont regions, still served by roads (good roads only extends as far as Gangtok), while the northern areas rise up to the Great Himalayas with many peaks above 20,000 feet, with numerous massive glaciers. Mount Kanchanjunga, on the Nepalese border (upper left), is shown here with a height of 28,146 feet (today its height is given as 28,169 feet, or 8,586 metres).

An area as culturally significant as it is naturally wonderous, the map shows innumerable temples and historic villages, many of which had not changed appreciably in centuries. Of note, it the appearance of the “Kalimpong – Lhasa Trade Route”, one of the great ancient trans-Himalayan nexuses of commerce and culture.

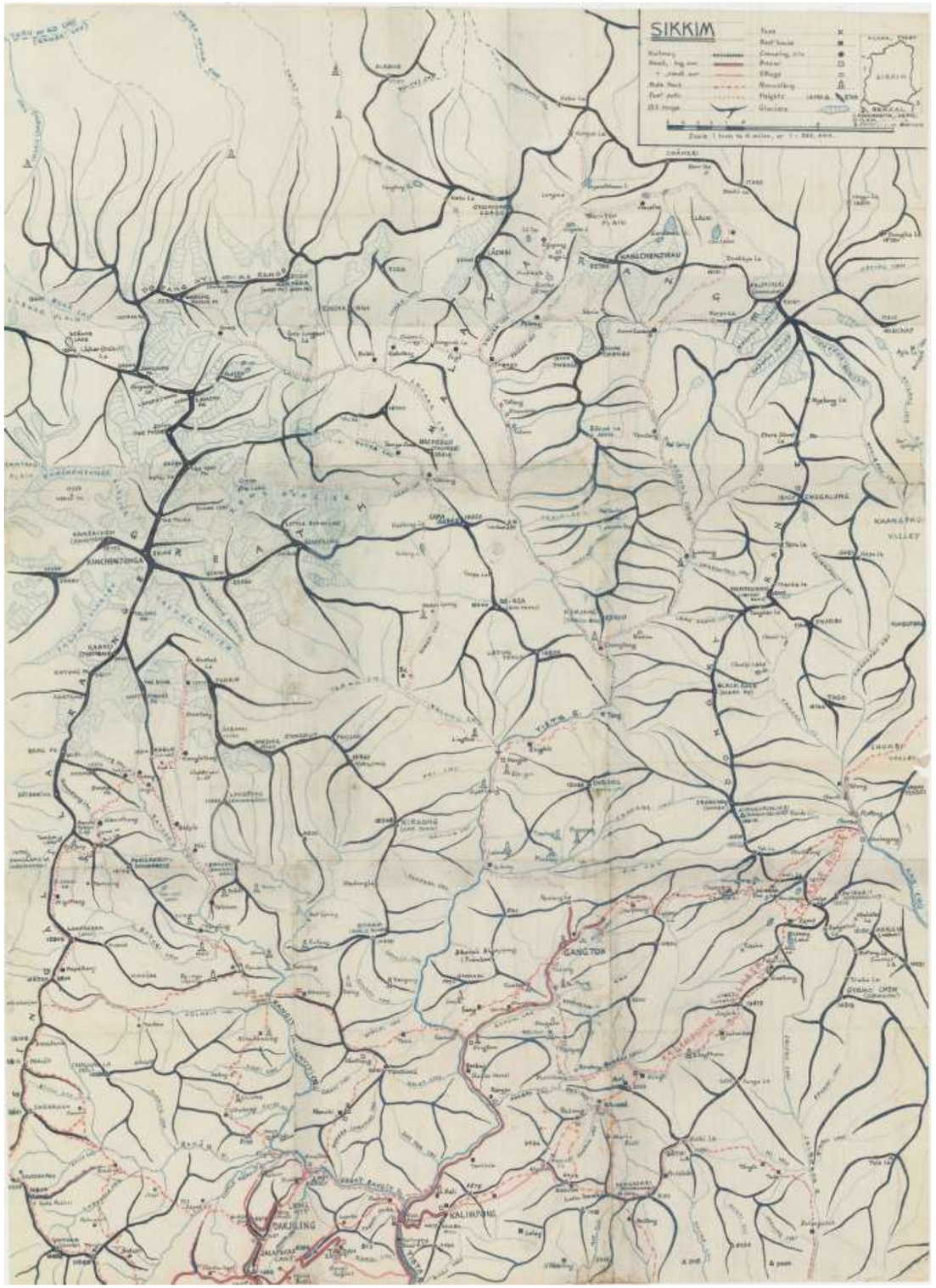
The level of detail suggests that the map was made for practical use, as its depiction of trails, rest houses, camp sites, villages and bazars would allow one to form viable, albeit physically challenging, itineraries.

While the map is anonymous, it was clearly made by someone who had a sophisticated knowledge of the country. While undated, the map, by its style (the use of the bold black lines for the ridges), the inks and paper used, and the some of its content (the mentioning of ‘cars’ on roads), suggests that the map was made sometime in the 1920s or ‘30s. Indeed, the black ridge lines assume the style used on certain trekking maps of the Alps from that period. While the map seems to feature a great deal of original information, on an entirely new design, it shows an awareness of the first accurate topographical map of the region, the Survey of India’s *Map of Sikkim*, first issued in Dehra Dun, in 1906, and subsequently reissued. Notably, the 1920s-‘30s marked the first golden period of mountaineering in Sikkim, when major climbers from all around the world visited the region in appreciable numbers for the first time.

Sikkim, due to its isolation, was generally able to maintain its autonomy throughout history. In the 17th century it fell under the rule of the Namgyal Dynasty and became a British protectorate (princely state) in 1890. Even after joining an independent India in 1947, the Namgyal retained some form of governance over the state until 1975, when Sikkim became the 22nd state of India, under a republican constitution.

References: N/A – Seemingly unrecorded manuscript.

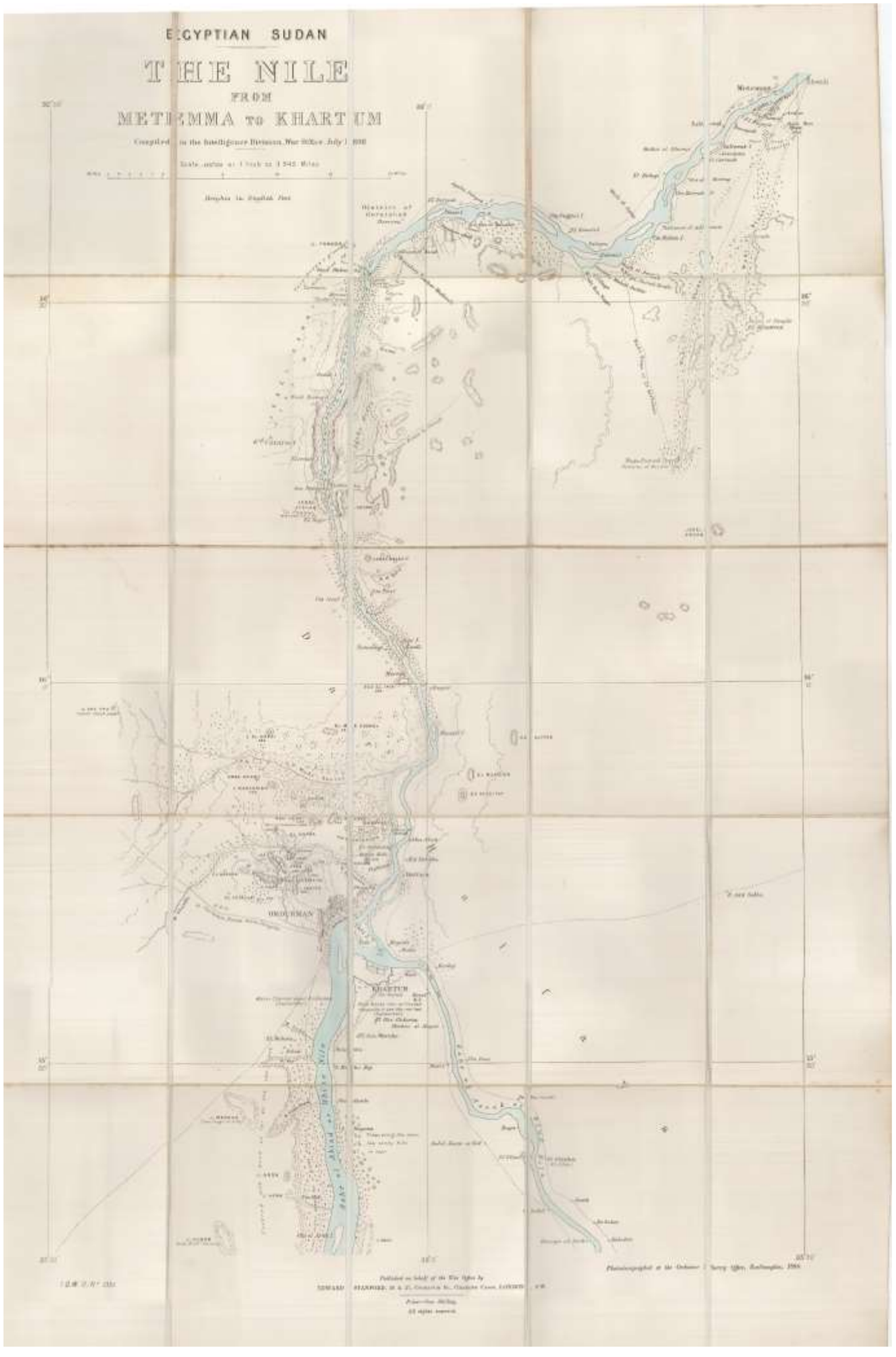
1.500 EUR



18. SUDAN – KHARTOUM-OMDURMAN

THE MAHDIST WAR – BATTLE OF OMDURMAN

IMPORTANT MILITARY CARTOGRAPHY



INTELLIGENCE DIVISION, WAR OFFICE (GREAT BRITAIN).

Egyptian Sudan. The Nile from Metemma to Khartum. Compiled in the Intelligence Division, War Office. July 1898.

London: Edward Stanford for the War Office, 1898.

Photozincograph with rivers coloured in original blue wash, dissected into 25 sections and mounted upon original linen, housed in original cloth covers with pastedown label (Excellent condition, clean and bright, just some very light toning along folds and minor foxing to the label), 80 x 53 cm (31.5 x 20.8 inches).

A rare and important work predicated upon the latest reconnaissance that was the most advanced map of the Khartoum-Omdurman region of Sudan to date, made by the British War Office as a vital strategic aide in the immediate run up to the Battle of Omdurman (September 2, 1898), the decisive showdown of the Mahdist War, the 18-year-long contest for control of Sudan between the Islamist Mahdist movement and Anglo-Egyptian forces – from the library of the English noble estate of Spetchley Park.

The present map of the Khartoum-Omdurman region of Sudan was created by the British War Office in July 1898 to assist the British Empire in exacting revenge following one of the greatest humiliations in its modern history and to finally win the war that they and their Egyptian allies had been fighting for 17 years against the Islamist Mahdist movement for control of Sudan.

In 1881, Egypt (which would become a British protectorate in 1882), which had long ruled Sudan, faced a rebellion led by Muhammad Ahmad bin Abd Allah, a charismatic Sufi mystic, who declared himself the 'Mahdi' (the 'Guided One') of Islam. In March 1884, Khartoum, the capital of Sudan, which was commanded by General Charles Gordon, one of the most famous and revered British military leaders, was besieged by a massive Mahdist force. In late January 1885, the Mahdists overran the city, killing Gordon, an event which was regarded as an unprecedented national horror in the British mass media. The Mahdists then quickly took control over all of Sudan.

However, Britain, supported by Egypt, would never let go of its bitterness over Gordon's fate, and resolved to fight the Mahdists to their extinction, regardless of the difficulty or cost.

In 1896, eleven years after the disaster at Khartoum, General Sir Herbert Kitchener, one of the legendary British commanders of his era, was appointed *Sirdar*, or Commander-in-Chief of the Anglo-Egyptian Army. His mission was to mount an expedition into the heart of Sudan and eliminate the Mahdist state once and for all.

Kitchener headed south at the command of 8,200 British regulars and a mixed force of 17,600 Sudanese and Egyptian troops, supported by 12 river gunboats, and armed with the most advanced weaponry, including new ultra-powerful mobile artillery pieces, Maxim machine guns and Mark IV hollow point bullets which expanded on impact.

After winning a series of victories and pushing the line of control ever further south, in the summer of 1898, his force approached its ultimate target, Omdurman, the Mahdist capital.

However, taking Omdurman was far from a fait accompli, as the Mahdists, now led by the 'Khalifa' ('the Successor'), Abdullah ibn Muhammed, far outnumbered Kitchener's forces, and even more importantly, were notoriously clever fighters, masters at stealth tactics and ambuscades, factors that could counter the Anglo-Egyptians' overwhelming technological advantages.

Critical to Kitchener's chances of defeating the Mahdists on their home turf, was a strong understanding of the geography in the Omdurman-Khartoum region. The desert topography on both sides of the Nile along the approaches to Omdurman was rugged and full of twists and turns - perfect for facilitating surprise Mahdist attacks.

It was at this juncture, in July 1898, that the Intelligence Division of the War Office ordered the present map to be drafted from the very best available sources. This included high quality reconnaissance sketches made by the British expedition that unsuccessfully attempted to save Gordon in 1885, as well as various Egyptian military mapping. While the region had never been systematic trigonometrically surveyed, the sum of the sources still yielded in a very high-quality picture.

The result was the present work, the most accurate map of the Khartoum-Omdurman region to date. It extended from both the Blue and White Nile Rivers, at points about 25 miles south of Khartoum, and then north along the consolidated Nile as far as 'Matemma' (El Matamma). 'Khartum' (Khartoum), which is noted to still be 'in ruins' since the siege of 1885, appears in the lower right, at the confluence of the White and Blue Nile rivers, while across the united Nile, to the northwest, is Omdurman, which is shown with its street outline and defensive lines.

The Nile is delineated with considerable precision, yet the map alludes to the treacherous nature of the mighty river by the labeling of locations of wrecked boats, such as the '"Tal Howeiyah" wrecked 29.1.85' and the '"Bordein" wrecked 31.1.85'. In most places, the detailed coverage of the landscape hugs the course of the Nile, carefully labeling villages, archaeological sites, verdant riverbank lands and swamps, named highlands, as well as the various caravan routes, along with notes regarding the qualities of the land. However, in the immediate Omdurman area the coverage extends well inland, showcasing the topography to the north and west of the city with considerable precision, depicting numerous named highlands (with spot heights), as well as features such as wadis and 'Natural sandstone caves', creating a picture that would be highly valuable to the British high command.

On September 2, 1898, Kitchener's army met the Mahdist forces, which numbered around 50,000 men, at the Battle of Omdurman, which was fought to the north of the city between the villages of 'Kerreri' (Karrari), and 'Fighaia' (Egeiga). While the Anglo-Egyptians immediately gained the edge, as their fearsome guns proceeded to cut down vast numbers of enemy fighters, the Mahdists fought bravely and made several large-scale stealth maneuvers that caught the British off-guard. However, the Kitchener's men managed to recover their advantage, although not without melodrama, and pressed on to overcome the Mahdists and take Omdurman. The aftermath of the battle was a scene of horrible carnage, as while the Anglo-Egyptians suffered only 47 deaths and 3,832 wounded, over 12,00 Mahdist fighters were killed, while 13,000 were injured and 5,000 were taken prisoner.

While the surviving Mahdists fled south and fought on for another 14 months, the showdown at Omdurman proved decisive, as it guaranteed the eventual Anglo-Egyptian conquest of all of Sudan.

A Note on Editions and Rarity

The map was issued in two editions. The first edition was printed by the Ordnance Survey Office in Southampton. This was followed by the second edition (represented by the present example), which was printed by the venerable firm of Edward Stanford Ltd., which had a long-standing contract to publish War Office maps. There seems to be no significant difference between the two editions, save for the addition of the extra imprint and the fact that it seems the Nile is coloured blue in the Stanford edition, while it is left uncoloured on the first issue.

Both editions of the map are rare. We can trace only 6 institutional examples of either of the editions, although it is difficult to tell which issues are held by these libraries.

The present example of the map comes with an august provenance, being from the library of the noble estate of the Spletchley Park, Worcestershire, owned by the Berkeley family, which has an over 900-year-long history of service the English, and later British, crown.

The Mahdist War: Epic Contest for Control of Sudan

The Mahdist War (1881–99) was one of the longest and most brutal colonial conflicts ever fought by Britain. At its essence, Britain and her protectorate Egypt sought to wrest control of Sudan from the Mahdist Islamist rebels who had rapidly conquered much of the country. The 18-year long conflict resulted in many stunning defeats and victories for both sides, as well as involving the other regional players, such as France, Ethiopia, Italian Eritrea and the Belgian Congo Free State. The conflict was extensively covered in real time (via telegraph) by the major European newspapers, ensuring that it was one of the earliest modern worldwide media spectacles. Winston Churchill, who fought for a time in Sudan, wrote ***The River War: An Historical Account of the Reconquest of the Soudan*** (1899), a bestseller which dramatically raised his profile on the eve of his first election to Parliament.

Sudan had been occupied by Egypt since 1819; however, large segments of the Sudanese population continued to actively resist the foreign presence, mounting innumerable insurrections over the years. In 1873, General Charles Gordon, a British general who had achieved international great fame due to his super-human exploits in China during the Second Opium War (1856-60), was recruited by the Egyptians to serve as the Governor of the Equatorial Provinces of Sudan, with mandate to quell the insurgencies. Gordon, while a Christian religious fanatic, with a somewhat reckless streak, could, at times, prove a skilled operator. He achieved some measure of success in Sudan, but grew exhausted by what was a thankless task, resigning in 1877. After that point, the political situation in Sudan became increasingly unstable, opening the door to momentous events.

Muhammad Ahmad bin Abd Allah (1844-85), was a regional Nubian leader and Islamic mystic, who through his great charisma and bold strategic cunning suddenly rose to become the most prominent insurgent leader in Sudan. Proclaiming himself the 'Mahdi' of Islam (the 'Guided One'), he formed a movement of hundreds of thousands of loyal followers. In 1881, the Mahdists broke out into open rebellion against the Egyptian administration.

The Egyptian Army gradually lost control of the Sudanese countryside, although they managed to hold Khartoum and were able to maintain their lifeline down the Nile to Egypt (albeit with great difficulty). By 1883, the Egyptians had 7,000 troops garrisoned at Khartoum, under the command of William Hicks, a retired British officer contracted by Cairo. Churchill described Hicks' rag-tag force as "perhaps the worst army that has ever marched to war". At the Battle of Shaykan (November 3-5, 1883), in Kordofan, Central Sudan, Hicks' force was annihilated by the Mahdist warriors; from that point on the Egyptians completely lost control of the situation.

Britain, who had made Egypt a protectorate in 1882, was initially reluctant to get involved in Sudan. Even the best-case scenario would still be a monstrously bloody and expensive debacle. However, the situation down south was becoming so alarming that it threatened the security of Egypt proper; dramatic action was deemed necessary.

It was decided that maintaining Egypt's rule over Sudan was not viable, such that the best course would be to mount a staged, orderly withdrawal of all Egyptian garrisons in the country. Unfortunately, forging a retreat agreement with the rebels was not possible; the Mahdi rejected all requests to parley or compromise.

General Gordon was pressed back into service to oversee what would be a difficult and dangerous mission to withdraw the Egyptian forces from Sudan. There was tremendous opposition to this appointment in British official circles, as many considered Gordon to be borderline-insane (with good reason); however, Queen Victoria was his greatest fan and her intervention secured his service.

Gordon, accompanied by a modest British force, arrived to command the Egyptian garrison at Khartoum in February 1884. However, beginning on March 13, the Mahdi, at the head of 50,000 warriors, speedily moved in to besiege the city. Gordon, who was caught off guard by this turn, managed to send a mayday cable to London.

British Prime Minister William Gladstone, whop personally despised Gordon and was known to have privately opposed Britain's involvement in Sudan, was reluctant to send a relief force; he procrastinated as long as possible. Eventually, pressure from Queen Victoria, as well as public opinion fanned by the yellow press, forced him to send a relief expedition to Sudan, led by the legendary General Sir Garnet Wolseley (who had achieved great fame for his missions in Canada and the Gold Coast).

The Nile Expedition, or 'Gordon Relief Force', was marshalled at Wadi Halfa, on the Egyptian-Sudanese border, on October 26, 1884. The force took three months to fight its way up the Nile to reach the environs of Khartoum. However, on January 28, 1885, when they first sighted the city, they learned that Gordon, and almost all his 7,000 troops, as well as 4,000 civilians, had been slaughtered on January 26, when the Mahdists stormed Khartoum. Wolseley carefully withdrew his force from Sudan, leaving almost the entire country under Mahdist control.

The British public was furious with both Gladstone and Wolseley for not rescuing their hero. Gladstone was voted out of office, while Wolseley's career took a temporary hit.

Britain proceeded to mount a series of expeditions into Sudan, the earliest of which were unsuccessful. During the Suakin Expedition of March 1885, a force led by Lieutenant-General Sir Gerald Graham, proceeded inland from the Red Sea coast, and while initially successful, it was forced to withdraw upon being bogged down by guerrilla attacks in the interior.

The Mahdi, Muhammed Ahmad, died of natural causes on June 22, 1885 and was succeeded by the Khalifa ('the Successor'), Abdullah ibn Muhammed, who provided the Mahdist cause with continued competent leadership.

In 1886 to 1889, the British sent a force into Sudan to rescue the besieged Egyptian Governor of Equatoria (the far south of Sudan), Emin Pasha. While successful in its prime objective, the mission suffered many costly misadventures and failed to wrest any part of country from Mahdist control.

In 1895, new political circumstances supported a more robust British position with respect to the Sudan, which remained entirely in Mahdist hands. The British government, headed by the hawkish Lord Salisbury, used rumours of French designs upon the Nile and the Mahdist's on-going war with Britain's ally, Italy, in Eritrea, as a pretence to enforce Egypt's claim upon Sudan. It also helped that Egypt's economy had improved dramatically over the last decade, while its army had become much better trained and equipped.

In 1896, General Herbert Kitchener, an esteemed soldier with impressive experience in the Middle East, was appointed ***Sirdar***, or Commander-in-Chief of the Anglo-Egyptian Army. Vast resources were given to Kitchener's expeditions, including the best artillery and armoured boats, while the railway system was extended southwards to assist its progress. Kitchener's 9,000-man strong force scored a quick and resounding victory, annihilating a major Mahdist garrison at Ferkeh, near Dongola, on June 7, 1896.

In 1898, Kitchener, after redoubling his preparations, led a force of 8,200 British regulars and 17,600 Egyptian troops on a mission to wipe out the Mahdists once and for all. While the Khalifa could count on 60,000 warriors, his force was dramatically outmatched in terms of weapons and technology.

Kitchener defeated the Mahdists at the Battle of Arbara (April 1898) and, in what proved to be a decisive showdown, captured Omdurman, the Khalifa's capital, on September 2, 1898.

Later that month, as the main Mahdist force fled southwards, with the Anglo-Egyptians in hot pursuit, Kitchener's party was stunned to encounter a small French force, under the command of Jean-Baptist Marchand, at the fort of Fashoda (today Kotok), on the White Nile. While the two parties greeted each other cordially, the so called 'Fashoda Incident' sent shock waves throughout the global diplomatic community, as it opened the possibility of a Franco-British conflict in Africa (France was seen to have boldly interfered in Britain's zone of influence). Fortunately, cooler heads prevailed, and instead of pursuing such a foolhardy collision course, set the stage for the Entente Cordiale (1904), the enduring Anglo-French alliance.

Turning back to the Mahdist conflict, the British gradually assumed control over the majority of Sudan, while hunting down the reaming Mahdist detachments. The final action occurred at the Battle of Umm Diwaykarat on November 25, 1899, when an Anglo-Egyptian force, under General Francis Reginald Wingate, crushed the main Mahdist army, killing the Khalifa. Britain and Egypt then proceed to rule the country as the Anglo-Egyptian Sudan, in a ***de jure*** condominium, until 1956, whereupon Sudan attained its independence.

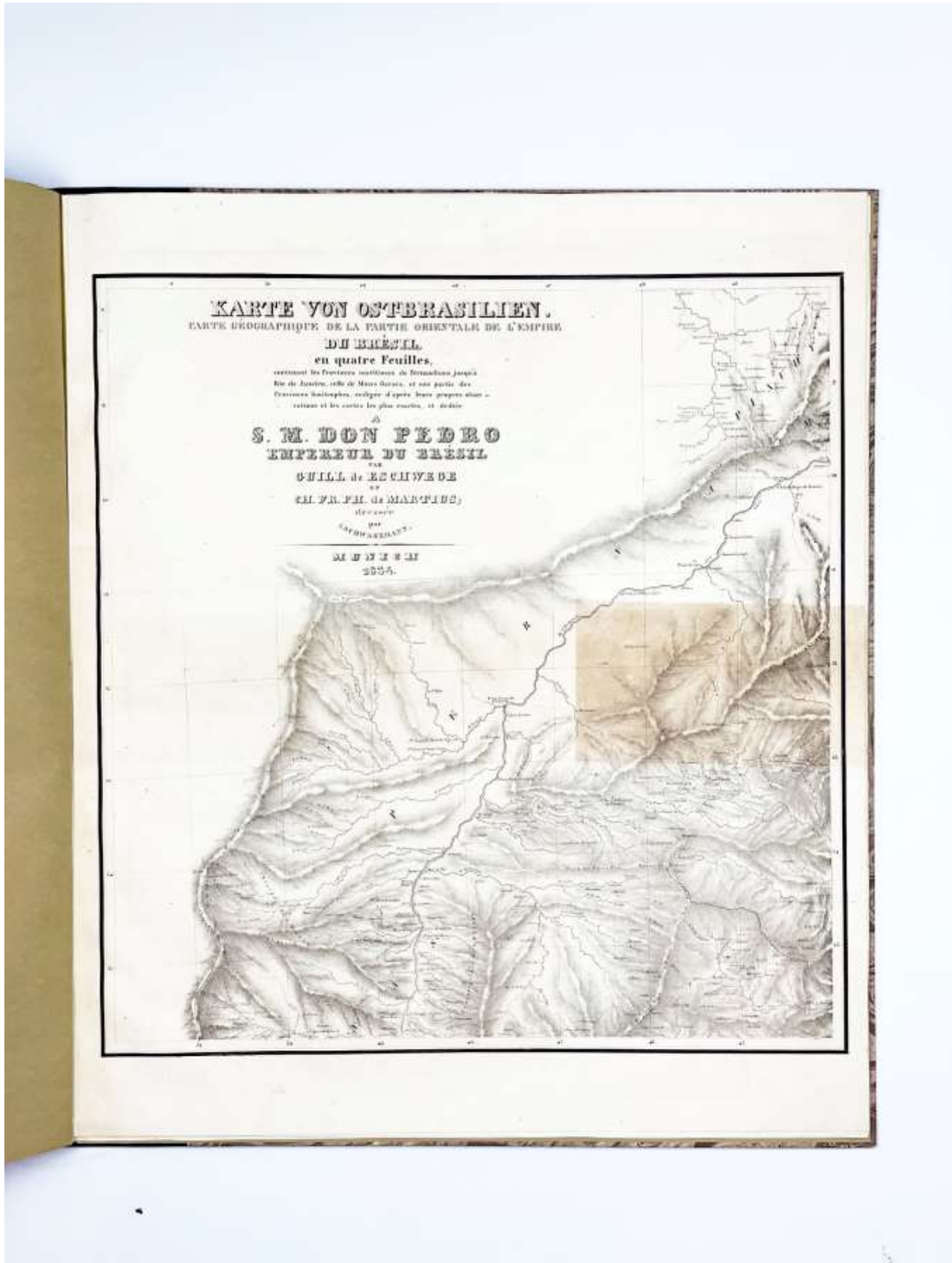
References: British Library: Maps 24.aa.73.; OCLC: 556816290, 497567515; Harold E. RAUGH Jr., *British Military Operations in Egypt and the Sudan: A Selected Bibliography* (2008), p. 283.

750 EUR



19. Brazil (Eastern – Core Regions) – Rio De Janeiro, São Paulo, Minas Gerais, Bahia, Pernambuco

The 'Brazilian Enlightenment'



Wilhelm Ludwig von ESCHWEGE (1777 - 1855) and Carl Friedrich Philipp von MARTIUS (1794 - 1868).

Karte Von Ostbrasilien. Carte géographique de la partie orientale de l'empire du Brésil, en quatre feuilles, contenant les Provinces maritimes de Pernambuco jusqu'a Rio de Janeiro, celle de Minas Geraës, et une partie des provinces limitrophes, redigée d'apres leurs propres observations et les cartes les plus exactes, et dediée A S.M. Don Pedro Empereur Du Brésil par Guill. de Eschwege et Ch. Fr. Ph. de Martius, dressée par J. Schwarzmann.

Munich, [publisher not identified], 1834.

Lithograph with coastlines outlined in original blue wash hand colour, printed on 4 untrimmed, un-joined sheets, bound in a fine modern half-leather binding and housed within a cloth slipcase (light scratches to the spine, first sheet with light square age-toning, otherwise in a good clean condition), each sheet: 59 x 47 cm (23.2 x 18.5 inches).

Rare – one of the finest and most important early scientific maps of Brazil and the one of the great products of the 'Brazilian Enlightenment', featuring the most populous part of the country extending from São Paulo to Recife and inland to take in Minas Gerais; the result of a collaboration between the esteemed German mining engineer Baron Wilhelm Ludwig von Eschwege and the botanist-explorer Carl Friedrich Philipp Martius, from the best sources including original manuscript surveys and sketches executed by the authors, dedicated to Emperor Dom Pedro I, a large-format 4-sheet production beautifully lithographed in Munich.

Up and throughout the 18th century, Brazil was an economic powerhouse, but as a Portuguese colony under the mercantilist system, it was largely cut-off from the non-Lusatian world, and indeed most aspects of the ongoing European Enlightenment. However, Napoleon's 1807 invasion of Portugal forced the country's royal court into exile in Brazil - for the first time a colony became the capital of global empire.

The arrival of the Portuguese court in Rio de Janeiro brought European sophistication to Brazil, including several first-rate intellectual figures. The Enlightenment was suddenly adopted in a major way in Brazil, and the country became a hotbed of intellectual discovery and political debate, and for the first time the country became its own master, creating a sense of national identity.

In the wake of the Napoleonic Wars, the royal court relocated to Lisbon, and Portugal attempted to re-instate its traditional supremacy over Brazil, taking away its autonomy. This was resisted by much of the Brazilian population, who found a powerful ally in Prince Dom Pedro, the fourth son of the autocratic King João VI. In 1822, when an open schism developed between Lisbon and Rio, Pedro sided with the Brazilians and declared the country's *de facto* independence, with him assuming the title of Emperor, as Dom Pedro I.

This momentous period, when Brazil became the centre of an empire, basked in the rays of the Enlightenment and found its national identity, gave rise to the present map. The great German mineralogist, geographer and engineer Baron Wilhelm Ludwig von Eschwege arrived in Brazil in 1809 to serve the exiled Portuguese court, dramatically modernizing Brazil's mining industry and conducting numerous pioneering scientific field studies. Along the way he had a chance to map many parts of the country that had never been properly charted before. Some years later, he collaborated with the esteemed Bavarian botanist-explorer Carl Friedrich Philipp von Martius, who toured Brazil from 1817 to 1820 with his colleague Johann Baptist von Spix. Martius in turn made his own valuable maps of some of the interior regions he visited, and he and Eschwege joined their cartographic findings.

As the 'Avertisement' in the lower left quadrant of the present map notes, the coastlines upon were taken from Baron de Roussin's work, referring to the charts from Admiral Baron Albin Reine Roussin's French hydrographic expedition to Brazil in 1819. It goes on to note that "l'int**é**rieur d'apr**è**s une carte manuscrite dress**é**e par G: D'Eschwege en 1821, et d'apr**è**s d'autres donn**é**es plus recentes", meaning that the inland areas are, in part, based upon a manuscript map that Baron von Eschwege made in 1821, augmented by other fine recent sources. The spot heights upon select highlands are from barometric readings taken variously by Eschwege, Martius and Spix. Indeed, Eschwege, a senior royal courtier and head of the country's mining industry, would have had unfettered access to any and all surveys and maps that the crown possessed.

Yet, it would be some years until the finished map was first published, in Munich, dedicated to Emperor Dom Pedro I, in 1831, under the sponsorship of Martius (the present example of the map is of the second state, issued in 1834). The publisher is not known, but the map was beautifully drafted, with an almost frosty silver appearance, by Joseph Schwarzmann, a Bavarian military engineer, who apart from his work for Martius is only known for making an 1820s map of Tyrol & Styria.

One of the greatest monuments of early scientific cartography in Brazil, the present map, printed on four untrimmed, un-joined sheets (as it seems to always be found), showcases all of what was then the most populous and economically important parts of Brazil, being the triangle extending from São Paulo up northeast to Recife and then inland to take in all of Minas Gerais, home to the incredibly valuable mining industry. With the text mostly in French, the country is shown with amazing detail and accuracy, with all coast lines (which are contemporarily outlined in blue) and rivers carefully delineated, while mountainous areas are carefully expressed with unusually attractive lithographic shading, while all major roads are featured.

The 'Explication des Signes et Abbreviations', in the lower right quarter, provides the symbols that identify cities, towns, 'Fregueza' (parish seats), ranches / rural estates, native villages, government / military outposts, as well as explaining the numerous abbreviations used for Portuguese geographical terms and common names.

The lower-right sheet includes three fine cartographic insets, being 'Les environs de Villa Rica', showcasing the area around 'Ouro Preto', the epicentre of Mina Gerais gold country; 'Les environs de Rio de Janeiro', depicting the greater Rio region; and 'Bahia do Rio de Janeiro', focusing on the city of Rio and its immediate surroundings.

Eschwege & Martius: Early Scientific Explorers of Brazil

Baron Wilhelm Ludwig von Eschwege (1777 - 1855) was a famous mineralogist, geologist, geographer and engineer, who revolutionized these fields in both Portugal and Brazil.

Eschwege was born into a noble family in Hesse, Germany. He studies law and science at the universities of Göttingen and Marburg before joining the military where he served as an engineer. His unusual talent was quickly recognized far and wide, and in 1803, at only the age of 27, he was made the Director of Mines of Portugal. The Portuguese court was then in the process of trying to upgrade the country's technical capabilities to the standards of the most advanced northern European countries. In Portugal, Eschwege, conducted ground-breaking investigations of its mineralogy.

In Napoleon's 1807 invasion of Portugal forced the country's royal court to exile itself to Rio de Janeiro, the capital of their greatest colony, Brazil. Eschwege also headed for Brazil, where he became the head of the Brazilian Royal Office of Mineralogy, and later the Super-independent of Mines. He founded the Fábrica Patriótica refinery at Congonhas, Minas Gerais, which radically improved national metal production. He extensively toured the country, sketching maps and making pioneering studies of the country's minerology and geology, of which his works on diamonds are especially interesting.

After over a decade in Brazil, Eschwege returned to Germany. The present map is based on manuscript mapping he refined towards the end of his time in the country and is thus his most advanced and mature rendering of Brazil's geography. He left a strong and enduring legacy, in that he placed geology and mineralogy, as well as mining technology in Brazil, on a world-class level, to the tremendous benefit of future academics and industrialists.

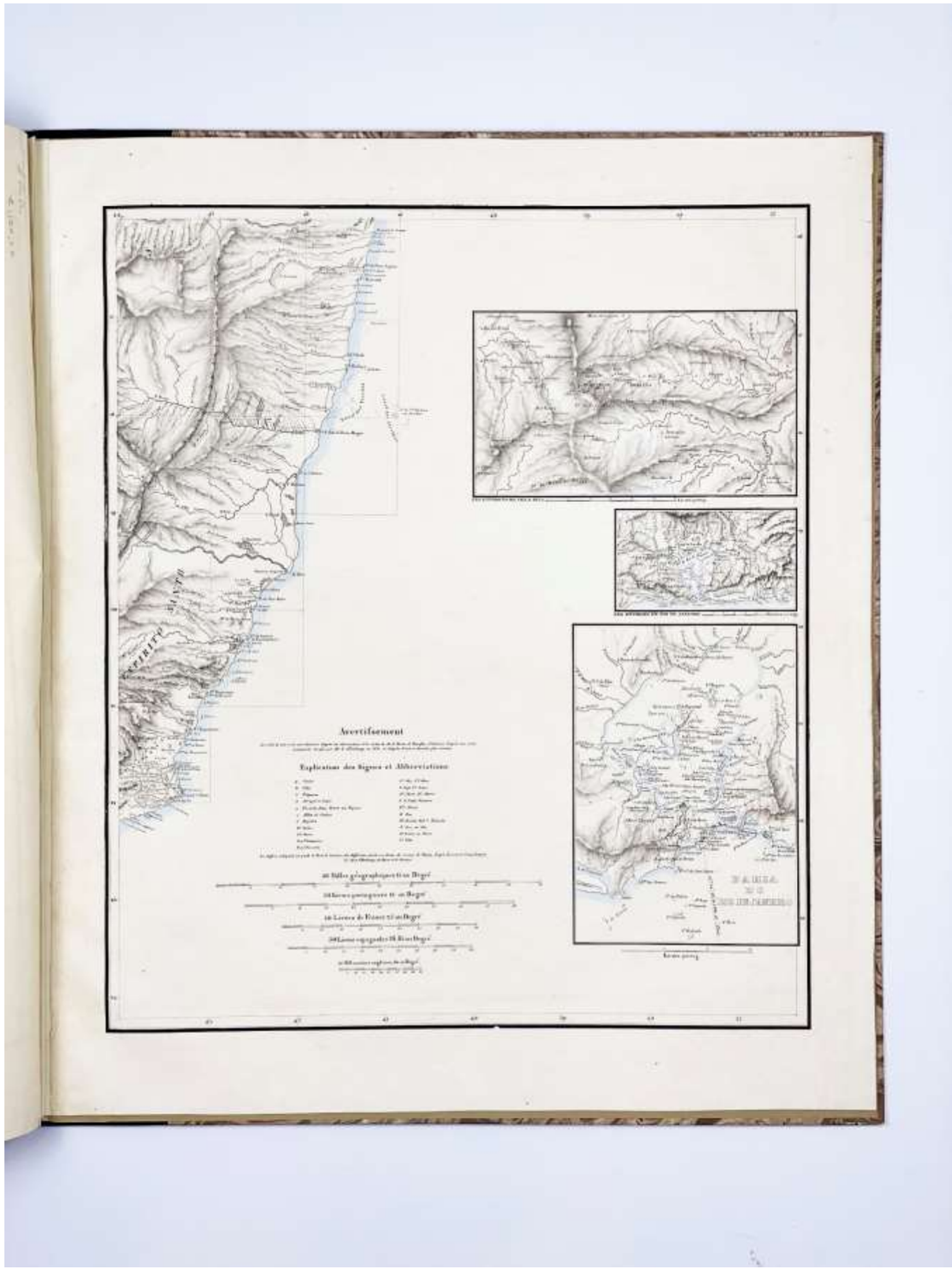
Eschwege spent the rest of his life dividing his time between Germany and Portugal, where, as a favourite of Queen Maria II (*r*. 1891-53), he fulfilled high-profile projects in that country, notably as the architect of the Pena Palace and Park, in Sintra.

Carl Friedrich Philipp von Martius (1794 - 1868) was one of the most consequential botanist-explorers of his era. Even before he completed his Ph.D. from the University of Erlangen, Bavaria (in his hometown), in 1814, he had gained wide acclaim for his virtuous understanding of the plant world. King Maximillian I Joseph of Bavaria agreed to sponsor him and his friend Johann Baptist von Spix (1781 -1826), an esteemed botanist in his own right, to mount an expedition to Brazil to collect rare plant samples for the Munich Botanical Garden (a favoured project of the king). They departed for Rio de Janeiro in 1817, the while in Brazil Martius and Spix explored the Rio, São Paulo and Minas Gerais regions, before heading to Bahia and then north to ascend the Amazon.

In Brazil, they befriended Eschwege, who did much to assist their travels, as well as comparing notes on their mutual scientific research. Importantly, Martius sketched many parts of the country which had not yet otherwise been surveyed, and he and Eschwege collaborated to produce the manuscript that led to the present map. The botanist-explorer returned to Germany in 1820, with over 12,000 specimens, many of which had never before be seen, let alone studied, by Europeans. The success of the mission led to Martius's appointment as the Director of the Munich Botanical Garden. The samples brought back from Brazil formed the core of the world-famous tropical herbariums in both Munich and Brussels.

Martius published a number of important works, such as a survey of the plants he and Spix encountered in Brazil, such as *Nova Genera et Species Plantarum Brasiliensium* (1823–1832, 3 vols.) and a classic work on palm trees, *Historia naturalis palmarum* (1823-50).

Spix spent the years after his return from Brazil working on his monumental work on the Brazilian expedition; however, he sadly died in 1826 before it could be completed. The project was taken up by Martius, and the work was published as *Reise in Brasilien auf Befehl Sr. Majestaete Maximilian Joseph I. Königs von Bayern in den Jahren 1817 bis 1820*, 3 vols. + Atlas (Munich, 1823-28-31-34). Notably, the atlas contained, in addition to numerous views and botanical and anthropological plates, included the present 1834 edition of the Eschwege-Martius map, as well as other, smaller maps of various Brazilian regions.



The Publication History of the Eschwege-Martius Map of Eastern Brazil

The map was issued in two states. The first state was published separately in Munich and bears the date of 1831. While the publication was sponsored by Martius, and the final work was drafted by Josef Schwartzmann, the publisher is not known. The second state, as exemplified here, was printed from the same lithographic matrix, and is pretty much the same as the first, save that it bears that date of 1834. It seems that the 1834 issue was generally published as part of the extremely rare *Atlas zur Reise in Brasilien* (Munich 1834), which was meant to accompany Johann Baptist von Spix a**nd** Carl Friedrich Philipp von Martius's grand work, *Reise in Brasilien*, although some examples may also have been issued separately. Curiously, we are not aware of any examples of the map, in either state, as ever having been joined, it seems to always appear in the format of untrimmed, separate sheets.

A Note on Rarity

The map, in either of its two states, is extremely rare on the market. While several libraries hold the map separately, or an example within the Spix-Martius *Atlas*, we can only trace a single instance of another example of the map appearing separately on the market in the last 30 years, while the Atlas (including the map), an extremely expensive item, has only appeared three times over the same period.

It is worth noting that the present example of the map is elegantly bound in an expensive modern half-leather binding and housed within a cloth slipcase.

References: [re: 1834 ed.:] Harvard University Library: MAP-LC G5400 1834 .E8; OCLC: 40265277; [Re: Spix-Martius work with *Atlas* including the map:] Bayerische Staatsbibliothek: BV001552027; *Palau 321656*; *Sabin 89549*; *Borba de Moraes* (*1983*), *pp.829-830*.

3.500 EUR



20. Rio De Janeiro, Brazil
Economic And Social History
Cartography



Ernst EBEL.

***Rio de Janeiro und seine Umgebungen im jahre 1824 in Briesen eines Rigaer's*.**

St. Petersburg: Gedruckt bey der Kayserlichen Akademie der Wissenschaften, 1828.

8°, map, [4 pp.], 124 pp., including 1 full page map, plus 1 large folding map (43 x 55 cm), bound in contemporary red wrappers (minor foxing, mostly to first and last pages, tiny folds in corners, folding map with tears in margins and folds, but without loss of image, wrappers with small tears and loss of paper).

One of the most important, engaging and authentic accounts of Rio de Janeiro at an exciting historical juncture, in the immediate wake of the onset of the 'Brazilian Enlightenment' the country's independence; written by Ernst Ebel, a wealthy Baltic-German merchant from Riga (then in the Russian Empire), who traveled to Rio to investigate the prospects of Russo-Brazilian trade; Ebel's account is especially valuable as it includes innumerable fascinating firsthand insights into the daily street life of the city not found anywhere else; published in St. Peterburg by the Imperial Academy of Science – very rare on the market.

During most of the Portuguese colonial era, Brazil was a culturally vibrant, economic behemoth of mineral and agrarian wealth. However, due to the colonial mercantilist system, the country had very little contact with the world beyond the Lusitanian sphere. The relatively few foreigners who visited the country were often amazed at how such a vast and impressive land could maintain such a provincial outlook. However, that all suddenly changed after the Napoleonic invasion of Portugal in 1807, upon which the entire

Portuguese Royal Court moved en masse to Rio de Janeiro, making the city the capital of a global empire. Many sophisticated people of great wealth patronized the city, bringing about an unprecedented economic boom and the flourishing of intellectual projects. Within only a few years, Rio was transformed from a backwater into perhaps the most cosmopolitan place in the Americas, instigating the 'Brazilian Enlightenment'. In the wake of the Napoleonic Wars, Portugal attempted to return Brazil to its colonial servitude; however, in 1822, following a popular revolution led by the Portuguese king's own son, Dom Pedro "the Liberator", Brazil declared its de facto independence. The new Brazil was determined to open itself up the world and welcomed foreign traders, scientists and explorers to help the country realize its potential.

Enter Ernst Ebel, a wealthy merchant from an old Baltic German patrician family in Riga, then part of the Russian Empire. He was interested in exploring commercial opportunities in Brazil, with the knowledge that, in theory, Russia and Brazil were complementary trading partners, as the former had many tropical products to trade for latter's northern bounty. In February 1824, barely 18 months after Brazil had declared its independence, Ebel arrived in Rio de Janeiro.

The Rio that Ebel encountered had been utterly transformed over the previous 15 years, experiencing rapid population growth (it then had almost 120,000 residents, making it the largest city in South America) and economic development. The harbour was full of foreign trading vessels, while its quays buzzed with people speaking all kinds of languages. While many of the exiles from Lisbon had returned to Europe, the city was still left with an amazingly refined elite class. However, it was also a pace of astounding inequality; half of its residents were slaves, and many of the freemen lived in dire poverty.

Ebel's account comes in the form of eleven letters written to a 'Dear Friend', in which he engagingly relates his experiences in a very candid and 'human' manner. While he covers the territory that was the unusual province of travel accounts (ex, major sites, official customs, etc.), Ebel's letters are of great academic value because he vividly describes the daily street life of Rio, including what it was like to visit crowded textile shops, or his opinion on raucous music, or his encounters with common people. His great accomplishment is that he makes the Rio of 1824 come alive again for readers even two centuries later!

His letters are also very revealing as to the economic situation of Brazil, as he was perhaps the first expert to seriously analyze the benefits of trade between the Baltic and that country. Ebel stayed in Rio for four months, departing for Russia in June 1824, armed with a vast wealth of valuable knowledge.

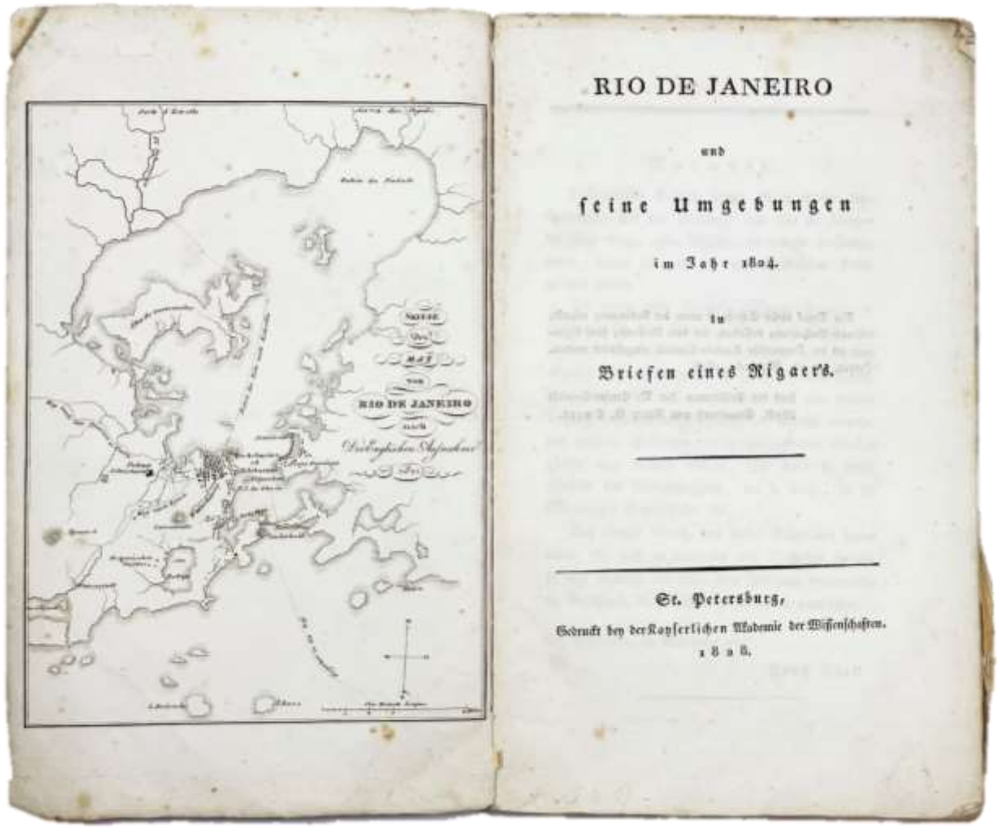
The work is augmented by two custom-engraved maps. The *Plan von Rio de Janeiro 1824. Nach dem portugiesischen Orignal*, a large folding map (43 x 55 cm cm), provides a superbly detailed and clear impression of the city. It is reduced from Michel Antonio dos Reis's legendary, colossal *Planta da Cidade de S. Sebastião do Rio De Janeiro* (Rio, 1812), which was based upon the surveys commissioned by the exiled Portuguese royal court.

The map shows the entire city as it then existed, which only consisted of what is today the inner downtown core. The urbanized area is wedged betwixt highlands, in between the harbour and the great square of Campo Santa Anna. Rio is shown surrounded by numerous fortifications, which are all carefully outlined, while beyond are estates with grand gardens.

The legend in the lower left identified 23 sites by numbers, including churches, monasteries, the library, the museum, the government palace, the arsenal, the customs house and, ominously, the slave market. Another column to the right identifies 24 streets by letter (*a* - *x*), ensuring that the map meticulously labels every major aspect of the city.

Additionally, the work is illustrated with a frontispiece map, *Skizze der Baÿ von Rio de Janeiro nach Der Englishen Ausnahme 1821,* that depicts the entirety of the Bay of Rio, reduced from William Faden's excellent *A New and Most Correct Chart of the Entrance and Harbour of Rio de Janeiro* (London, 1821).

Ebel's work had an enduring legacy, as it had been oft quoted by writers for generations up to the present day, especially with regards the author's candid observations on the daily life of Rio. It was first fully translated into Portuguese as *O Rio de Janeiro e seus arredores em 1824* (São Paulo, 1972).



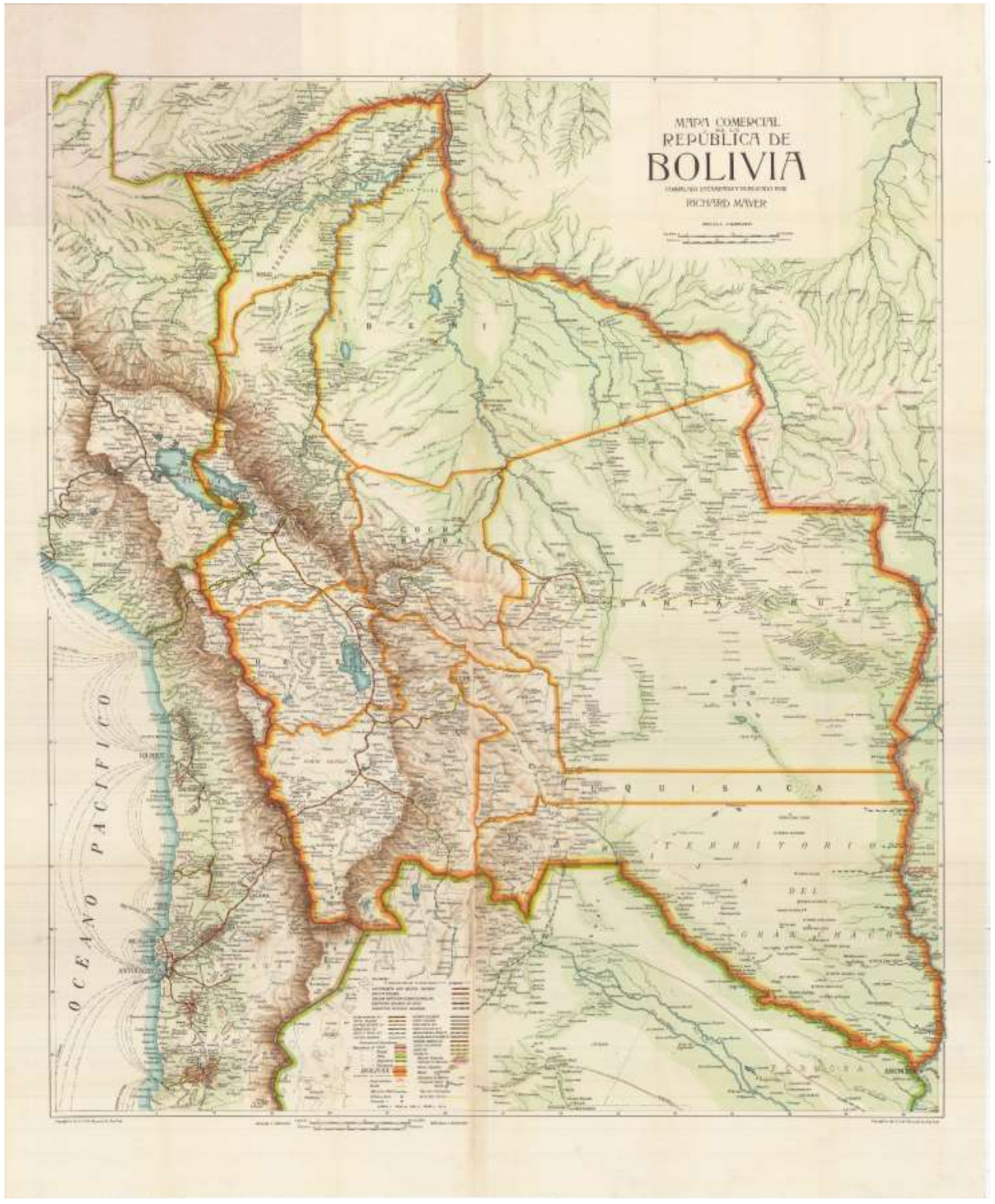
A Note on Rarity

The present work is very rare on the market, we can trace only a single sales record for another example from the last 25 years. Several examples are preserved in libraries, although, in this case, it is difficult to discern whether the listings are of actual examples or rather digital copies.

References: British Library: General Reference Collection 10481.e.17.; Staatsbiliothek zu Berlin: 8" Kart. GfE M 3162, Harvard: SA 6168.24, OCLC: 1129436821; BORBA DE MORAES, *Bibliographia Brasiliana*, vol. I, p. 282; Bruno CARVALHO, *Porous City: A Cultural History of Rio de Janeiro (from the 1810s Onward)* (2013), p. 30; *Catalogo da Exposiçao de Historia do Brazil Realizada Pela Bibliotheca Nacional do Rio De Janeiro* (1881), no. 1118, p. 110; Francecsa MILLER, *Brazil's Relations with Russia, 1808-1840: A Study in the Formation of Foreign Policy* (1984), p. 109.

3.000 EUR

21. BOLIVIA – ECONOMIC & TRANSPORTATION MAP



Richard MAYER. / G.G. & G. RESEARCH COMPANY.

Mapa comercial de la República de Bolivia compilado estampado y publicado por Richard Mayer.

New York: G.G. & G. Research Co., 1930.

Colour print, folding into original printed paper wrappers (Excellent, clean and crisp with vibrant colours), 105 x 87 cm (41.3 x 34.3 inches).

A colourfully attractive, large format map providing a wealth of information on the economy and infrastructure of Bolivia on the eve of the Chaco War (1932-5), the bizarre and bloody conflict by which Bolivia lost is south-eastern quarter; published in New York by the Austrian specialist cartographer Richard Mayer.

This beautifully designed and colourful bilingual map depicts Bolivia on the eve of the Chaco War (1932-5), a bizarre and bloody conflict fought between Bolivia and Paraguay instigated by multinational oil companies, the result of which Bolivia lost is south-eastern quarter while nobody ended up scoring much oil! The map was published in New York by Richard Mayer, an Austrian specialist in the economic cartography of Latin America. It was thus intended to inform prospective European and American investors as to Bolivia's dramatic geography, transport routes and its vast natural resources wealth.

In a grand format, Bolivia and adjacent lands unfold, with its radical topography extending from the heights of the Andes, which are expressed by careful shading, down to the lush Amazonian lowlands, in

the north and east, and Chile's Pacific coast, to the west. The country is shown divided into its various departments, sectioned by orange lines, while every city, town and village of any import is labelled, as beautiful colours distinguish the boarders of neighbouring states.

The legend, in the bottom centre, identifies the vast amount in information featured on the map. Notably, the map extensively details Bolivia's railway system, the lifeblood of its economy. It employs pattern coding to show railways 'in operation', 'in construction', or 'proposed', while using colour coding to distinguish 21 named railway lines which traverse one of the globe's most rugged regions.

The map labels the world's greatest nitrate deposits (mainly located in neighbouring Chile), along the railway sidings that provide access to the sites; as well as nitrate deposits; and mines (variously labelling whether they yield bismuth, silver, gold, copper or tin).

Also noted are oil pipelines, water pipelines, air mail routes, sites of radio stations (shown with electric sun symbols), and navigable rivers, while the elevations of major centres are noted in metres (important information where many places are at ultra-high altitudes, including the country's main city, La Paz, which sits at 3,630 metres!).

Bolivia's vast mineral wealth was for centuries both its economic sustenance and a curse. During Spanish colonial times, the Potosi area was home to vast silver deposits, including the Cerro Rico, the most productive silver mine in world history, that floated global trade, while enslaving its indigenous people. More recently, during the Pacific War of 1879-83, Chile conquered Bolivia's coastal areas, in good part in order to take control over its nitrate deposits.

In 1930, when the present map was issued, the Gran Chaco region (known in Spanish as the *Chaco Boreal*), occupying the south-eastern quarter of Bolivia, was thought to be home to vast petroleum resources. While shown to be entirely within Bolivian territory on the present map, the region was disputed between both Bolivia and Paraguay. Also depicted on the map are both Bolivian forts (marked as bold stars) and Paraguayan forts (crossed stars), indicating that the area was in reality divided between two zones of control.

While the conspiracies behind that lay the brewing conflict remain a source of academic debate to this day, what is clear is that Paraguay was encouraged to go to war over the Chaco by an alliance of Argentina, Italy, France and, most importantly, the Royal Dutch Shell Oil Company. On the other side, Bolivia was supported by Chile and Germany, as well as the Standard Oil Company. Various American interests backed either side, while some hedged their bets by supporting both! The dark forces behind the conflict were later immortalized by Pablo Neruda's poem *Standard Oil Company* (1940).

The result was the Chaco War (September 9, 1932 – June 12, 1935), which was by far and away the bloodiest and, in some ways, most surprising conflict in Latin America during the 20th Century. While the Bolivians were far more powerful on paper, the Paraguayans mastered guerrilla and bush warfare tactics that eventually won the day. A 1938 treaty awarded virtually all of the Grand Chaco to Paraguay - Bolivia's curse had struck again!

Richard Mayer was an Austrian cartographer who specialized in the economic mapping of Latin America. He benefitted from the fact that since the mid-19th century a tremendous amount of trade was conducted between South and Central American and Germany and Austria, in part facilitated by the large and influential German immigrant communities in those regions. Meyer had offices in both Vienna and New York, and in the late 1920s founded the G.G. & G. Research Company as a banner for his publications.

From around 1916 to 1935, Mayer published a series of excellent maps of various Latin American countries and regions, all in his lovely, brightly coloured signature style, like the present work. He published 'commercial maps' of *Paraguay* (1916), *Peru* (1916), *Chile* (1917), *Colombia* (1917), *West Indies* (*c*. 1919), *Nicaragua* (1928), *Bolivia* (1930), and *Ecuador* (1931). He also produced railway maps of *Honduras* (1917) and *Guatemala & El Salvador* (1917), was well as a general map of Venezuela with Trinidad and British Guiana (1917). He also made a special map of the aforementioned Gran Chaco 'oil' region (1931).

The present example of the map of Bolivia was published in New York under the G.G. & G. Research Company label; however, Mayer simultaneously printed an edition of the same in Vienna, which is almost identical, save for having slightly different print and paper qualities and colour shading, along with a line in the bottom margin that reads 'Printed in Austria'.

While we can trace around a dozen examples of the map, in either the New York or Vienna editions, in libraries, it only very rarely ever appears on the market.

References: Staatsbiliothek zu Berlin: 8" Kart. R 18647; OCLC: 13436681, 743238407.

550 EUR

22. COLOMBIA – ECONOMIC & TRANSPORTATION MAP



Aprmapa32

Richard MAYER. / G.G. & G. RESEARCH COMPANY.

Mapa comercial de la República de Colombia compilado estampado y publicado por Richard Mayer.

New York: G.G. & G. Research Co., 1930.

Colour print, folding into original printed paper wrappers (Excellent, clean and crisp with vibrant colours), 75 x 58 cm (30 x 22.8 inches).

A colourfully attractive, large format map providing a wealth of information on the economy and infrastructure of Colombia made just after the end of its generation-long 'coffee boom'; published in New York by the Austrian specialist cartographer Richard Mayer.

This beautifully designed and colourful bilingual map depicts Colombia just after the end of its generation-long 'coffee boom' (1903-28), a period of unprecedented economic growth and industrialization that brought Colombia into the modern world. The map was published in New York by Richard Mayer, an Austrian specialist in the economic cartography of Latin America. It was thus intended to inform prospective European and American investors as to Colombia's dramatic geography, transport routes and its vast natural resources wealth.

The map showcases what was considered to be the economically important bulk of Colombia, and so purposely excludes most of the undeveloped Amazonian Basin, in the southeast, and the nearly deserted La Guajira Peninsula in the far northeast. The focus is upon the country's Andean heartland and its coasts, capturing these lands after they had been transformed by almost three decades of hyper infrastructure development.

The dramatic Andean topography is expressed by hachures and shading, while the country is divided into its departments by pink lines, while all cities, towns and villages of any import are marked.

The bilingual legend, in the lower left, identifies the symbols used to locate roads, trails, navigable rivers, canals, ropeways (important for transporting coffee across Andean slopes), tramlines, oil pipelines, and wireless stations, while steamship routes connect the coastal cities to the rest of the world along innumerable named routes.

The map labels the locations of mines, and importantly, the great oilfields, near Barrancabermeja, in the east. The map also uses pattern coding to identify the 21 named railways that traverse the incredibly rugged landscape.

Foreign borders are shown in attractive hues and, in neighbouring Panama, the U.S.-controlled Canal Zone is conspicuously coloured green.

Colombia, the home of the fabled city of 'El Dorado' was blessed with great natural resources, being an agrarian powerhouse, but also rich in gems, minerals and oil. However, throughout the 19th century, its international trade and economic development was limited by the country's internal political problems and the parochial outlook of its key stakeholders.

Colombia entered the new century in a state of terror and chaos called the Thousand Days' War (1899-1902), a gruesome civil conflict. The following year, Panama, which was hitherto Colombia's disgruntled 'Isthmus Department', succeeded from the country following a contrived U.S.-backed coup, done so that the Americans could build and maintain sovereign control over the Panama Canal.

However, out of the ashes, Colombia finally enjoyed a period of order and stability, that led to massive foreign investment and infrastructure growth (as showcased upon the present map). Fuelled in good part by America's insatiable thirst for coffee, Colombia's export markets boomed. The country enjoyed unprecedented economic growth such the even many average Colombians saw a significant improvement in their personal circumstances. The changes to the country were unmistakable, as Colombia modernized and became firmly connected to the global trading economy, while it experienced its first great wave of urbanization. However, beginning in 1928, this prosperity was shown to be built upon weak foundations. The Colombian government and its major private concerns had borrowed heavily from foreign entities to fund their growth and were shown to be completely reliant upon the U.S. market, especially for coffee. That year, the Americans began to scale back and cancel coffee orders, as well as shipments for other items. This caused a cash flow crisis in Colombia, and its major companies were unable to keep up with loan payments, plunging the country into a massive, deep recession (1928-1933), that dovetailed into the global Great Depression. While Colombia eventually pulled out of this mire, it was not able to return to the pre-1928 level of prosperity. Good times were long in the future, as the country fell into a decade-long civil war, 'La Violencia' (1948-58).

This all being said, for people with money, often the perfect time to invent is during a recession, and so the timing of the publication of the present map, in 1930, was perhaps helpful!

Richard Mayer was an Austrian cartographer who specialized in the economic mapping of Latin America. He benefitted from the fact that since the mid-19th century a tremendous amount of trade was conducted between South and Central American and Germany and Austria, in part facilitated by the large and influential German immigrant communities in those regions. Meyer had offices in both Vienna and New York, and in the late 1920s founded the G.G. & G. Research Company as a banner for his publications.

From around 1916 to 1935, Mayer published a series of excellent maps of various Latin American countries and regions, all in his lovely, brightly coloured signature style, like the present work. He published 'commercial maps' of *Paraguay* (1916), *Peru* (1916), *Chile* (1917), *Colombia* (first issued 1917), *West Indies* (*c.* 1919), *Nicaragua* (1928), *Bolivia* (1930), and *Ecuador* (1931). He also produced railway maps of *Honduras* (1917) and *Guatemala & El Salvador* (1917), was well as a general map of Venezuela with Trinidad and British Guiana (1917). He also made a special map of the Gran Chaco 'oil' region (1931), the ownership of which was then disputed between Bolivia and Paraguay.

Mayer issued the first edition of his commercial map of Colombia in 1917, done to a scale of 1:1,000,000; this was reissued in 1920. This was followed by a revised 1928 edition executed to a scale of 1:1,200,000, which seems to be the antecedent of the present 1930 edition, and both of these issues were published in New York under the G.G. & G. Research Company label. Curiously, around the same time, Mayer printed an edition of the same in Vienna, which is almost identical, save for having slightly different print and paper qualities and colour shading, along with a line in the bottom margin that reads 'Printed in Austria'.

While we can trace around a dozen or so institutional examples of the map in its various editions, examples only very rarely ever appear on the market.

References: Staatsbiliothek zu Berlin: Kart. R 15222; OCLC: 255940172, 1023521855.

550 EUR

23. RIO DI JANEIRO, BRAZIL



STEIN e BUNZLAU.

Rio de Janeiro: Lith. Typographia "Fluminense", 1931.

Colour lithograph, printed on both sides (soft folds), 93 x 85 cm (36.6 x 32.7 inches).

An attractive, large-format, double-sided early 1930s map of Rio de Janeiro, depicting the city during a period of great optimism when it was one of the most vibrant and fashionable destinations in the world, locally printed and sponsored by 'Serviço Aéreo Condor', an ambitious new airline backed by Deutsche Lufthansa – a very rare ephemeral work.

This attractive, brightly coloured double-sided map depicts Rio de Janeiro when it was perhaps the world's most exotic and exciting urban tourist destination. Drafted locally by German-Brazilian cartographers, the work was sponsored by the Serviço Aéreo Condor, which founded in 1927, was Brazil's second-oldest commercial airline and a highly ambitious project backed by Deutsche Lufthansa; its advertisement is shown on the front side of the map, and notes that it served an amazing 26 destinations across the country.

The front side also showcases the downtown of Rio, detailing streets, parks, highlands, while many major edifices are depicted pictorially. The legend 'Edificios publicos e particulares', in the lower left, identifies a further 53 major sites by number. Also shown, are all of the public transit routes throughout the area.

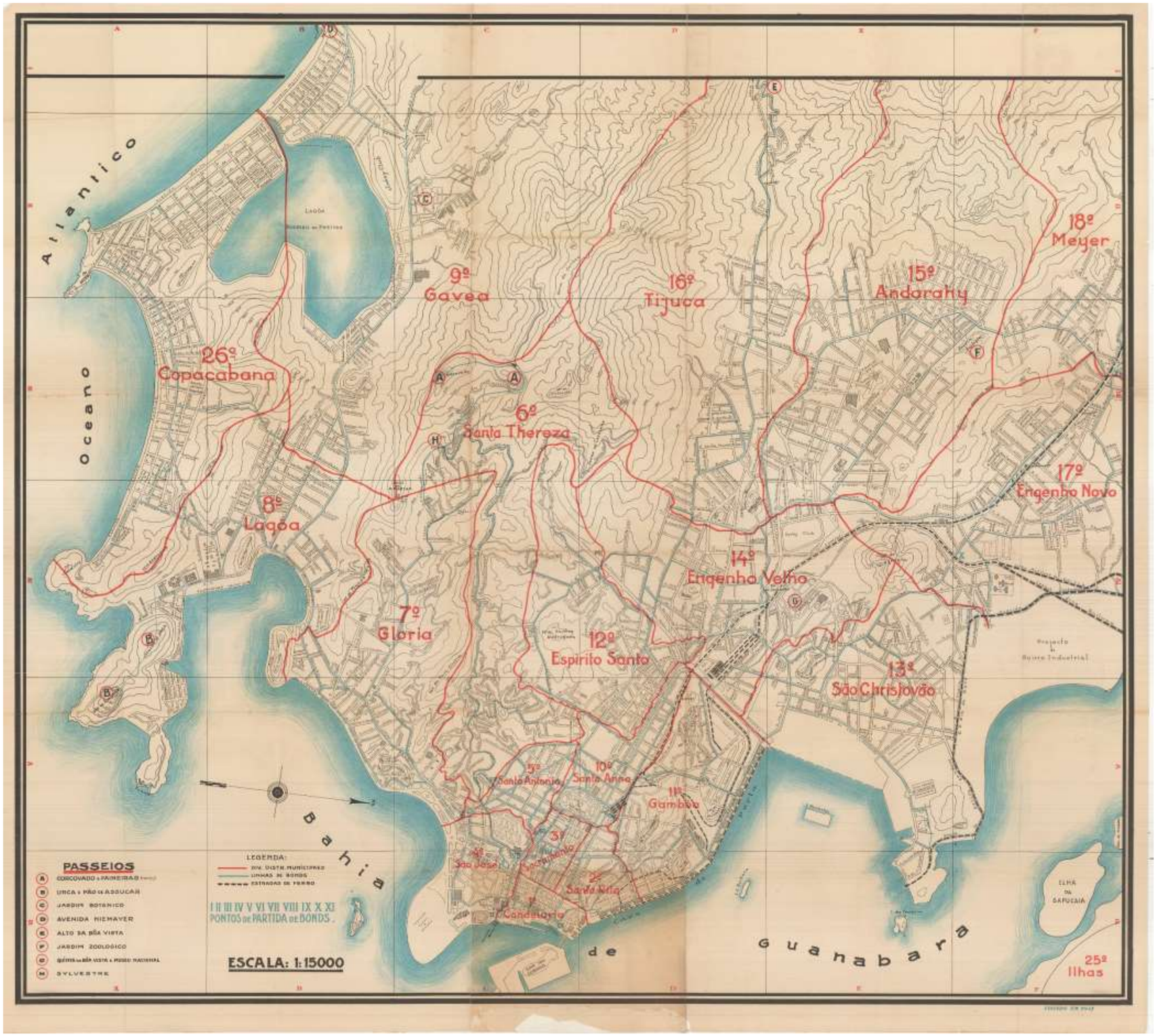
The verso of the map shows the greater city, with its numbered districts, including the legendary beach areas of Copacabana and Ipanema, while noting all major transportation routes.

By 1920, Rio's population had surged past 1 million, buoyed by Brazil's decades-long commodities boom (mining, coffee, etc.). The Roaring '20s transformed Rio from being, an albeit large, provincial centre into a global sensation, as improvements in transportation made the city accessible to wealthy Europeans and Americans. The Copacabana Palace Hotel (est. 1923) became the nucleus of social life for the elite, who could also now explore the rest of Brazil thanks to Serviço Aéreo Condor!

The present map is a very rare ephemeral work, likely made to be given exclusively to Condor's clients. We can trace only a single institutional example, held by Brazil's Arquivo Nacional, which featured the map in a recent online exhibition, ***O Rio em movimento: cidade natural, cidade construção*** (October 15 to December 14, 2016).

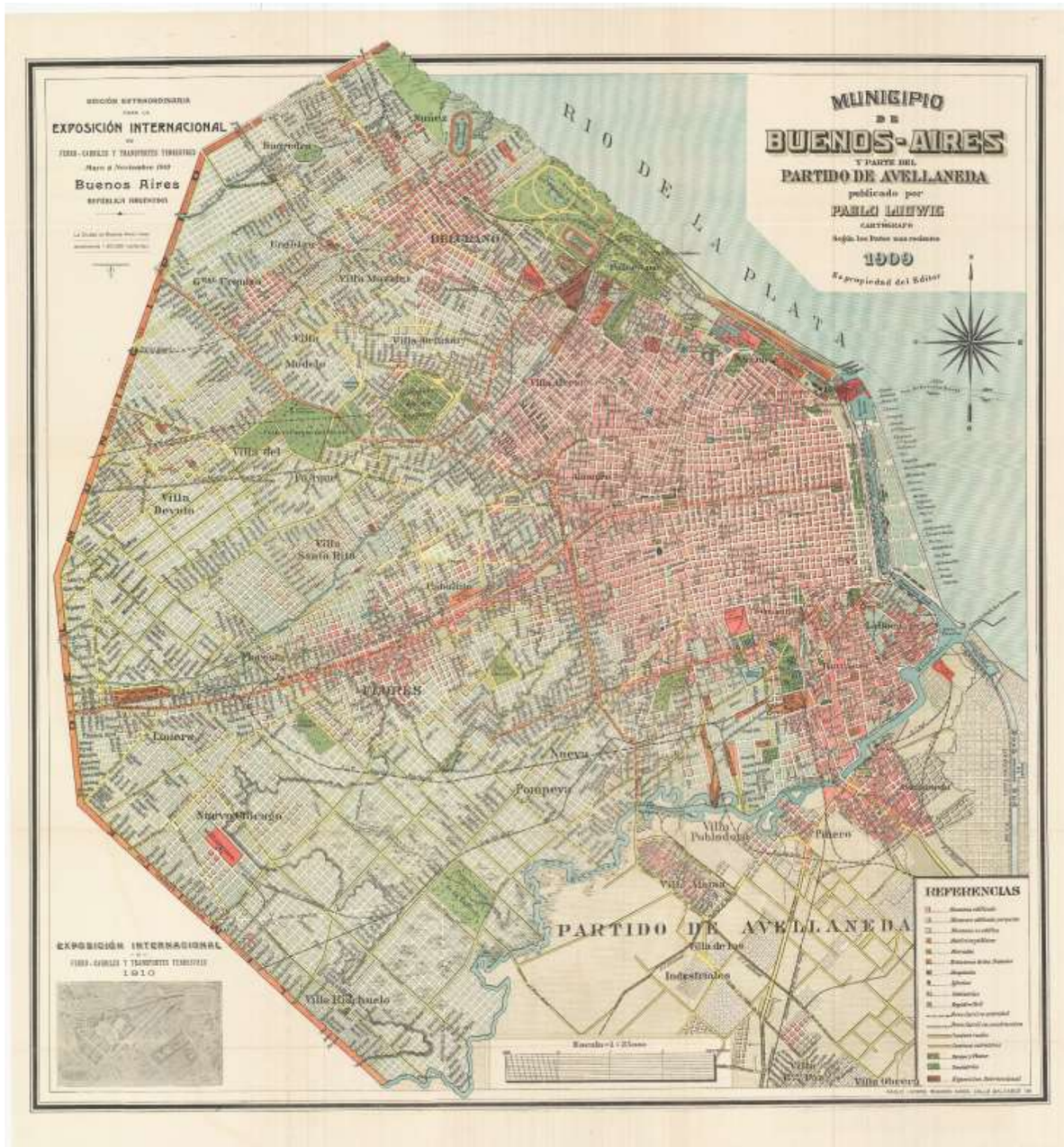
References: ARQUIVO NACIONAL (Brazil), *Catálogo de planos e mapas da cidade do Rio de Janeiro* (Rio de Janeiro: Officinas Graphicas do Archivo Nacional, 1962), no. 222 (p. 68).

520 EUR



24. BUENOS AIRES, ARGENTINA

LATIN AMERICAN URBANISM



Pablo LUDWIG.

Municipio de Buenos Aires y parte del Partido de Avellaneda publicado por Pablo Ludwig publicado por Pablo Ludwig, cartógrafo, según los datos mas recientes, 1909. Edición extraordinaria para la Exposición internacional de ferro-carriles y transportes terrestres, mayo á noviembre 1910.

Buenos Aires: Pablo Ludwig, 1910.

Colour print, (soft folds), 70 x 64 cm (27.6 x 25.2 inches).

An attractive and vibrant large format map of Buenos Aires, capturing the city midway through its 50 year-long boom era, when it was one of the world's most exciting, fast growing and cosmopolitan metropolises – an 'Edición extraordinaria' issued to celebrate the 1910 International Railway Exposition, a major sign of the Argentine capital's coming of age - published by the country's leading commercial cartographer Pablo Ludwig.

This brightly coloured and finely detailed map captures Buenos Aires near the midpoint of the city's two generation-long boom period when it was one of the fastest growing and most dynamic cities on earth. It was made by Pablo Ludwig, who was then the leading Argentine commercial cartographer.

For most of the 19th century, Buenos Aires was an important, but rather staid, provincial city. However, that all suddenly changed beginning in the 1880s, when a protracted commodity boom led to explosive

economic growth. This fuelled mass immigration to Argentina (mainly from Spain, Italy and Germany and Eastern Europe), while many rural Argentines flooded into their capital in search of good jobs. Buenos Aires soon became one of the wealthiest and most culturally vibrant places on earth, as its broad avenues, lined with grand edifices and cultural institutions, it being favourably compared to the most august European capitals. The boom lasted for about 50 years, until Argentina was laid very low by the Great Depression.

The map captures the entire federal city of Buenos Aires, with its neat geometrically rational urban plan, as well as part of the suburb of Avellaneda, to the south. The 'Referencias', lower left, identifies the symbols used for built-up urban blocks (shaded pink), partially built-up blocks (shaded grey) and blocks with no buildings (shaded blue); public buildings; churches; hospitals; markets; tramway stations; civil registry offices; parks and plazas; as well as railways, both in use and under construction.

The overall picture is one of metropolis in the midst of hyper growth, as the burgeoning new barrios under construction appear in all directions of the established city centre, with notable growth along the main artery of the Avenida Rivadavia, and to the north and south of the core, while many land reclamation projects are shown along the waterfront. As the note in the upper left reads: 'La Cuidad de Buenos Aires tiene actualmente 1.200,000 habitants.', revealing that in 1909-10 the city had 1.2 million inhabitants, its population having almost doubled from 1895, when it counted 663,854 residents.

The map was made by Pablo Ludwig, who founded what became known as the Oficina Cartográfica "Ludwig", around 1892, and from that time until the 1960s, it was Argentina's 'gold standard' commercial mapmaker. The map is part of a regularly updated sequence of maps of Buenos Aires in this format issued between 1904 and 1920; it was superseded in 1921 by the *Plano de la Ciudad de Buenos Aires y Alrededores* sequence that depicted the city on an easterly orientation.

The present example of the map is an 'Edición extraordinaria', which appears to an otherwise normal 1909 edition but altered in order to celebrate the 1910 'Exposición internacional de ferro-carriles', a global railway expo that was major source of prestige for Buenos Aires. A map of the exhibition grounds it shown in the lower left-hand corner, while the site of the same is noted on the main map near the Parque de 3 Febrero, in the Palermo district. It is also worth nothing that in 1910, Buenos Aires hosted the Centenary Celebration of Argentina's Independence, a major fete which was attended by dignitaries from all around the world.

This special edition is very rare - we can locate only a single institutional example, held by the Bibliothèque nationale de France.

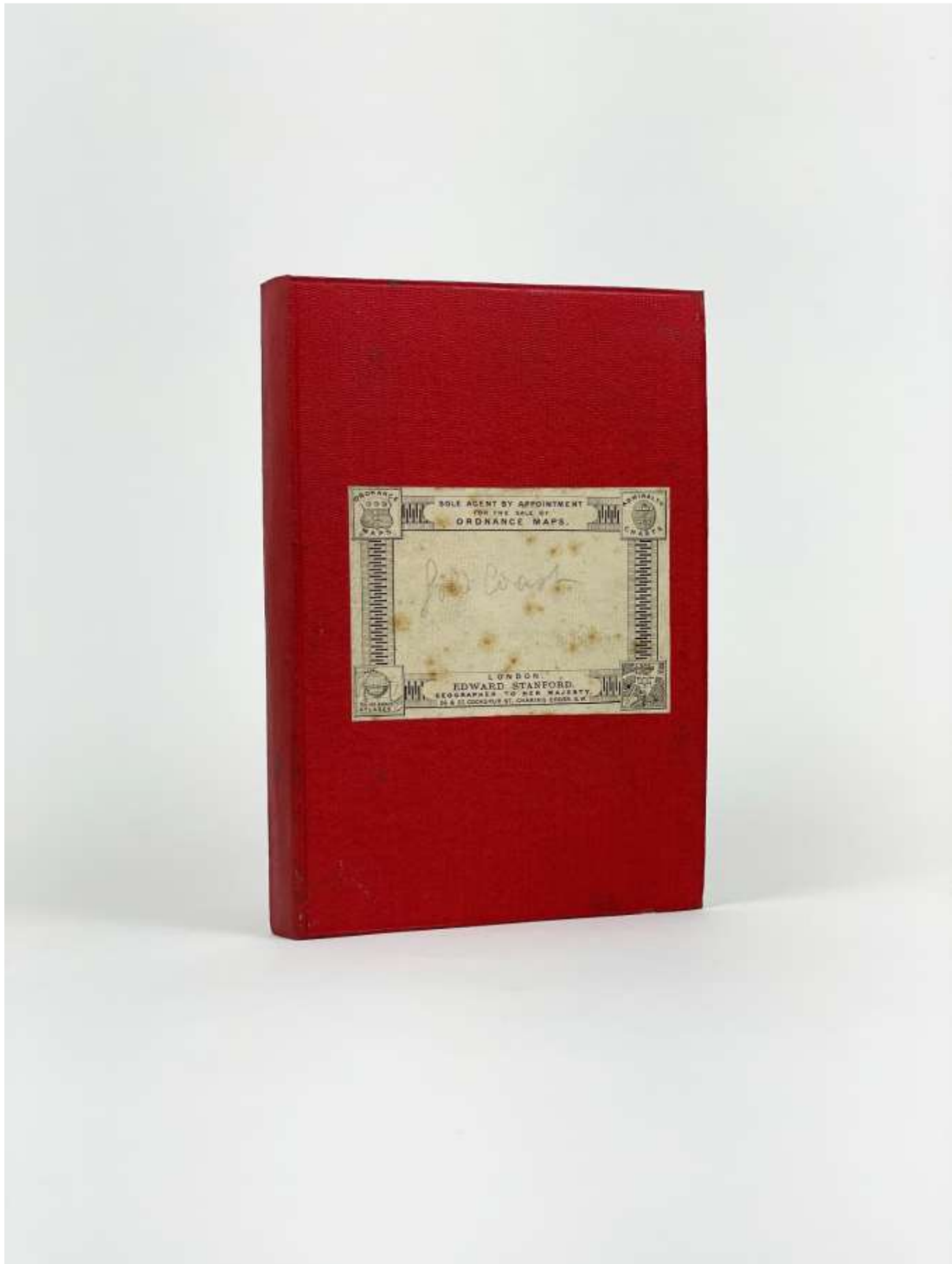
References: Bibliothèque nationale de France: FRBNF40723450; OCLC: 494806279.

380 EUR



25. GHANA

ROBERT BADEN-POWELL



INTELLIGENCE DIVISION, WAR OFFICE (GREAT BRITAIN).

Map of the Gold Coast and Neighbouring Territories. Compiled at the Intelligence Division War Office, 1895.

London: Edward Stanford for the War Office, 1895.

Colour lithograph, dissected into 36 sections and mounted upon original linen, folding into original card covers (Excellent condition, clean and bright, just some very light toning along folds and foxing to the label), 68 x 103 cm (26.7 x 40.5 inches).

A very rare large format work from the sequence of the first broadly accurate maps of the Gold Coast (today's Ghana), created by the Intelligence Division of the British War Office, with exceedingly detailed coverage of travel routes into the interior and the labelling of the domains of tribal nations, the present edition was made to guide British forces, which prominently included Major Robert Baden-Powell (the future hero the Siege of Mafeking and the founder of the Boy Scouts) during the Fourth Anglo-Ashanti War (1895-6), which seized Kumasi, the capital of the Ashanti Kingdom, following which Britain made the Ashanti state a protectorate – from the library of the English noble estate of Spetchley Park.

MAP
OF THE
GOLD COAST COLONY
AND
NEIGHBOURING TERRITORIES.

Compiled in the Intelligence Division War Office.

1895.

Scale six miles or 1 inch = 8 Miles.

Reference Note.

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The Gold Coast (today's Ghana) was long considered to be one of the most economically valuable parts of Africa. It was inhabited by culturally sophisticated indigenous nations and possessed a vast wealth in gold, precious tropical hardwoods, cash crops and ivory. However, for centuries, Europeans were primarily interested in the region as a source for slaves, and England, the Netherlands and Demark all long held a fixed presence along the coast to facilitate that ignoble industry. However, as Britain sought to abolish the global slave trade in the first decades of the 19th century, it came to covet the Gold Coast's other resources, and endeavored to both exclude other European powers from the region and to gain control over the indigenous nations and their riches.

The Ashanti Kingdom, located in the interior, centred upon its capital city of Kumasi, was by far and away the most powerful tribal nation in not only the Gold Coast, but perhaps all of West Africa. Beginning in the 1820s, the British engaged in a momentous on-and-off contest with the Ashanti for domination of the country that that resulted in five wars. This was often a well-matched context, as the Ashanti were brilliant and brave warriors who on many occasions outwitted and defeated the British, who were caught complacent owing to their technological advantages.

In 1867, Britain declared the coastal areas of the region to be the crown colony of the Gold Coast, and endeavoured to extend it authority into the interior, and notably over the Ashanti Kingdom. The British defeated the Ashanti following a military expedition during the Fourth Anglo-Ashanti War (1873-4), sacking Kumasi; however, they only succeeded in temporarily laying the Ashanti low, as the latter quickly regained their vigour and soon posed a potentially existential threat to Britain's coastal holdings. The Ashanti state remained independent, and happily traded gold, cocoa and rubber with Britain's rivals, France and Germany, while allowing the Britain only limited access to these resources.

By the early 1890s, Britain ardently desired that the Ashanti nation be 'tamed' and they especially wanted control over the massive gold deposits that lay in the kingdom's territories. They pressured the Ashanti leader, King Prempah, to agree to accept that his nation become a British protectorate, but this 'offer' was refused. In 1894, the British turned up the heat, and while King Prempah sent delegation to London to negotiate a diplomatic settlement, Whitehall was in no mood for compromise and procced to launch a full-scale invasion of the Ashanti lands.

In thar became known as the Fourth Anglo-Ashanti War (December 1895 to February 1896), the British sent a force of regularly led by Colonel Sir Francis Scott, supported by a levy army of Gold Coast tribal troops (the Ashanti had many local enemies!) led by Major Robert Baden-Powell (1859 - 1941), who would later gain global fame for his role in the Siege of Mafeking, South Africa (1899 - 1900) and as the founder of the Boy Scout movement. The forces were armed with new fearsome weapons, including Maxim machine guns and 75mm artillery shells that could easily mow down any opposition in a direct altercation.

Armed with copies of the present map, which would have served as their primary geo-strategic aid, the expedition set out from the coast to Kumasi in December 1895, following the same route travelled by the British expedition of 1873-4. King Prempah, realizing that his forces had no chance against this juggernaut, ordered his fighters to stand down, in the hopes that a negotiated settlement could still be achieved. When the British reached Kumasi, they meet no opposition, and demanded that King Prempah pay them the totally impossible sum of 50,000 ounces of gold! When the king failed to do this, he and many of his leading noblemen were arrested and exiled to the Seychelles.

The British left Kumasi on January 22, 1895, returning to the coast two weeks later. Despite their success, they were left with a bitter taste, as 50% of their entire force fell severely ill with tropical diseases; many died, including the Queen Victoria's grandson, the Prince of Battenberg.

The British formally made the Ashanti Kingdom into one of their protectorates in 1897, although this measure would not ensure the end of Ashanti resistance. During the Fifth Anglo-Ashanti War, or, War of the Golden Stool (March to September 1900), the British conquered and annexed the Ashanti state, and while the Ashanti people continued to exercise some measure of local autonomy, their country was dissolved and integrated into what would become Ghana (which attained its independence in 1957).

Robert Baden Powell first became a well-known figure upon publishing his account of the expedition, *The Downfall of Prempeh; A Diary of Life with the Native Levy in Ashanti 1895-96* (London, 1896), in which he set out moralistic justifications for the endeavour that would have been quite convincing to a Victorian British public, even if they would not hold much water today.

The Present Map in Focus

This excellent grand format map, executed to a large scale of 8 miles to the inch, showcases all of the southern Gold Coast, from the Atlantic littoral up to 7° 30´ North (beyond which point the country was largely unknown to Europeans, let alone mapped to any degree of reliability). The coastlines are precisely accurate, due to advanced surveys executed by the Royal Navy, while the picture of the immediate interior is relatively sound, based on itinerary surveys with the positioning of many points (usually villages) fixed by astronomical observations. Beyond that, generally, the further one looks inland, the less precise and detailed the map becomes.

Importantly, the map labels the territories of the various tribal nations, and sub-divisions in manner far more extensive and accurate than on any other map of its era. The British colonial capital, 'Akra' (Accra), appears in the lower left, while midway along the coast is 'Cape Coast Castle', located in the lands of the Anglo-allied 'Fanti' nation, traditionally the main English trading base in the region, and more recently the launching point for military expeditions inland to the Ashanti territories. 'Kumassi' (Kumasi), shown to be at the heart of the Ashanti lands, is located around 210 km north of Cape Coast Castle, near the middle of the map.

The 'Reference Note', located below the title, explains the symbols for 'Routes approximately correct', shown as continuous black lines; 'Routes of doubtful accuracy', as dashed lines; and 'Mission Stations' (often the only permanent European settlements in the interior) represented by a circle surmounted by cross. This shows that while systematic trigonometrical surveys of in the interior had not yet been endeavoured, the map's coverage is highly impressive, as the courses of numerous rivers, roads, trails and the locations of hundreds of villages are noted with a high degree of accuracy, despite the fact that the regions were infested with disease and often covered by 'Dense Forest'.

The map also depicts the region's telegraph system, which was the only way that the British could send or receive messages from London with any useful speed. The terrestrial telegraph lines are show to run along the coast, marked as tacked lines, noting the locations of telegraph offices ('T.O.'). Submarine lines are shown to run under the Atlantic to and from Accra, including the 'Branch Cable from Grand Bassam (West African Submarine Telegraph Company)', which continued to Cotonou (Dahomey) and Luanda (Angola); and the 'Submarine Cable from Europe & Sierra Leone (African Direct Company)', which continued to Lagos.

The map is clearly an excellent strategic aide for guiding a British Army into the interior, and especially towards Kumasi, being the War Office's primary purpose for making the map. Many of the relevant inland routes are shown with considerable confidence and were proved to be accurate during the 1895-6 Scott-Baden-Powell expedition.

The map would also have had many commercial uses, guiding members of trading companies towards interior villages where they could acquire resources, such as gold, cocoa, rubber or precious hardwoods.

The map also served another key purpose in being the only map to show the approximate boundaries to a large scale between the British Gold Coast (here outlined in pink) and the French Ivory Coast, to the west (outlined in green); and German Togoland, to the east (outlined in yellow).

The demarcation of these boundaries was highly important to both the British and their European rivals, as they were keen to control as much of the region's precious resources as possible, while clamping down on cross-border smuggling, which was a major problem. The line in the lower right margin reads: 'Note – The boundary between the 'English and French possessions had been taken from the text of the agreement between Great Britain & France of July 12th 1893, but had not been demarcated on the ground and the line must therefore be regarded as only approximately correct'.

The Anglo-German border was likewise not properly surveyed, although the map labels a 'Boundary Pillar' erected on the eastern bank of the Aka River where the line suddenly jogs east-west. It would be some years before these boundaries would be trigonometrically surveyed.

The present map is part of sequence of works that represented the first broadly accurate large-scale maps of the Gold Coast. Previous to this sequence, all maps of the country could be described as inaccurate, or, at best, skeletal. The first issue of the sequence was the *Map of the Gold Coast and Neighbouring Territories*, issued in London for the War Office in 1887, with an updated edition issued in 1889. The present map, executed to the same scale as its precursors, was first printed in 1895, employing an entirely new lithographic matrix and was significantly updated from the 1889 map. This map was reissued using the same matrix in 1902, featuring updated information. Importantly, the present map served as the underlying basis for Henry Wallach's excellent mining-cadastral map, *A Map of the Gold Coast with Part of Ashanti: Showing the Positions and Areas of Mining Properties* (London: Edward Stanford, 1900).

One will notice that the map features no upper neatline. This is because the War Office wanted the map to have the possibility of seamlessly connecting to an intended map of the northern, or deep interior, parts of the Gold Coast, executed to the same scale and style; however, this map was not available in 1895. They had to wait until the publication of George E. Ferguson's Map of the Hinterland of the Gold Coast Colony. Provisional Issue. (Southampton: Ordnance Survey Office, 1897), which while a new, separate map in and of itself, could be connected to the present work.

A Note on Rarity

All examples of any of the issues of the early large-format War Office maps of the Gold Coast are very rare; they all seem to have been produced in only a small print run for professional use.

We can trace 6 institutional examples of the present 1895 edition, held by the British Library; Afriterra Library (Boston); Bodleian Library (Oxford University); National Library of Scotland; University of Manchester Library; and The London Library.

The present example of the map comes with an august provenance, being from the library of the noble estate of the Spletchley Park, Worcestershire, owned by the Berkeley family, which has an over 900-year-long history of service the English, and later British, crown.

References: British Library: Cartographic Items Maps 65330.(15.); Afriterra Library: no. 634; Bodleian Library (Oxford University): 722.11 t.1 (4); National Library of Scotland: Map.l.17.76; University of Manchester Library: MMGS E (288); The London Library: Atlas Cases, Extra Large, Maps 1 Africa; R. Bagulo BENING, *Ghana: Regional Boundaries and National Integration* (Ghana Universities Press, 1999), p. 40; J. A. BRAIMAH, *The Ashanti and the Gonja at War* (1970), p. 8; *Transactions of the Historical Society of Ghana*, vol. 10 (1969), p. 126.

1.800 EUR

26. CONGO FREE STATE

Hermann HABENICHT (1844-1917).

Der Congo-Staat und das Freihandelsgebiet.

[Congo Free State and Free Trade Area]

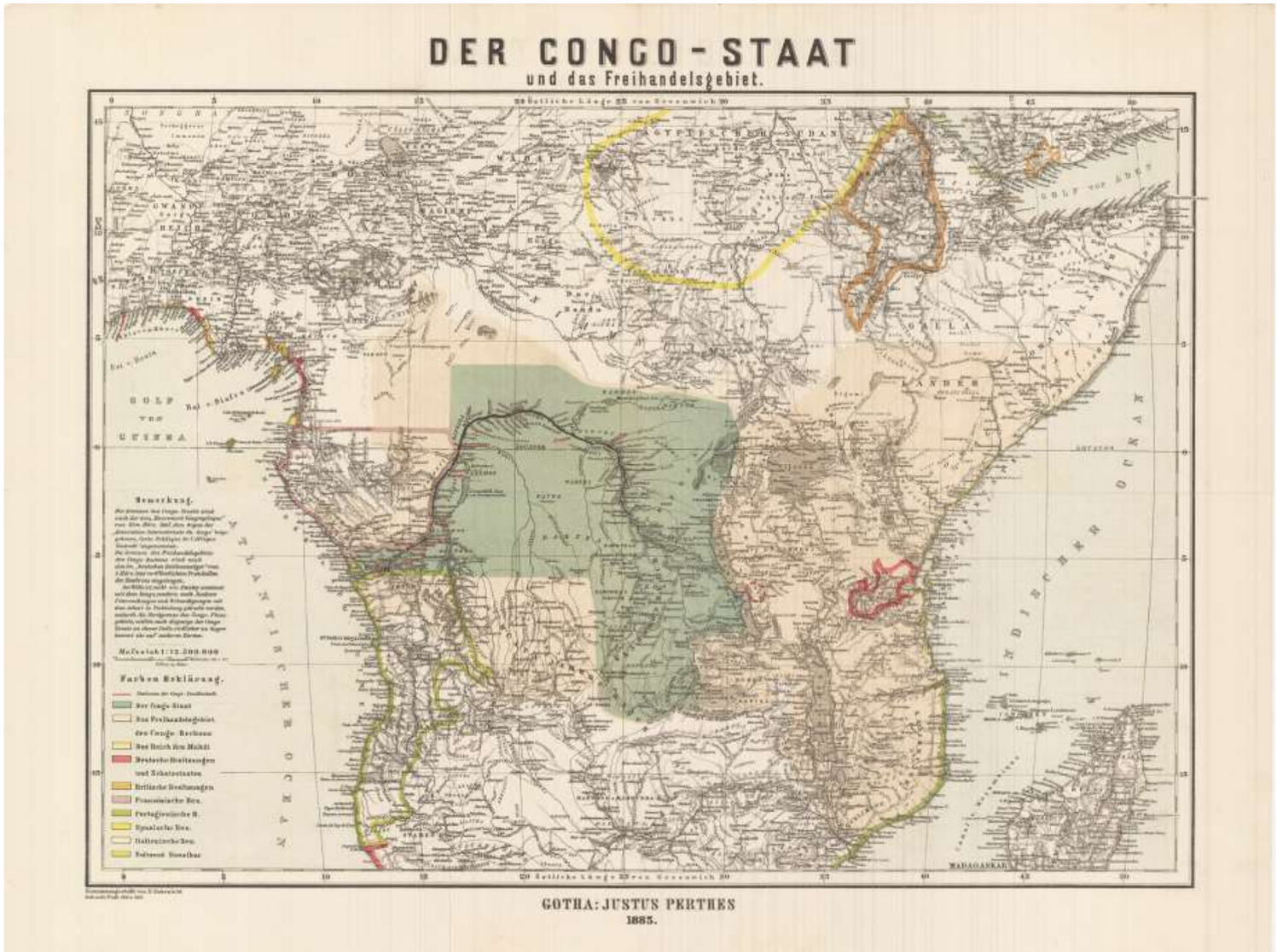
Gotha: Justus Perthes, end of March 1885.

Lithography in colour, 53 x 40,5 cm (20.8 x 15.9 inches) (Very Good, soft folds).

One of the first separately issued maps of the Congo Free State and its free-trade territories, made by the Gotha Geographical Office for the German trade in the colonies in Africa.

This uncommon separately published map shows the Congo Free State, a state in Central Africa from 1885 to 1908, which was in personal union with the Kingdom of Belgium under Leopold II. The state was founded in early 1885 at the Berlin conference.

The map, published in April 1885, shows the newest boundaries of the Congo Free State (green), stations of the Congo Company (cities underlined with red), and free-trade territory in the Congo Basin (beige). Other colours show the German, British, French, Portuguese, Spanish and Italian colonies, as well as the Sultanate of Zanzibar.



According to the text on the left-hand side the author, Hermann Habenicht, based the map on the latest available information from official sources.

The borders of the Congo Free State were marked, as issued on March 5 in the Belgian magazine *Le Mouvement Géographique. The magazine was founded a year before to promote* and documented Belgian colonisation of Congo.

The German free trade territories are marked according to the newest information, published a month before, on March 3 in *Deutscher Reichsanzeiger*, the official newspaper of the German government.

The north border of the Congo Free State on the map differs from the maps before. The author set the north border much lower, following the (false) discovery by the Russian explorer Wilhelm Junker (1840 –1892) rather than the new survey by Sir Henry Morton *Stanley (1841-1904). Junker claimed the river Uele (Welle) was joining the river Chari in the north, which flows to the Lake Chad. Stanley on the other hand correctly established the Uele joins* the Mbomou River at Yakoma.

The cartographer Hermann Habenicht was at the same time also making a draft for a 10 sheet wall map of Africa.

Hermann Habenicht

Hermann Habenicht (1844-1917) was a German cartographer, active in the Gotha Geographic Office. Schooled by a famous map-maker August Petermann since he was 15 years old, he soon took over the drafts for map reliefs for publications such as *Stielers Hand-Atlas*, and eventually specialised for non-European cartography.

In 1885, the same year as this map, Habenicht started working on a 10 sheet wall map of Africa, which was published the following year with a title *Justus Perthes' Spezialkarte von Afrika.*

Habenicht was a teacher of Hermann Haack, one of the most influential German map-makers of the 20th century.

References: OCLC 1176649808, 764113670, 247530192, 902465382.

550 EUR

27. World Wall Map

Decorative Victorian Design



George Washington BACON (1830 - 1922).

Bacon's Pictorial View of The World.

London: G.W. Bacon, [n.d, but 1870s].

Lithograph with original hand colour, varnished and mounted upon original linen with original rollers and hanging rope (Good, varnish evenly toned, some crackling with small losses to image in various places, some staining to verso and old repairs to verso), 98 x 75 cm (38 x 29 inches).

A pageant of Victorian exuberance – George Washington Bacon's dramatic composition celebrating the contemporary state of the globe, with two world maps, images of diverse peoples, clockfaces of the time zones, national flags and arms, a diagram of the solar system, comparative depictions of the world's highest waterfalls and mountains, images of coins of major states, statistical and historical tables, and portraits of the great explorers Cook, Livingston, Raleigh and Columbus – in wall map format preserving its original rollers.

This wonderfully enthusiastic celebration of Victorian flourish showcases an unparalleled wealth of imagery and information on the contemporary world in all its diversity. A large double-hemisphere world map occupies the centre, while above is great roundel of clockfaces detailing of the time zones, portraits

ASHANTEE NEGRO ABYSSINIAN TURK ANGLO SAXON CALMUC (RUSSIAN) TARTAR MALAY NEW ZEALANDER

MAP OF THE WORLD IN HEMISPHERES

AMERICA was discovered by Christopher Columbus in 1492. American researches made further discoveries soon after and gave to the Country his name, thus depriving Columbus of the honour he had so nobly earned.
THE UNITED STATES Canal was discovered by R. Cabot in 1498.
NEWFOUNDLAND was discovered by John Cabot in 1497.
THE PACIFIC OCEAN was discovered by Balboa in 1513.
CANADA was Colonized by the French at Quebec in 1608.
THE FIRST effectual ENGLISH SETTLEMENT in the New World was made in 1607, at Jamestown, in Virginia, by Captain John Smith.
THE PILGRIM FATHERS landed at Plymouth in 1620, in the "Mayflower."
THE COLONIES (now the United States) declared their independence of Great Britain on the 4th of July, 1776, after a Seven Years War. The Population at that time was Three millions, and in 1874 upwards of Forty millions.

COMPARATIVE LENGTH OF THE MILE IN DIFFERENT COUNTRIES

The English Mile	1760 Yards	English Nautical Mile	2025 Yards
Irish & Scotch	2200	Russian	1100
Italian	1467	Spanish	2338
German	3266	Swedish	7,393
Danish	7232	Hungarian	8000
French Leagues			3266 Yards
French Kilometre			1093

AREA OF THE WORLD IN SQUARE MILES.

Asia 17,318,000
Amer. 15,480,000
Afr. 11,656,663
Eu. 3,787,000
Oceania 3,425,000

THE EARTH is about 8000 miles in diameter and about 24000 miles in circumference. It turns upon its axis once in every twenty-four hours: the extreme points of the Axis are called NORTH and SOUTH POLES.
THE EARTH moves around the Sun in 365¼ days (or one Year) at the rate of about 19 miles in every Second of time.
LINES OF LONGITUDE, or Meridians, are drawn from Pole to Pole. Midday occurs at the same time throughout the length of each Meridian; so that time is only varied in travelling East or West. LONGITUDE is measured East and West from Greenwich.
THE EQUATOR is an imaginary line drawn round the Earth from East to West an equal distance from each Pole, and divides the Earth into North and South Latitudes. LINES OF LATITUDE are drawn round the World parallel with the Equator. The TROPICS, 23 degrees North and South of the equator, are the extreme limits of the vertical rays of the Sun.

THE Solar System

Comparative View of the Principal Waterfalls

FEET (1000)	STAUBACH SWITZERLAND	LULEA SWEDEN	TOSA PIEDMT	P. YACHE SWITZ	SCHARNW SCOTL	GURA DALMAT	RUPIN ASIA	KERKA DALMATA	TROLHET SWEDEN	NIAGARA FALLS NORTH AMERICA	MINNEH. U.S.	REUSS SWITZ	TENGON FRANCE	REICH ENBACH (SWITZ)	AMBIGEL FRANCE	GREYMARD TAIL SCOTLAND	SERIO OR ADDA ITALY	SECULEJO SPAIN	GAVARNIE PYRENEES
1200																			
1000																			
800																			
600																			
400																			
200																			
100																			
0																			

GREAT DISCOVERIES, INVENTIONS, &c.

Air Gun invented, 1636.
Air Pump invented, 1650.
Alcohol invented, 1150.
America discovered, 1492.
Artillery invented, 1330.
Australia discovered, 1601.
Balloons first used, 1783.
Barometer invented, 1643.
Bayonets invented, 1671.
Bells used in Europe, 400.
Bread, utensils, Harvest, 1619.
Bullfinches discovered, 1553.
Caledonian Canal opened, 1805.
Canada discovered, 1499.
Cape of Good Hope dis., 1493.
Cape Horn discovered, 1616.
Carbonic acid discovd., 1776.
Chess invented, 600, B.C.
Chronometers discovered, 1714.
Coach, First in Europe, 1580
Compass, first used in 1302.
Cotton first made, Kendal, 1390.
Cotton spinning gin inv., 1793.
Cotton spin. machine inv. 1787
Cotton spin. frame inv. 1769.
Dice invented, 1183, B.C.
Diving Bell first used, 1508.
Electricity disc. Gilbert, 1600.
Engraving on Wood inv., 1400.
Engraving on Copper inv., 1450.
Engraving on Steel inv., 1819.
Fire Engines invented, 1669.
Frobisher's Straits disc., 1578.
Gutta-percha discovered, 1769.
Gas made from Coal, 1739
Gravitation disc., Newton, 1687.
Greenland discovered, 1578
Guillotine invented, 1792.
Gun cotton discovered, 1845.
Gunpowder invented, 1370.
Helena, St., discovered, 1502.
Hudson's Bay discovered, 1610.

GREAT DISCOVERIES, INVENTIONS, &c.

Kaleidoscope invented, 1814.
Kamtchatka discovered, 1649.
Life Boat, first, launched, 1790.
Light, refraction of, disc., 1621.
Lightning conductor inv., 1757.
Lithography invented, 1796.
Locomotive inv., Watt, 1769.
Loom, power, Cartwright, 1785.
Loom inv. by Jacquard, 1801.
Loom, steam, introduced, 1807.
Madagascar discovered, 1506.
Madeira discovered, 1345.
Microscope invented, 1590.
Newfoundland disc., 1500.
Newspaper pub. in Eng., 1663.
New Zealand discov., 1642
Nile source discov., 1863.
N.W. passage, M'Clure, 1850.
Paper mnf., Egyptians, 200 B.C.
Paper made of cotton, 1000.
Paper first mnf. of rags, 1300.
Penny Post, commenced 1840.
Photography invented, 1834.
Pianoforte invented, 1712.
Printing inv., Gutenberg, 1440
Printing press, America, 1638.
Railway by Stephenson, 1825.
Sewing Machine invtd., 1846.
Steamer lit by R. Fulton, 1803.
Steam Engine invented, 1690.
Stereotype inv., Edinb., 1735.
Stocking Frame inven., 1589.
Suez Canal completed, 1869.
Telegraph patented, 1838.
Telescope first made, 1609.
Thermometer invented, 1726
Thimbles invented, 1695.
Threshing Machines inv., 1732
Twist-frame invented, 1765.
Vaccination discovered, 1796.
Watches first made, 1477.
World circumnavigd., 1519.

FEMALE COSTUMES OF THE WORLD.

of the people of different races, pictures of national flags and arms, as well as a list of the greatest military events in history. The side margins of the work feature images of world coins in their actual size, while below the main map is a diagram of the Solar System and comparative views of the highest mountains and waterfalls; while further below is a register showcasing ‘Female Costumes of the World’, another World Map on Mercator’s Projection showing the ‘Relations & Races of Mankind’, while to either side are tables listing the populations of numerous countries, with statistics up to 1871. The corners of the composition are adorned with portraits of the great explorers, including Captain James Cook, Dr. David Livingston, Sir Walter Raleigh and Christopher Columbus.

The map was issued both in wall map form, as here, and also dissected on linen and folding into covers. While the present example is not in stellar condition, it is very rare for 19th century wall maps to survive with their original rollers and hanging string, making this a curious artifact.

We can trace only a single institutional example of the map, held by the British Library, although examples appear from time to time on the commercial market.

George Washington Bacon (1830 – 1922) was one of the most prolific mapmakers of the Victorian Era, whose ‘enthusiastic’ style of cartography perfectly matched contemporary tastes. A native of Lockport, New York, a town on the Erie Canal just east of Buffalo, in 1861 he moved to London to find has fame and fortune in the world’s greatest city.

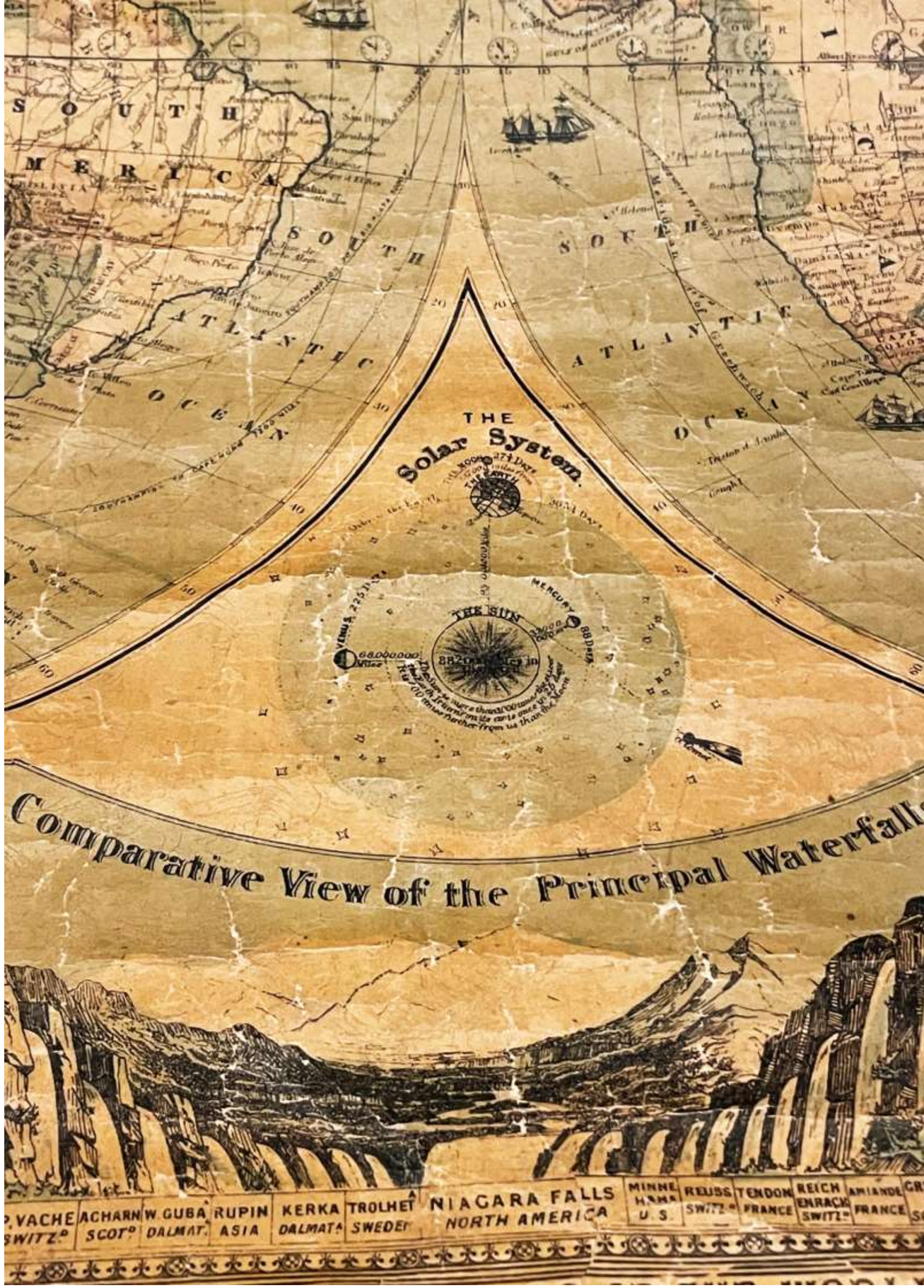
In his adopted home, Bacon established a series of businesses in a variety of fields, including selling sewing machines and importing American maps of the U.S. Civil War, but his lack of focus led him to declare bankruptcy in 1867. From then on, he realized that he should concentrate at what he did best – cartography.

In 1870, he founded G.W. Bacon & Co., with well-located premises at 127 Strand. He made very good money from buying and reprinting the plates from Edward Weller’s grimly boring, but highly popular, *Weekly Dispatch Atlas*. However, he came to be best known for his far more attractive maps of London, as well as his incredibly elaborate, decorative wall maps, such as the present work. Bacon was highly successful through the 1870s and ‘80s, and in 1893 he bought the firm of the late James Wyld II (1812-87), one of the century’s greatest mapmakers, giving him a diverse and stellar stock.

Bacon decided to retire at the age of 70, selling his firm to the Scottish map house of W. & A.K. Johnston in 1900. Johnston continued to use Bacon’s name for publications as late as 1956.

References: British Library: Cartographic Items Maps 920.(186.), OCLC: 558024179.

2.200 EUR



28. LEBANON

BEIRUT IMPRINT

اسد حبيش [Asad Hobiesh]

كتاب التحفة اللبنانية في أصول اللغة العثمانية

Beirut: مطبعة القديس جاورجيوس [Saint George's Press] 1887

8°. 195 pp., contemporary marbled boards and black cloth spine (last two pages with tiny chip in the outer white margin, binding lightly scuffed, otherwise in a good condition).

An exceedingly rare book on the Ottoman language for the Lebanese, printed by the Saint George Press in Beirut

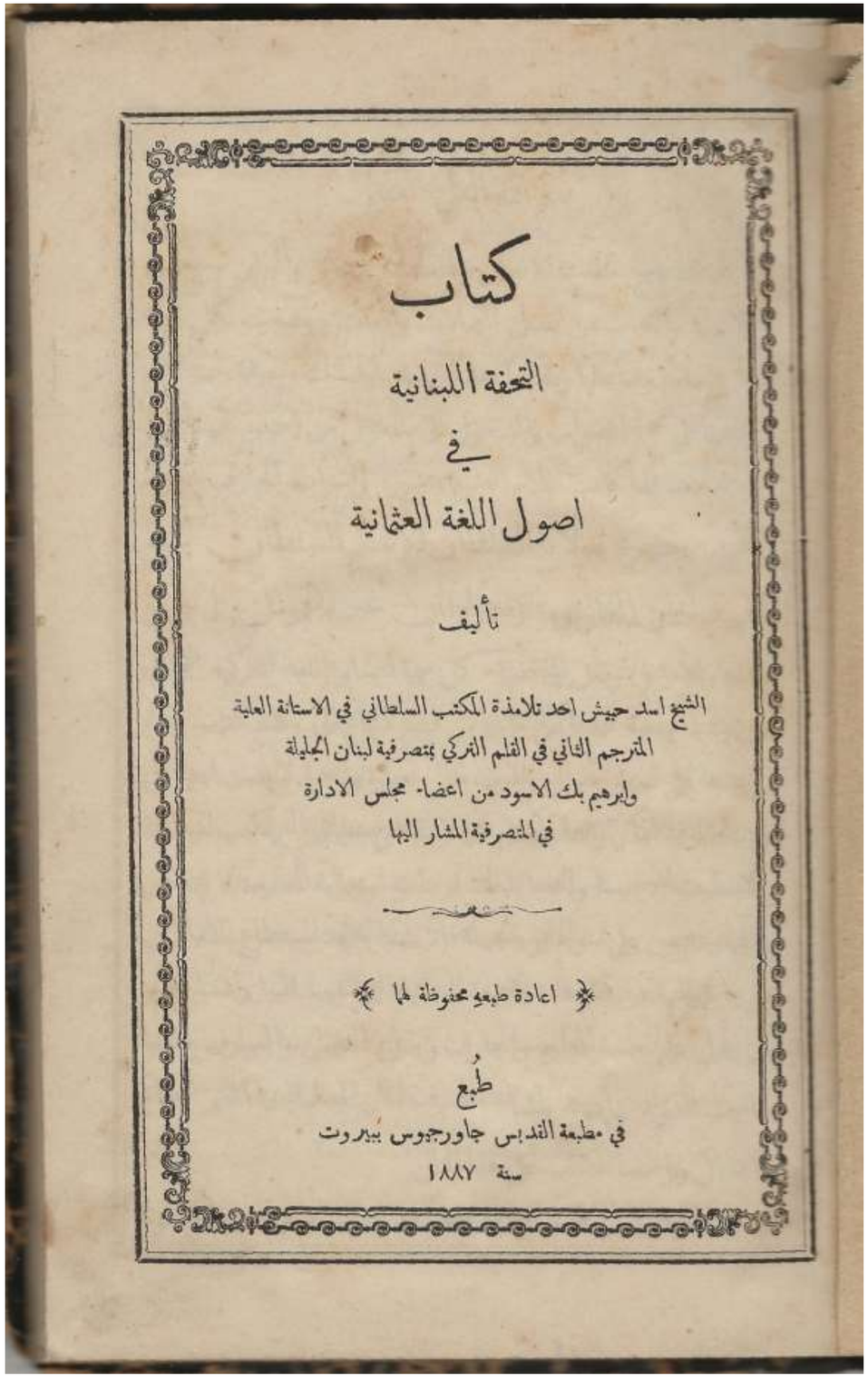
A rare book on the use of the Ottoman language for the Lebanese was written by Lebanese translator Asad Hobiesh and published by Saint George Press in Beirut. The press, connected to the 17th century Cathedral of Saint George, is the second oldest in the city. Founded in 1753, it was preceded only by a short lived Maronite printing press, founded in 1610.

The font used is a so called *al-Amerikani*, a type designed and punch-cut by Homan Hallock (1803-1894) in Istanbul and casted in Leipzig by the Tauschnitz foundry in 1841. It was invented for the American Missionary Press in Beirut, but became widely popular in the late 19th century among the foreign presses in the Middle East (for the details, see: Huda Smitshuijzen AbiFarès, Arabic Typography and the Shaping of a Modern Print Culture. In: By the Pen and What they Write. Writing in Islamic Art and Culture, 2017, pp. 237-238).

Worldcat only lists one institutional example (Holy Spirit University of Kaslik (USEK) in Lebanon).

References: OCLC 784545904.

1.200 EUR


كتاب

التحفة اللبنانية

في

اصول اللغة العثمانية

تأليف

الشيخ اسد حبيش احد تلامذة المكتب السلطاني في الاستانة العلية
المترجم الثاني في القلم التركي بمتصرفية لبنان الجليلة
وابرهيم بك الاسود من اعضاء مجلس الادارة
في المتصرفية المشار اليها

اعادة طبعه محفوظة لها

طُبع

في مطبعة القديس جاورجيوس ببيروت

سنة ١٨٨٧

29. GALLIPOLI CAMPAIGN

OTTOMAN LITERATURE

Sydney A. Mosley, author; Hüsameddin, translator.

چناق قلعه حقیقتلری

[Çanakkale Hakikatleri / The Truth About the Dardanelles]

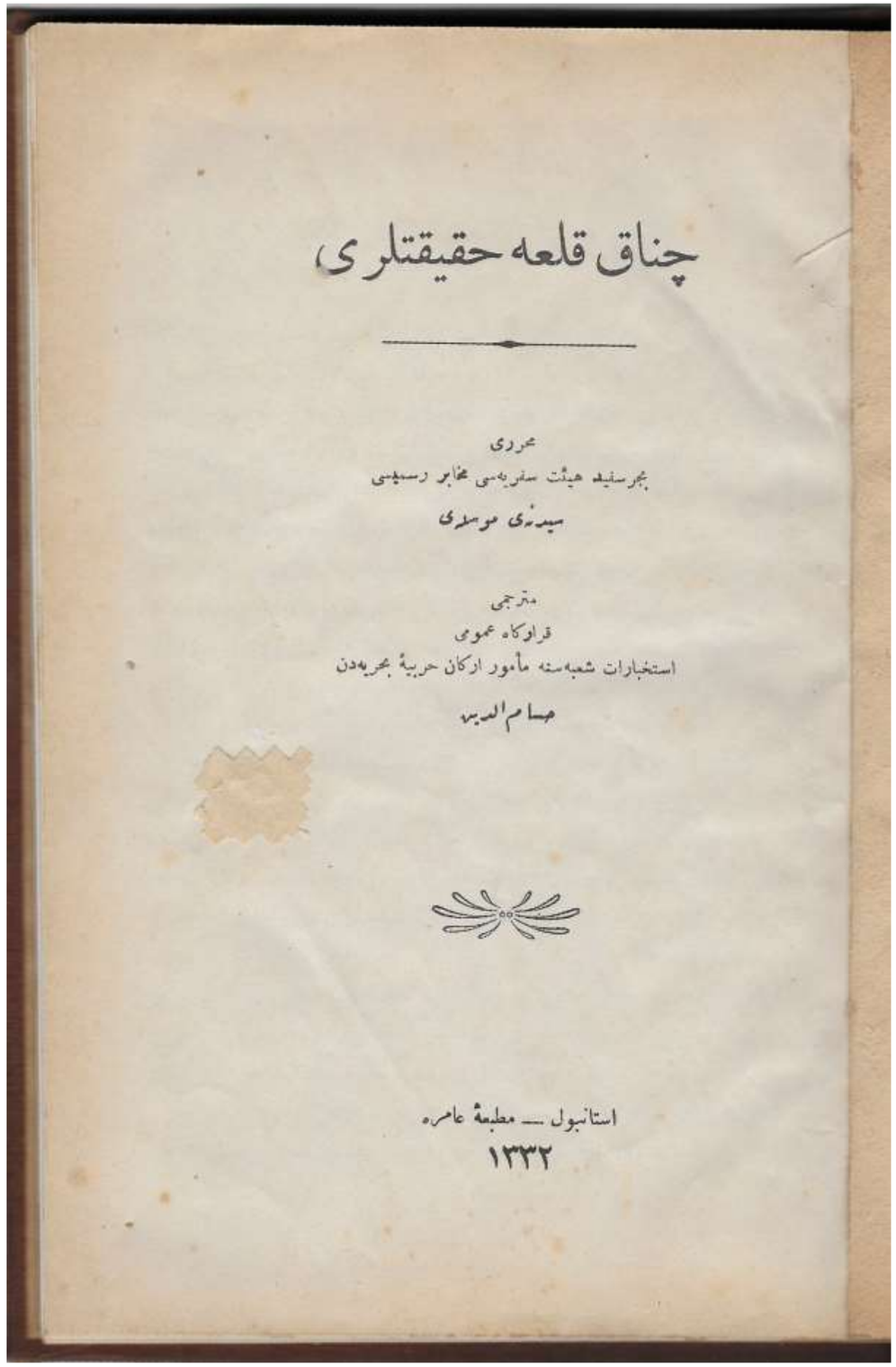
Istanbul: مطبعه عامره [Matbaa-I Âmire] 1332 [1916] (title page), 10th March 1333 (dated at the end of the text).

8°. 73 pp., later (1970s) brown cloth binding (lightly stained, four pages with traces of text from other pages, sporadic white margins trimmed, old hand-written price on the inner side of the rear board, a tiny piece of paper mounted on the title page).

An unusual book in Ottoman language is a translation of a contemporary English exceedingly personal first-account report on the Gallipoli Campaign by a British author of Jewish background Sydney A. Mosley, who was according to the original edition a “Official Correspondent with the Mediterranean Expeditionary Forces”.

References: OCLC BDK – MİL – ÖZEGE; 3236

380 EUR


چناق قلعه حقیقتلری

محرری

بحرسفید هیئت سفریه‌سی مخابر رسمیسی

سیدنی موسلی

مترجمی

قراوکاه عمومی

استخبارات شعبه‌سنه مأمور ارکان حربیهٔ بحریه‌دن

حسام الدین

استانبول — مطبعهٔ عامره

۱۳۳۲

30. GALLIPOLI CAMPAIGN

OTTOMAN LITERATURE

İBRAHIM ALAADDIN (GÖVSA) (1889 – 1949).

چاناق قلعه ایزلری

[Traces of Çanakkale: To the Eternal Heroes of the Suvla].

Istanbul: Kitâbhâne-I Hilmi, Marifet Matbaası, 1926.

8°: (18 x 12.5 cm): 83 pp., plus 4 plates, original decorative wrappers (Very Good, wrappers slightly stained with old collector's stamp, repaired tears on the spine, a tine hole in the left margin of the cover and first pages, inside in a good clean condition, unbound as originally published).

The first edition of the prominent Turkish poet and writer İbrahim Alaaddin Gövsa's historically important work featuring the report of the official Ottoman artists' delegation to the active battlefield at Gallipoli in the Summer of 1915 and containing the first printing of his complete collection of his moving poems on Gallipoli; this example featuring the spectacular illustrated cover showing an Ottoman soldier defending his country from the 'hand of imperialism', often lacking in surviving examples.



This is a stellar example of one of the great Ottoman works of literature on the Gallipoli Campaign (Turkish: *Çanakkale Savaşı*), written by İbrahim Alaaddin (who later took the surname Gövsa), one of the preeminent Turkish writers of the first half of the 20th Century. Fortunately, the present example features the spectacular original wrappers, which are often lacking on surviving examples, featuring the powerful image of an Ottoman soldier, symbolically standing over a map of the Dardanelles, bearing a sabre directed towards the outstretched, covetous hand of Western imperialism (representing the invading Entente force). This image is one of the most evocative and popular Turkish popular works of art concerning the Gallipoli Campaign, and it aptly captures the content of the text.

The genesis of the present work came in the summer of 1915, during the middle of the Gallipoli Campaign, when the Ottoman Government dispatched an official delegation of the country's leading artists (painters, writers, etc.) to the active battlefield to interview soldiers and to soak up the atmosphere first hand. From what would promise to be an overwhelming experience, the artists were then invited to create their own artworks that captured the horrors of the battle, as well celebrating the patriotic spirit of the brave Ottoman soldiers who were (so far, successfully) defending their country from invasion.

The artistic delegation included İbrahim Alaaddin, plus such esteemed figures as Ahmet Ağaoğlu, Orhan Seyfi Orhon, Enis Behiç Koryürek, Celal Sahir Erozan, Hıfzı Tevfik, Hakkı Süha Gezgin, Hamdullah Suphi Tanrıöver, İbrahim Çallı, Nazmi Ziya, Ali Canip, Ömer Seyfettin, Mehmet Emin Yurdakul, Muhiddin, Selahattin, Musikişinas Rauf Yekta, and Yusuf Razi Bey.

The party travelled from Istanbul, arriving at Gallipoli on July 15, 1915, where they visited the Arıburnu and Seddülbahir battlefields. They met many senior Turkish commanders and conversed with common Ottoman soldiers, while peering down at the enemy lines through binoculars. The party was notably given an audience with General Liman von Sanders, the supreme commander of the Ottoman-German forces in the Gallipoli Campaign. Most of the delegation remained at Gallipoli for ten days, before returning to Istanbul.

The content of the text is two-fold. It commences with the official report of the artistic delegation, as İbrahim Alaaddin was selected to be the chronicler for the group. Then there follows a series of eighteen original poems about Gallipoli, composed by İbrahim Alaaddin, that explore the overwhelming horror of the battle in which so many young men were cut down, while also extoling the extraordinary bravery and skill of the Ottoman troops as they held back the forces of Britain, the great world power. Some of the poems were written on the Gallipoli battlefield during the 1915 delegation visit, while some were composed later when the author was travelling Europe, but all of the sudden caught up in memories of Gallipoli. İbrahim Alaaddin admitted that the poems were not his most technically accomplished works; however, they compensate for their raw and sincere emotional elements, which pour out of the pages, moving even the most stoic reader.

While some excerpts of İbrahim Alaaddin's report on the delegation visit and a couple of his Gallipoli poems were first published in newspapers in 1915, the great majority of the content appears for the first time in the present first edition of *Çanakkale İzleri*, which did not appear until 1926. This issue, printed in Ottoman Turkish, appeared as a cheap pamphlet sold at street kiosks, and was an incredibly popular 'bestseller', regarded then as it is today as one of seminal artistic woks on the Gallipoli Campaign. A second edition, written in modern Turkish, was issued in 1939, and was likewise a bestseller. The work had since been reprinted in whole or in part on many occasions, keeping İbrahim Alaaddin's powerful sentiments and memories alive for new generations.

It must be emphasized that while examples of the 1926 edition appear from time to time, it is rare for an example to be found with its original illustrated wrappers. They seem to have survived on the present example only because they were contemporarily mounted to hard card covers.

İbrahim Alaaddin (Gövsa): Pioneering and Popular Turkish Intellectual

İbrahim Alaaddin (Gövsa) (1889 – 1949) was a giant figure in the intellectual life of very late Ottoman and early Republican Turkey. He was a writer, poet, educator, biographer and politician. He gained fame early in his career, publishing *Çocuk Şiirleri* [Children's Poems] (1911), considered one of the pioneering works in Turkish children's literature.

Educated in Switzerland, İbrahim Alaaddin was one of the earliest Turkish writers to apply psychology to literature. He published dozens of poems, books and newspaper articles on a wide variety of subjects, ranging from humour to serious political and psychological treatises. Serving as a member of the Turkish Parliament for many years from 1926, he became one of the country's leading 'public intellectuals'.

In addition to the present *Çanakkale İzleri*, his poem *Tavas* (1938), written to eulogize Atatürk, was immensely popular. His *Türk Meşhurları Ansiklopedisi* [Encyclopedia of Famous Turkish People] (1945-1946), has enduring importance as one of the country's great, indispensable reference works.

References: ÖZEGE, no. 3239.

550 EUR

31. MEDICINE

GYNECOLOGY

Dr. BEHZAT

طوغوم وقادين خسته لقلر ينة داير .. *Sujets libres sur la gynécologie et l'obstétrique*

Baghdad: [published by the author] 1933

8°. [2 pp.] introduction, 109 pp., [80 pp.] blank paper with three pages with notes in Ottoman and French in black ink. 110-151 pp. with first 7 pp. in Latin characters in French, [110 pp.] blank paper with one page with notes in Ottoman in black ink, [2 pp.], original pink wrappers with lettering and

Light water-staining in the upper margins, stronger water-staining on the wrappers, old annotations and corrections in pencil and black ink, small loss of paper on the spine, the lower margin of the second part cut into text with tiny loss of lettering.

A rare book on gynecology in Ottoman script by a medical doctor, active in Adana, Diyarbakır and Baghdad was only published in 20 examples for a symposium, which never took place. With contemporary annotations.

A rare book on gynecology in Ottoman script with editions in French was written by a medical doctor Dr. Behzat, who was previously employed in hospitals in Adana and Diyarbakır, but was at the time of the publication working in Baghdad.

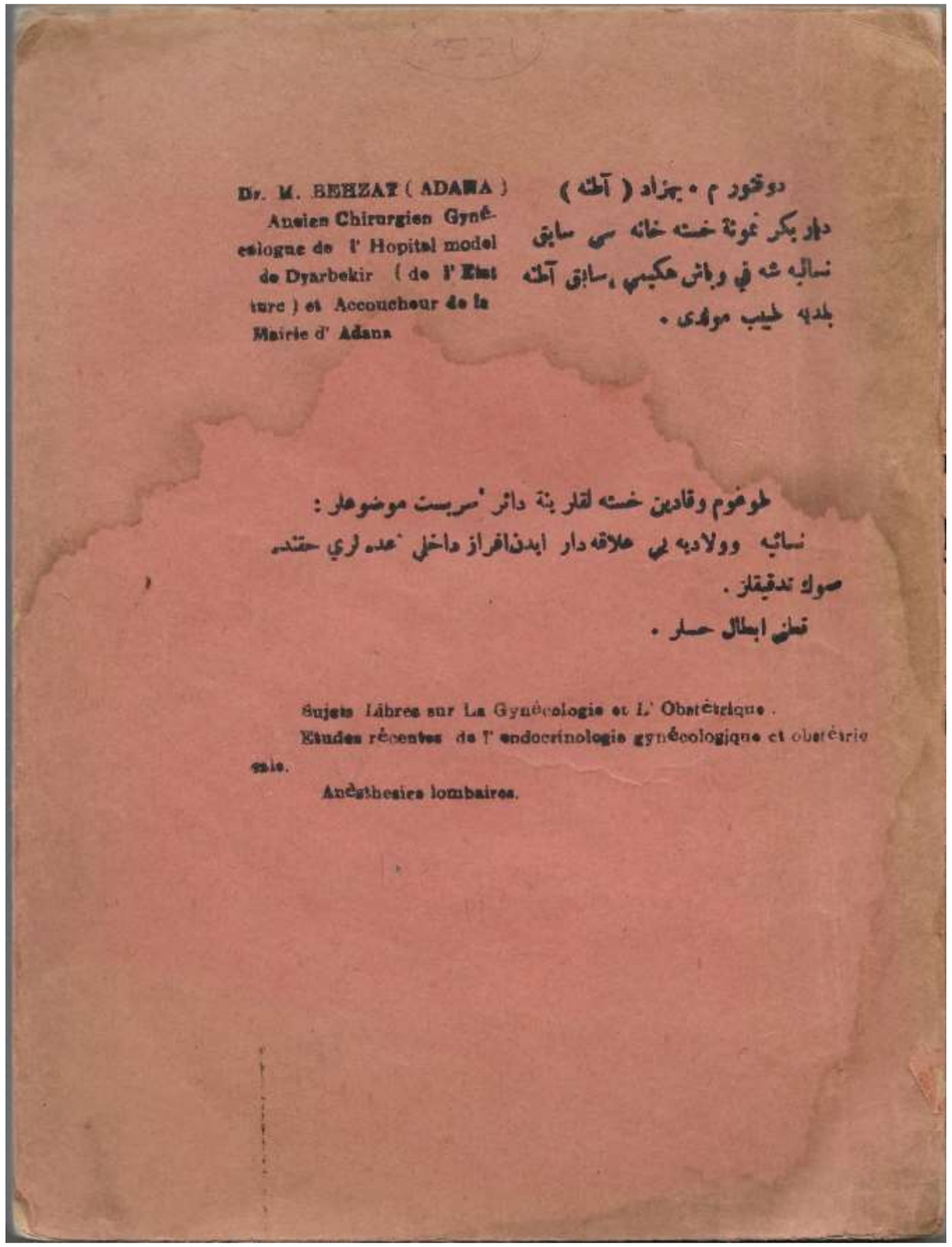
The book, which is divided in two parts includes almost 200 blank pages for annotations, was published only in 20 examples for a symposium in Istanbul, which at the end did not take place, and all the copies were for sale at the doctor’s address in Baghdad.

In the same year Dr. Behzat published his more prominent work Tıbbi-Cerrahi Kadın Hastalıkları (Medical-Surgical Gynecology).

Worldcat records one institutional example (Bibliothèque interuniversitaire de santé - PARIS-UP BIU Santé Médecine).

References: OCLC 492472805.

680 EUR


دوقتور م . بهزاد (آطنه)
دار بكر غونة خسته خانه سى سابق
نسائيه شه في وباش حكيمي ، سابق آطنه
بلديه طبيب موذى .

Dr. M. BEHZAT (ADANA)
Ancien Chirurgien Gynécologue de l' Hopital model de Dyarbekir (de l' Etat turc) et Accoucheur de la Mairie d' Adana

طوغوم وقادين خسته لقلر ينة دائر سريست موضوعلر :
نسائيه وولاديه يى علاقه دار ايدنافراز داخلى عده لرى حقنده
صوك تدقيقلر .
قطنى ابطال حمار .

Sujets Libres sur La Gynécologie et L' Obstétrique .
Etudes récentes de l' endocrinologie gynécologique et obstétrique.
Anesthesies lombaires.

32. SARAJEVO
HISTORY OF ART

Sejfudin (Sayfaddīn bin Ali) KAMURA (1863-1917)
U dvorištu Careve džamije merhum Osman Šuhdi ef. Kjutubhana
[The Kutubhane merhum Osman Shuhdi in the courtyard of the Emperor's Mosque]
Sarajevo: Islamska dionička štamparija 1334 – 1916
8°. 16 pp.

[bound together with:]

Sarajevske muftije
[Muftis of Sarajevo]
[Sarajevo: Islamska dionička štemparija 1334 – 1916]
8°. 31 pp.

Recent marbled paper spine, old dedication and signature in Ottoman on the top of the title page, without wrappers.

Minor foxing, otherwise in a good condition.

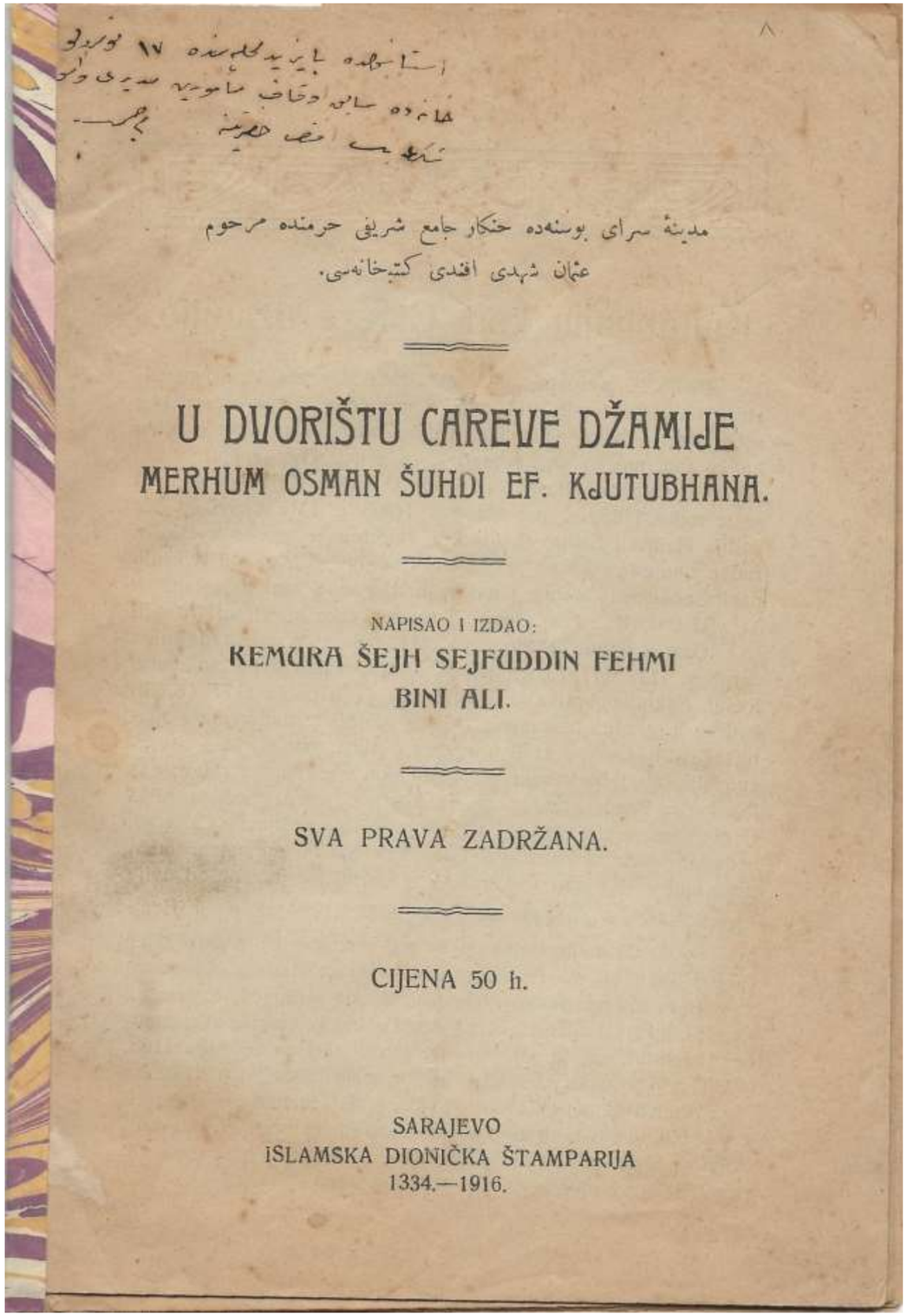
A rare pamphlet in Bosnian language with Ottoman additions describes the history of a library (kutubhane) in the courtyard of the Emperor's Mosque in Sarajevo, which was demolished in 1914 to make room for a new construction. The pamphlet, bound in the same volume, includes biographies of the muftis of Sarajevo.

The author Sejfudin Kamura (1863-1917) wrote several works on the Sarajevo and Bosnian Islamic history.

Worldcat does not list any institutional examples of the first pamphlet. One example is housed by the Croatian National and University Library. The second example is listed on Worldcat without any examples recorded in the institutions.

References: OCLC 439610891. Cf. Klara Pranjko, Hrvatski biografski leksikon KEMURA, Sejfudin (Sayfaddīn bin Ali) (2009) Hrvatski biografski leksikon (lzmk.hr).

320 EUR


مدینهٔ سرای بوسنه‌ده خدکار جامع شریفی حرمنده مرحوم
عثمان شهدی افندی کتبخانه‌سی.

U DVORIŠTU CAREVE DŽAMIJE
MERHUM OSMAN ŠUHDI EF. KJUTUBHANA.

NAPISAO I IZDAO:
KEMURA ŠEJH SEJFUDDIN FEHMI
BINI ALI.

SVA PRAVA ZADRŽANA.

CIJENA 50 h.

SARAJEVO
ISLAMSKA DIONIČKA ŠTAMPARIJA
1334.—1916.

33. SARAJEVO

AREBICA

BOSNIAN LANGUAGE IN PERSO-ARABIC SCRIPT

طلب العلم فريضة على كل مسلم و مسلمة.

تراژیتی ناوقۆ دۆژان یه سواقی مۆسلیمان ای مۆسلیمانقا

[Tražiti nauku dužan je svak musliman i muslimanka / Every Muslim Man and Woman is Obligated to Seek the Knowledge]

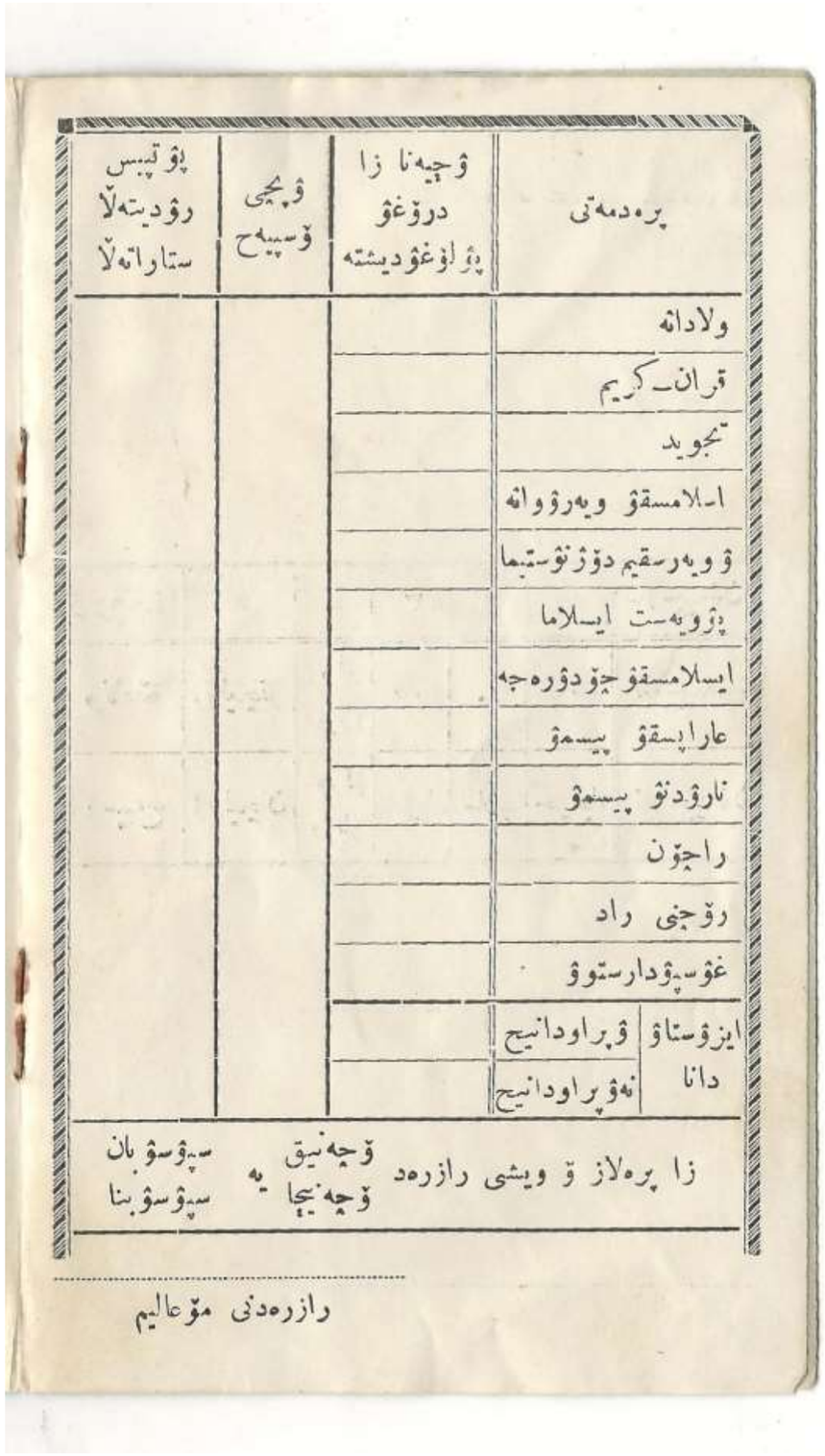
Sarajevo: Vakufsko ravnateljstvo 1939

8°, [4 pp.] with printed template, manuscript annotations and original stamps, original illustrated wrappers, stapled (minor staining, but overall in a good condition).

A Bosnian school certificate printed and written in Arebica – Bosnian language in Perso-Arabic letters

An ephemeral school certificate with hand-written annotations was published in Sarajevo. The text in Bosnian on the inside of the wrappers quotes regulations for visiting the mekteb for children and their parents.

The printed text and manuscript are written in Arebica (also Arabica), Bosnian language in Perso-Arabic letters. The images on the wrappers showcase the Emperor's Mosque in Sarajevo and Kaaba in Mecca.



پرەدمەتی	ۆچینا زا دروغۆ پۆلوغۆدیشتە	ۆبچی ۆسپیح	پۆتپس رۆدیتەلّا ستاراتەلّا
ولادانە			
قران ـ کریم			
تجوید			
اسلامسقۆ ویەرژوانە			
ۆویەرسقیم دۆژنۆستیما			
پژویەست ایسلاما			
ایسلامسقۆ جۆدۆرەجە			
عاراپسقۆ پیسمۆ			
نارۆدنۆ پیسمۆ			
راجۆن			
رۆجنی راد			
غۆسپۆدارستۆۆ			
ایزۆستاۆ دانا — ۆپراودانیج			
ایزۆستاۆ دانا — نەۆپراودانیج			

زا پرەلاز ۆ ویشی رازرەد — ۆجەنیق ۆجەنیجا یە — سپۆسۆبان سپۆسۆبنا

رازرەدنی مۆعالیم

The History of Arebica and Its Revival

Arebica, also called *Arabica, matufovica* or *mektebica,* is a type of a script, used to write Bosnian language with Perso-Arabic characters, which developed in the Ottoman Empire as a logical merge of the locally used lettering and the Slavic language, spoken in the north-most Balkan border of the Empire.

The use of the Perso-Arabic letters among the South-Slavic nations is generally speaking unique to the Muslims from the area of today's Bosnia and Herzegovina. On the other hand, other South Slavs on the territory of the Ottoman Empire preferred other scripts, connecting them with their identity and religion as the Orthodox Serbs and Bulgarians were mostly printing in Cyrillic script.

Although uncommon, Arebica in the Ottoman Empire would be comprehensible to the most South Slavs, capable of reading the official Ottoman script. Arebica adopted the letters from the Ottoman alphabet and eventually added additional characters, to clarify letters and vowels and make the script easier to read. The new characters, typical for this script are چ ـهای ڵ ـن و ژ for ž, u or o, nj, lj, I and c. Additionally, some of the letters started marking specific sounds only, which are common in Bosnian language, but were more vague in the Ottoman. Such letters were آ or ا for a, ه for e and و for v.

The beginnings of Arebica go to the 15th century. Used in what are today all rare manuscripts, the first book was printed in Istanbul only in 1868. The title was *Ovo je od virovanja na bosanski jezik kitab* (This is a Book on the Believe in Bosnian Language) by Mehmed Agić from Bosanski Brod.

Possibly less than 10 books were printed in Istanbul in Arebica until the first printing press with this types was founded in Sarajevo in 1907. The press published around 50 books, as well as magazines *Muallim*, *Tarik* and *Misbah* and two yearbooks named *Mekteb*.

The major reformer of Arebica was a Bosnian scholar and imam Mehmed Džemaluddin ef. Čaušević (1870-1938), whose script was used in the most of the 20th century books. The version is called *matufovica* or *mektebica (*مهقتەب‌ابچا) or the reformed Arebica (*reformirana arabica)* (رهفۆرمابرانا اراب‌ابچا).

The Bosnian Muslims were especially influential during the war under the government of the Independent State of Croatia, a puppet state of Nazi Germany with extreme antisemitic and anti-communist tendencies. The fascist ultra-national governor of this state, which at the time among others embraced the territory of Bosnia and Herzegovina, Ante Pavelić was born in Herzegovina and supported the Bosnian Muslims. After the war, the Bosnian Muslim press in Arebica was not supported by the Tito's government.

The first original work in Arebica after WWII was a comic *Hadži Šefko I hadži Mefko*, published in 2005.

180 EUR



34. Skopje Imprint
Modern Education

Sabri Cemil Yalkut (1882-1957)

عملی فن تدریس. ابتدائی و رشدی معلم ومعلمه لرینه و بالخاصه دار المعلمین طلبه سنه مخصوص

[Amelî Fenn-i Tedris, İptidaî ve Rüşdî Muallim ve Muallimelerine ve Bilhassa Darülmuallimin Talebesine Mahsûs / For Male and Female Teachers of Primary and Secondary school and Especially of the Students of Gymnasiums]

Istanbul: Kosova Matbaası 1326 [1910]

8°, 162 pp., [6 pp.], later marbled wrappers (unread and uncut example, lower margin slightly age-toned and brittle with small chips).

Instructions for male and female teachers, printed in Skopje, Kosovo, is an Ottoman work, influenced by *Cours de pédagogie théorique et pratique* by Gabriel Compayré. It was written by Sabri Cemil Yalkut (1882-1957) with an attempt to bring modern pedagogical approach to the Ottoman schools.

Sabri Cemil Yalkut was an important Ottoman educator, responsible for bringing modern education to many parts of the empire. He was born in Priština and was appointed, after graduating from literature in Istanbul, a director of a gymnasium of Skopje. He was later posted to Bursa, Damaskus and Balıkesir.

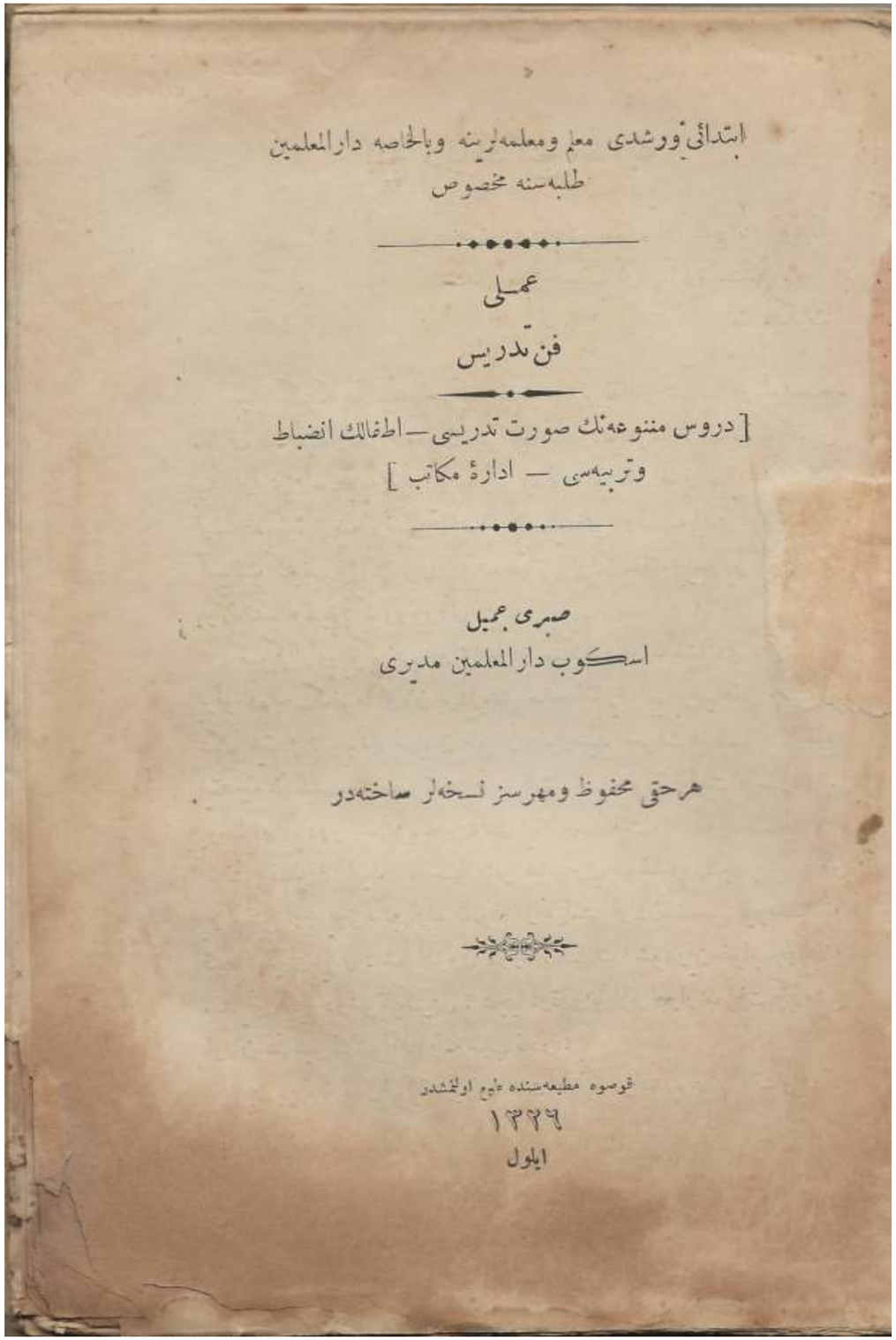
Sabri Cemil was also active as a poet and author. He supported the simplification of the Ottoman language in literature, so it would be accessible to everyone.

Worldcat lists only one example (Universiteitsbibliotheek Leiden). The others appear to be electronic copies (OCLC 961098993).

References: BDK – MİL – ÖZEGE; 606. OCLC 66763161.

680 EUR

References


ابتدائی ورشدی معلم ومعلمه‌لرینه وبالخاصه دارالمعلمین
طلبه‌سنه مخصوص

عملی
فن تدریس

[دروس متنوعه‌نك صورت تدریسی — اطفالك انضباط
وتربیه‌سی — ادارهٔ مكاتب]

صبری جمیل
اسكوب دارالمعلمین مدیری

هرحقی محفوظ ومهرسز نسخه‌لر ساخته‌در

قوصوه مطبعه‌سنده طبع اولنمشدر
١٣٢٦
ایلول

35. AMERICANA

BENJAMIN FRANKLIN

Ebüzziya TEVFIK (1849 – 1913)

بنژامن فرانقلن

[Benjamen Franklin / Benjamin Franklin. Third Edition]

Istanbul: Matbaa-i Ebüzziya 1307 [1890]

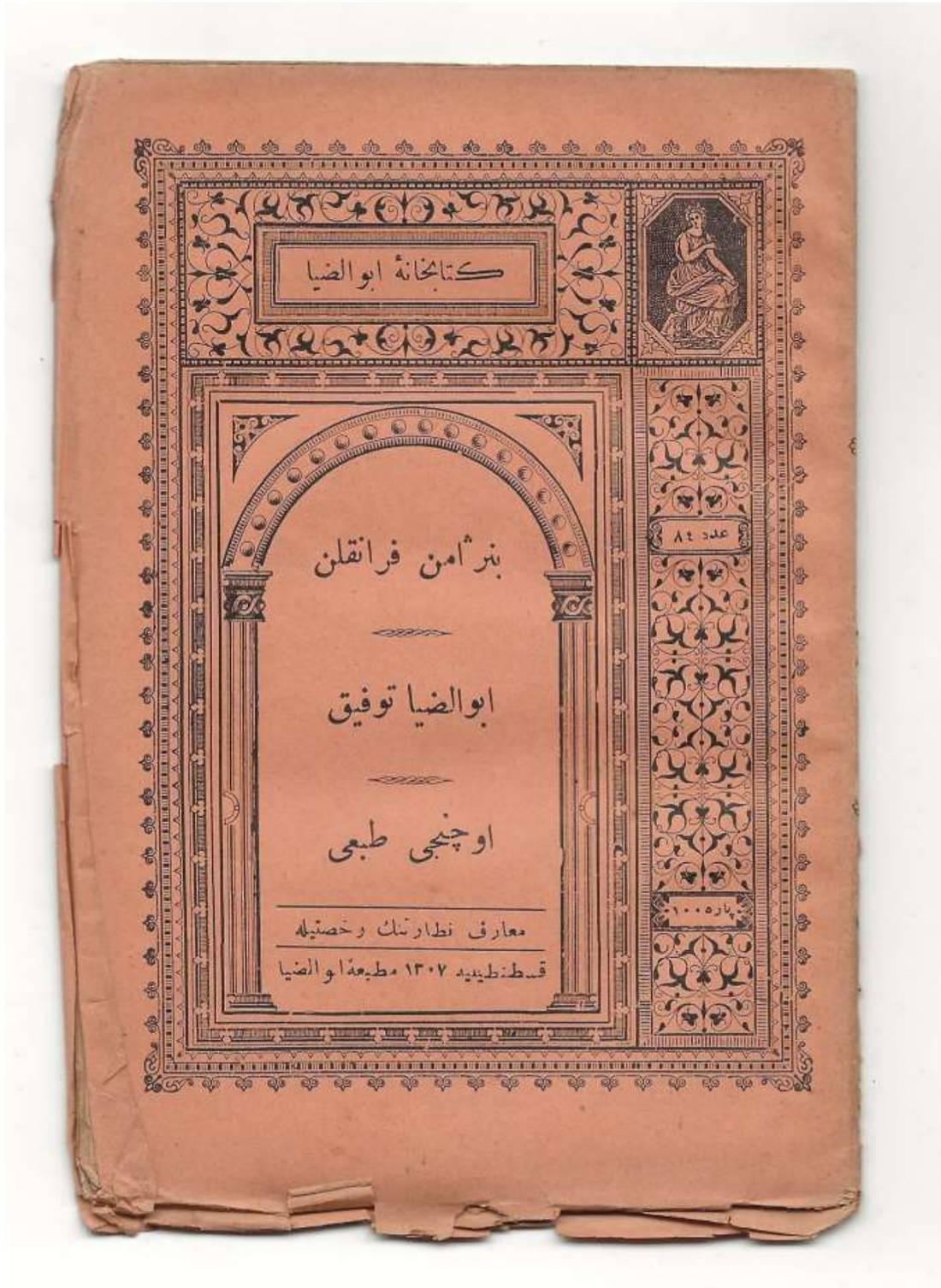
12°, 48 pp. with a portrait, original orange wrappers with lettering (uncut example, minor foxing, wrappers with tiny tears in margins)

A short biography on Benjamin Franklin with a portrait was written by an Ottoman educator Ebüzziya Tevfik (1849 – 1913).

We could find four institutional examples on Worldcat (Universiteitsbibliotheek Leiden, University of California, Los Angeles, Hungarian Academy of Sciences Library, Bavarian State Library)

References: ÖZEGE; 1840 - TBTK; 9384 OCLC 1014858844, 165099855, 65799358.

280 EUR



36. 19TH CENTURY OTTOMAN AMERICANA

William Robertson (1721 – 1793), author; Abdülgaffar Enisî, translator

آمریقا تاریخ کشفی

[Amerika Tarih-i Keşfi/ History of the Discovery of America]

Istanbul: El-Cevaib Matbaası 1297 [1880]

8°. 216 pp., contemporary black cloth boards with debossed decoration, dark calf spine with gilt decoration, pink marbled paper endpapers (title page with an old taxation stamp, minor staining and foxing, sporadic tiny tears in margins, generally in a good condition with a decorative contemporary binding).

An uncommon Ottoman version of *History of America* by William Robertson (1721 – 1793) was published in Istanbul in 1880. As often in the Ottoman press, the text is not a direct translation, but more an adaptation, in this case of only the first two volumes, possibly translated from French and not English.

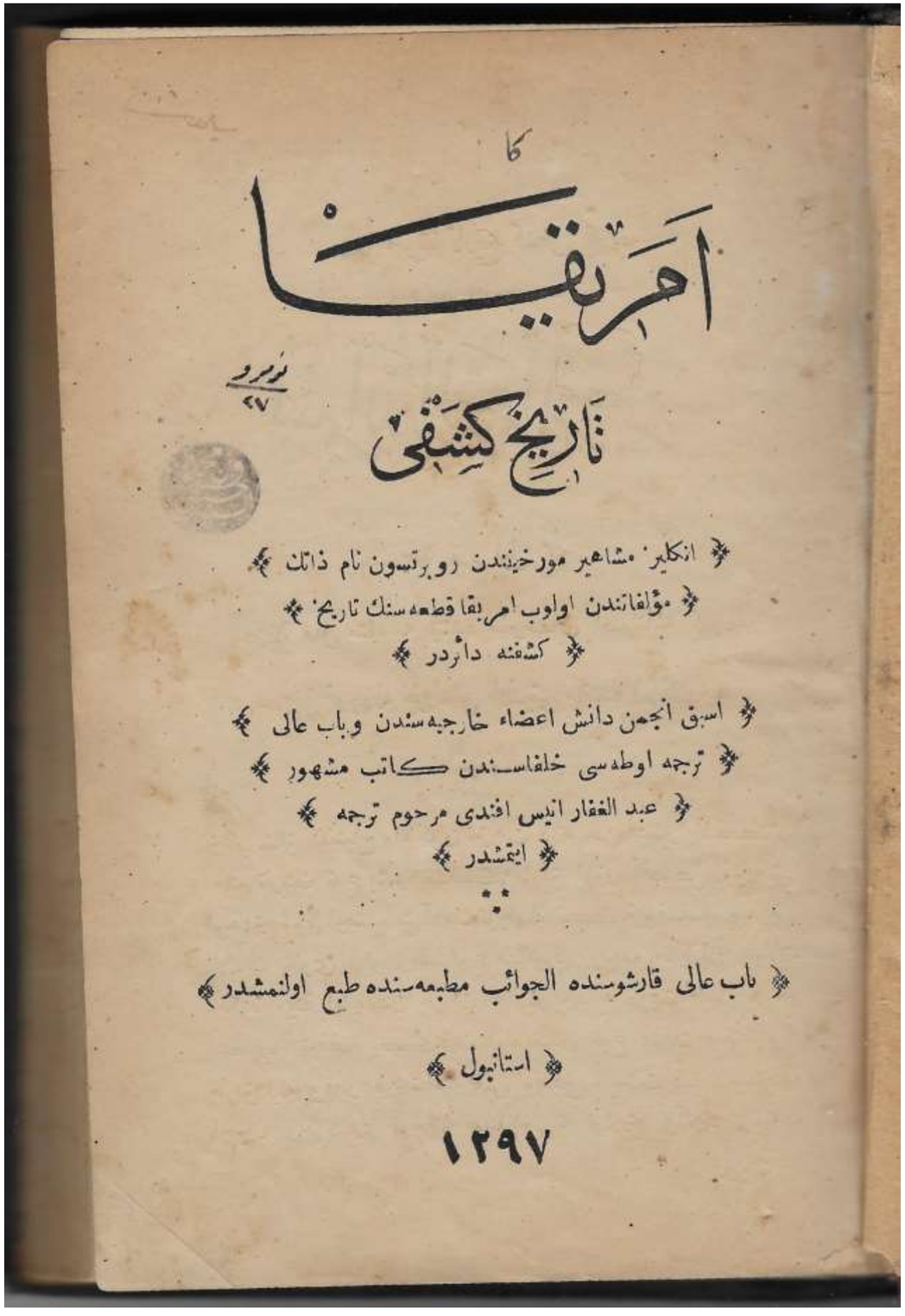
The Ottomans were always fascinated by the discovery of America and several books and pamphlets were published on the subject. Robertson's book, first published in 1777, served as a basis for all the popular biographies of Columbus. Robertson's work was first published into Ottoman in 1858 and published in Cairo. The translator Ali Rıza had to adjust with his translation, of better said adaptation of the text to the political situation and demands of the time in Egypt.

Yet it is possible, that our translation predates the Cairo one. According to the known sources, the Abdülgaffar Enisî's translation was made about 30 years before the printed edition and circulated in Istanbul as a manuscript (Johann Strauss, Nineteenth-Century Ottoman Americana, In: Frontiers of the Ottoman Imagination, 2014).

Worldcat lists three institutional examples (Yale University Library, University of Pennsylvania Libraries, Princeton University Library).

References: AEKMK - BDK - ÖZEGE; 734. OCLC 708721958, 25346190.

1.200 EUR



37. ROBINSONADE

Halil Hamid, based on a story by Daniel DEFOE (ca 1660–1731)

روبنصون قروزونه خالی آطه ده

[Robenson Kruzoe Hali Adada / Robinson Crusoe's Life on the Island]

Istanbul: Necmi-i İstikbâl Matbaası 1332 [1916]

Small 8°. 16 pp., original pink wrappers with lettering, stapled (minor age-toning, overall in a good condition).

A short original Ottoman story on Robinson Crusoe

A short Ottoman adaptation of the Robinson Crusoe story was published in 1916 in Istanbul.

In the late Ottoman Empire the stories of adventures in far-away countries were exceedingly popular and at least 9 versions of *Robinsonade* were published in Ottoman language in the late 19th and early 20th century.

Robinsonade

The story of Robinson Crusoe was based on a real life experience by a sailor Alexander Selkirk, who was marooned on Juan Fernández Island (today Robinson Crusoe Island) for over four years, between 1704-1709. Upon his return a book based on his life was published with a title *Fame of having lived four Years and four Months alone on the Island of Juan Fernandez*, which inspired Daniel Defoe (circa 1660-1731) to write *The Life and Strange Surprizing Adventures of Robinson Crusoe, Of York, Mariner: Who lived Eight and Twenty Years, all alone in an un-inhabited Island on the Coast of America, near the Mouth of the Great River of Oroonoque; Having been cast on Shore by Shipwreck, wherein all the Men perished but himself. With An Account how he was at last as strangely deliver'd by Pyrates*.

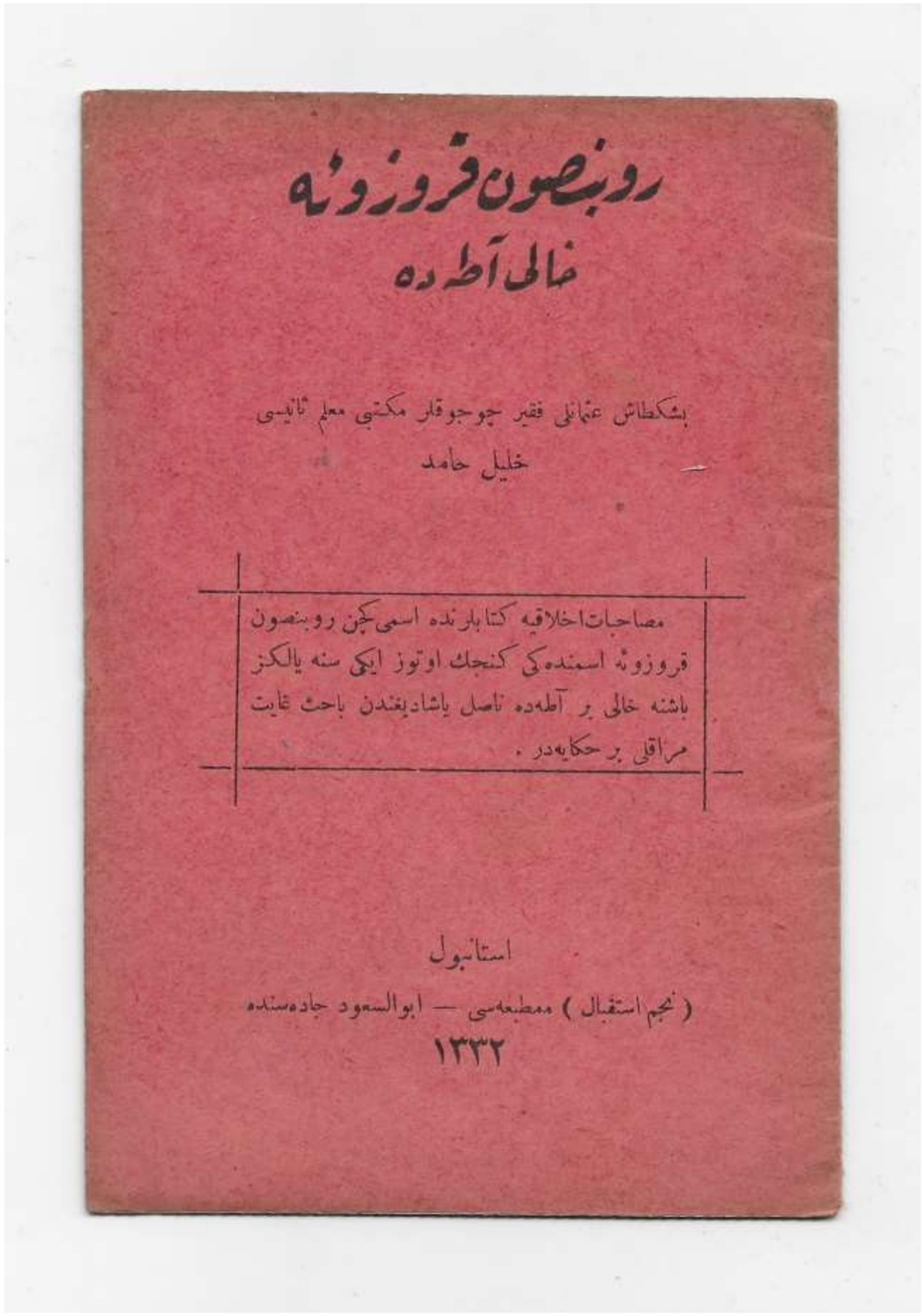
This first edition of Robinson Crusoe by Defoe was not intended to be a success. Defoe was a populistic writer of various genres and Robinson was his 412th publication. He wrote the book in a rush, because he needed money for his daughter's wedding. It was published anonymously on April 25, 1719, and war republished in on May 9, June 4, August 7 etc without definitive manuscript.

The book was a major success and soon many different variations of text with various names and stories appeared in different languages. The stories varied from entertaining and educational to moralizing.

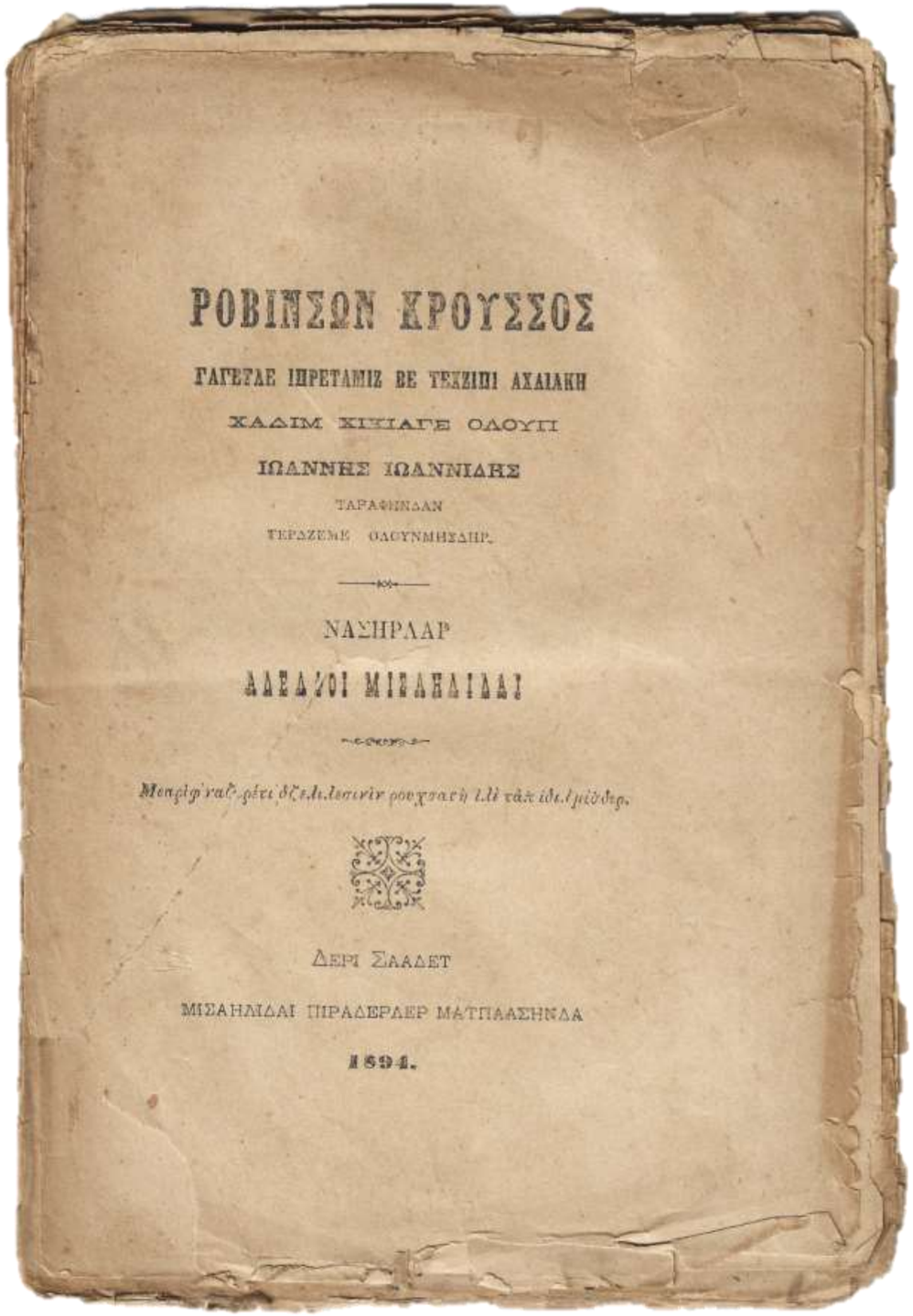
The word *Robinsonade* was first invented by German writer Johann Gottfried Schnabel in the Preface of his 1731 work *Die Insel Felsenburg* (The Island Stronghold).

References: ÖZEGE; 17030 - TBTK; 8232; 12256.

280 EUR



38. ROBINSONADE
KARAMANLI TURKISH


ΡΟΒΙΝΣΩΝ ΚΡΟΥΣΣΟΣ

ΓΑΓΕΡΤΑΕ ΙΝΡΕΤΑΝΙΖ ΒΕ ΤΕΧΖΙΠΙ ΑΧΑΙΑΚΗ

ΧΑΔΙΜ ΧΙΧΙΑΓΕ ΟΔΟΥΠΙ

ΙΩΑΝΝΗΣ ΙΩΑΝΝΙΔΗΣ

ΤΑΡΑΦΗΝΔΑΝ

ΤΕΡΔΖΕΜΕ ΟΔΟΥΝΜΗΣΔΗΡ.

ΝΑΣΗΡΛΑΡ

ΑΔΕΛΦΟΙ ΜΙΣΑΗΛΙΔΑΙ

Μαηζίφναζ ρέτι δζελδιαπτιν ρουχσαεη ιλί τάχ ιδιλμίδης.

ΔΕΡΙ ΣΑΑΔΕΤ

ΜΙΣΑΗΛΙΔΑΙ ΠΡΑΔΕΡΔΕΡ ΜΑΤΠΑΑΣΗΝΔΑ

1894.

Yannis Yannidis (Ionnidis), based on a story by Daniel DEFOE (ca 1660–1731)

ΡΟΒΙΝΣΩΝ ΚΡΟΥΣΣΟΣ

[Robinson Kroussos / Robinson Crusoe]

Istanbul: Mihalidis Biraderler Matbaasında 1894

8°. 92 pp. with original wrappers (slightly age-toned, mostly in margins, small tears and loss of paper in white margins, front wrapper with missing small piece of corner, last two pages with light scratches and larger tears and folds in the outer white margins, first two pages with a long wormhole, but without loss of text=

A very rare, seemingly unrecorded version of Robinson Crusoe in Karamanlı Turkish dialect, written in Greek letters and spoken by a community of Turkish-speaking Orthodox Christians, was printed in a limited edition for subscribers and was dedicated to epitropos of Eskişehir

This is an exceedingly rare, seemingly unrecorded example of a version of a story of Robinson Crusoe, written a Karamanlı Turkish.

Karamanlı Turkish language was a dialect of Turkish, spoken by a community of Turkish-speaking Orthodox Christians, who lived in Anatolia until the Greek-Turkish population exchange in 1923. The script finally disappeared in 1928, when Turkey changed the official alphabet to Latin.

The book was printed for circa 80 subscribers, which are named on the last pages. Most of them came from Istanbul, and nine subscribers were from Anatolia. The book is dedicated to the epitropos of Eskişehir, an higher official (lit. guardian) of a Greek Orthodox church in the Anatolian city Eskişehir, located between Istanbul and Ankara.

All Karamanlı Turkish books are rare and are usually dedicated to religious subjects, that is why this Robinsonade is especially intriguing.

No examples are recorded on Worldcat non in Turkish libraries.

1.600 EUR

39. IRAQ

POLITICAL PROPAGANDA

احرار العراق. انتفاضة العراق الأخيرة عرض وتحليل

[Free Iraq. The Recent Uprising in Iraq. Views and Analysis]

[S.l., S.n., S.d., but Iraq, 1958]

8°. 115 pp. (p. 86 wrongly numbered as 68), original wrappers with illustrated cover, stapled (wrappers slightly scuffed, slightly ager-toned, old hand-written number on the back cover, otherwise in a good condition).

A rare propaganda pamphlet, printed by Iraqi nationalist officers in 1958, at the time of the coup, which led to the formation of the Iraqi Republic, was dedicated to all the Arab revolutionists from Algiers to Suez and to the East for their fight against the colonialism

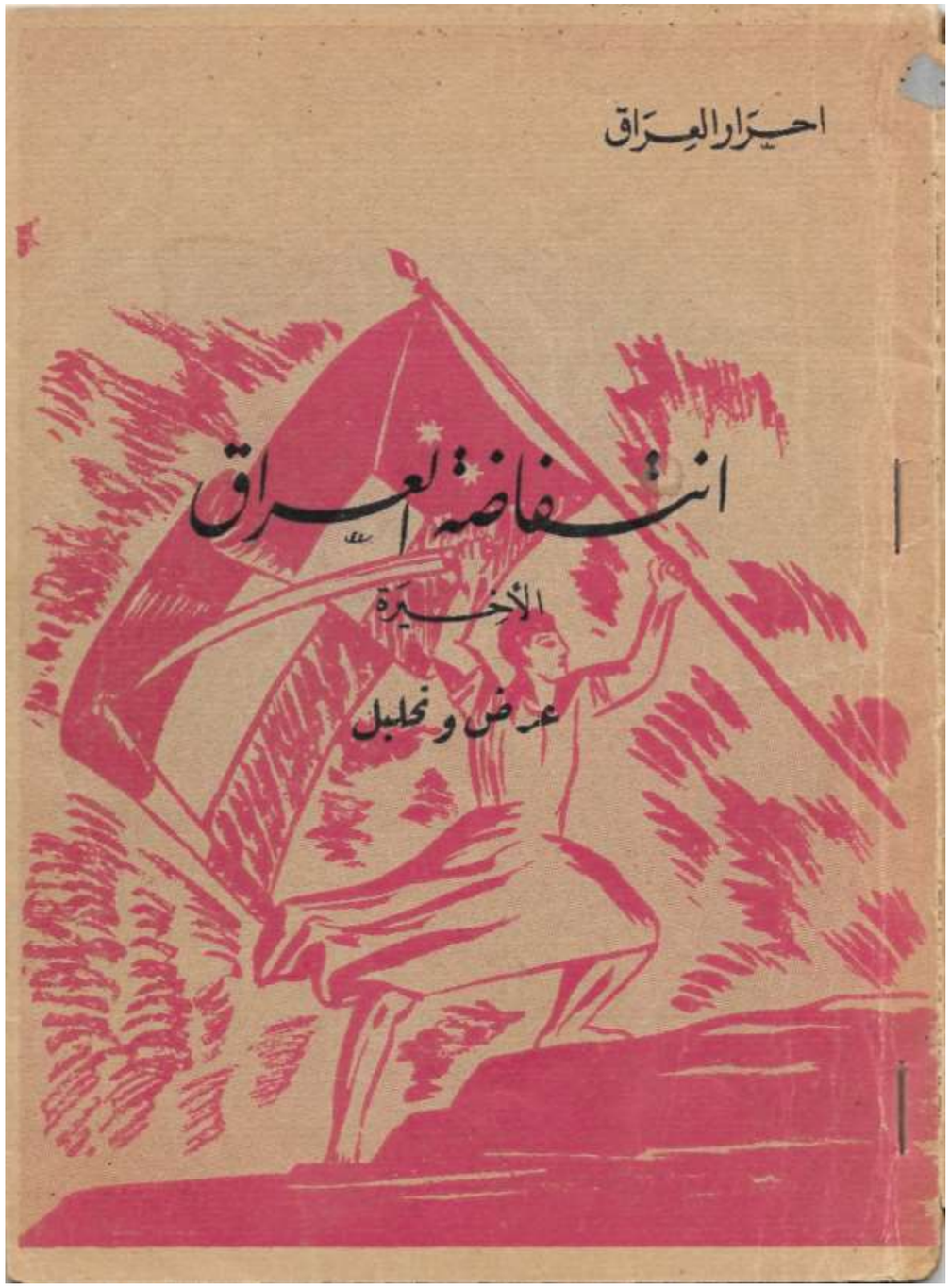
This crude ephemeral pamphlet was printed in Iraq, in 1958, during the coup d'état, also known as the *14 July Revolution*, against the pro-British Hashemite government of the prime minister Nuri al-Said and king Faisal II. The coup was lead by the Arab and Iraqi nationalist officers, known as “Free Officers”. Faisal II, Prince 'Abd al-Ilah, and Nuri al-Said were all killed during the uprising, and the Iraqi Republic was founded. The new prime minister became Abd al-Karim Qasim, who would himself lose his live five year later in a revolution (please see our next item).

The movement was influenced by the Egyptian group *The Free Officers* of Egypt and Sudan, that instigated the Egyptian Revolution of 1952.

The introduction dedicates the book to all the Arab revolutionist, who are fighting against the colonialism.

Worldcat lists no institutional examples, but mentions the title in the Arab Union Catalog (OCLC 4770924023, 4770904654, 4770895299, 4771442226).

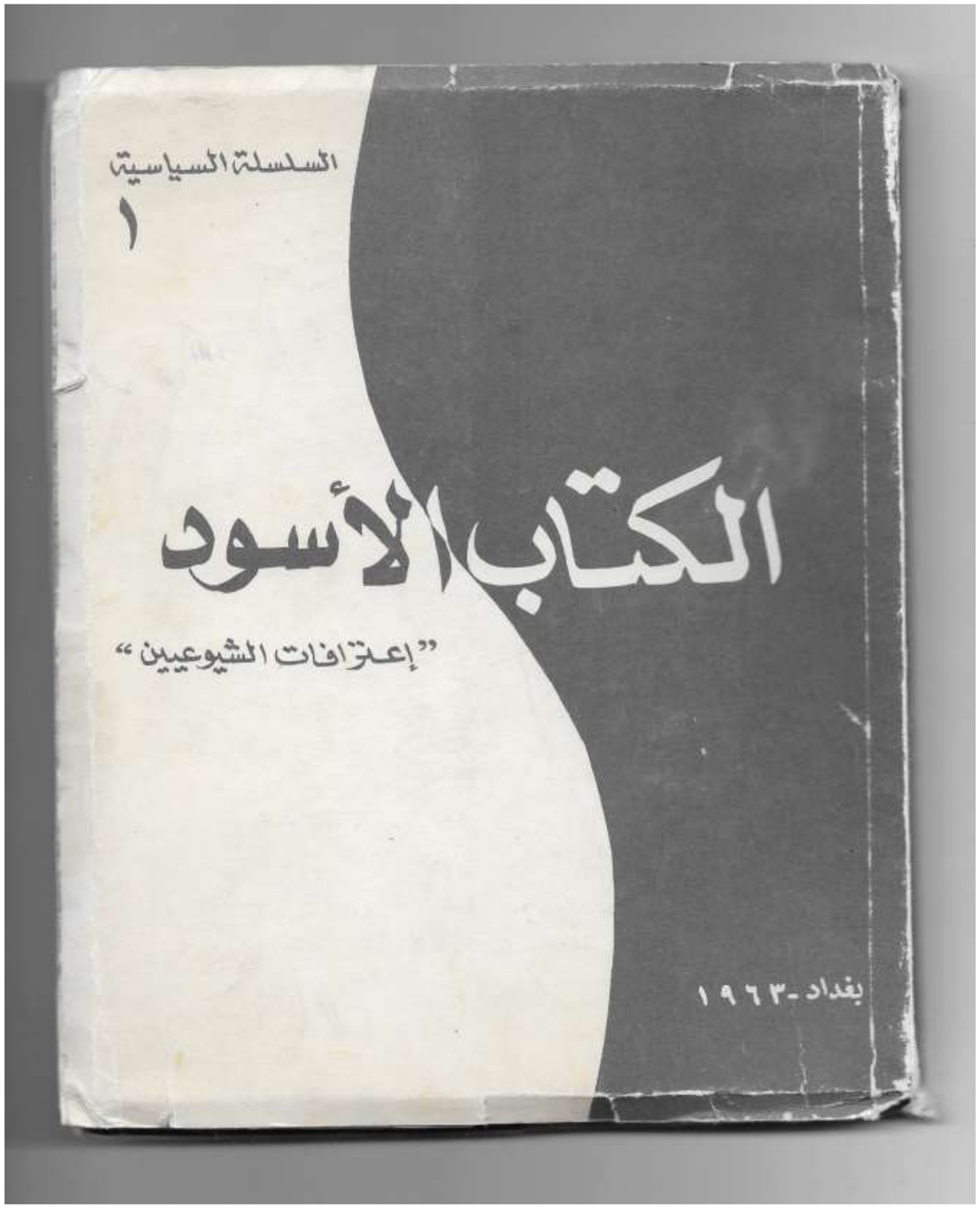
440 EUR



40. Iraq

Political Propaganda

Anti-Communism



وزارة الارشاد [Ministry of Guidance]

الكتاب الأسود : اعتراف الشيوعيين

[The Black Book: Confession of the Communists]

Baghdad: وزارة الثقافة والإعلام [Ministry of Culture and Media] 1963

Large 8°. 123 pp., black and white wrappers with flaps (wrappers slightly worn with tiny tears and folds, otherwise in a good condition).

An anti-Communist propaganda publication, issued immediately after the Iraqi 1963 Ramadan Revolution

A book in Arabic language, published immediately after the so called Ramadan Revolution in Iraq, was published as a part of the governmental anti-communist propaganda in 1963.

The Ramadan Revolution, also called the 8 February Revolution and the February 1963 coup d'état, overthrew the government of the Prime Minister of Iraq, Abd al-Karim Qasim, who supported the Communist Party and was shot after a short trial. The new government organized a prosecution and a massacre of hundreds of suspected communists.

This book quotes alleged confessions of the famous politicians or their relatives, former members of the Communist Party, who give lengthy reports on their activities, admit their wrongdoings and false paths. The statements are written, also facsimiled, and transcribed from the oral confessions.

Worldcat lists no institutional examples, but mentions the title in the Arab Union Catalog

References: OCLC 4770406287.

380 EUR

41. SERBO-CROATIAN PRINTING IN CHILE

Andrés Rajević BEZMALINOVIĆ

Curso básico de idioma croataservio para hispanohablantes

Santiago, Chile : Cergnar 1979

Small 4°. 531 pp., [12 pp.], original illustrated wrappers (wrappers scratched and bumped on the corners and with small tears and scratches on the surface, inside in a good, clean condition with minimal age-toning).

A thick book for learning Serbo-Croatian language for Spanic speakers was supported by the Yugoslav immigrans in Chile.

The last pages list the names of the persons, who financially supported the publication. Members of "Jugoslovenski Dom u Chile" were mostly Croatian and Serbian, with also some Jewish names present.

Worldcat only lists one institutional example (Dibam Biblioteca Nacional de Chile).

References: OCLC 55465002.

220 EUR



42. HORSES

HORSE MEDICINE

Mirliva Mehmed Faik Paşa

مواریلره مخصوص جیب کتابی

[Süvarilere Mahsûs Cep Kitabı / Pocket Book for Cavalry]

Istanbul: Mekteb-i Harbiye-i Şâhâne Matbaası 1312 [1895]

Large 8°, 314 pp., boards with modern marbled paper, original calf spine with gilt decoration, original marbled paper endpapers (with light foxing and staining, p. 27-28 cracked in the upper part, a tear on p 192 repaired with old transparent paper).

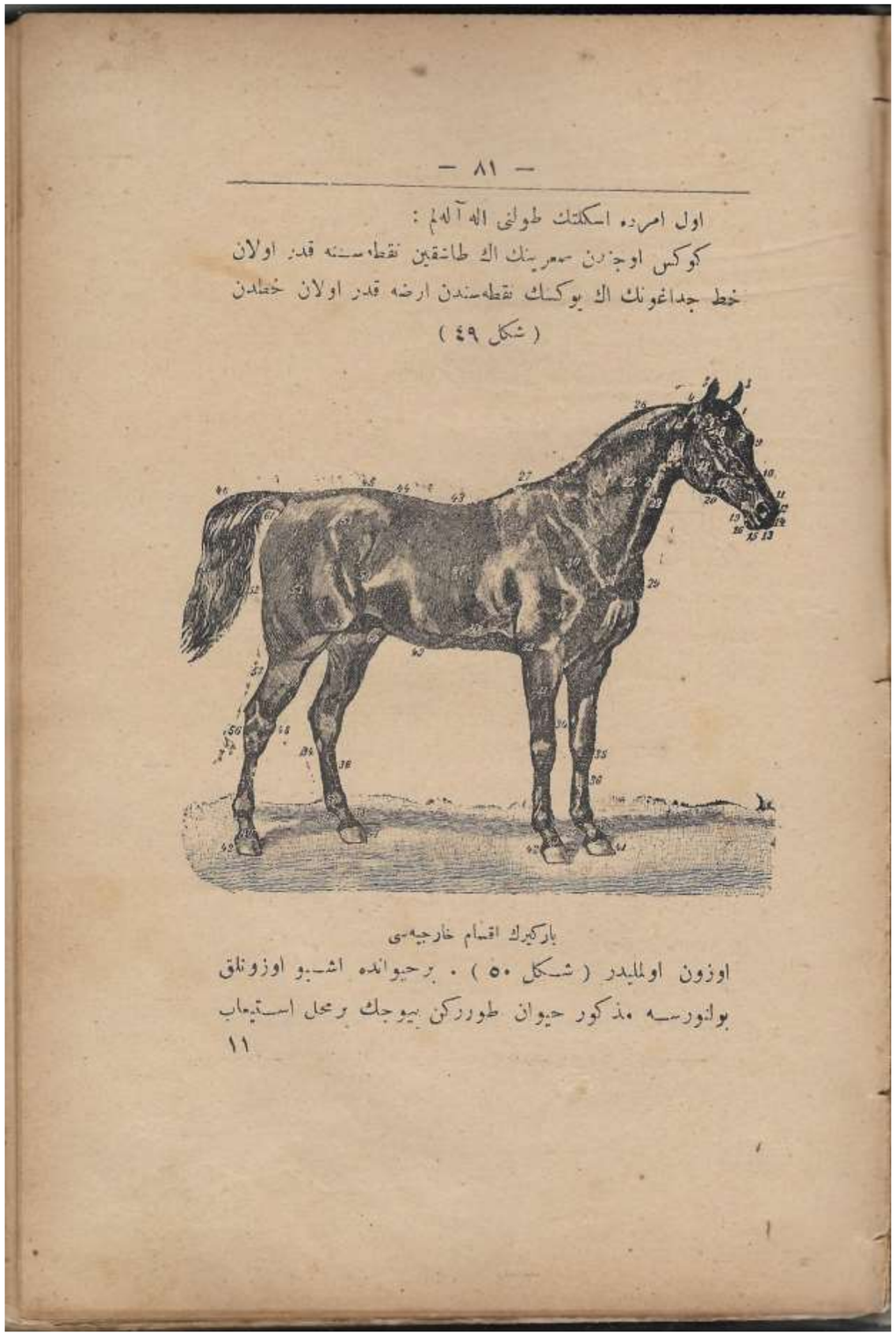
A detailed rare Ottoman book on horses, horse medicine, buying and selling the horses, correct movement, equipment and maintenance was written by an Ottoman army officer Mirliva Mehmed Faik Paşa. The text is accompanied with black and white images.

This is the first edition. The second was published five years later.

We could not find any institutional examples on Worldcat.

References: ÖZEGE; 18514.

1.200 EUR



43. Greek Underground Printing – WWII

Women's Voting Rights in Greece

Πολιτική Επιτροπή Εθνικής Απελευθέρωσης [Political Committee of National Liberation]

ΛΑΟΣ ΚΑΙ ΣΤΡΑΤΟΣ / Όργανο των αξιωματικών και μαχητών του Σ3 / Αριθ. 1. / Αθήνα 10 Απρ. 1944

[PEOPLE AND ARMY / INSTITUTION OF THE OFFICERS AND FIGHTERS OF S3 / NO. 1. / ATHENS 10 APR. 1944]

Large 4°, [4 pp.] mimeographed text (Very Good, missing staples).

A rare ephemeral newspaper in Greek, printed during WWII by the resistance, the so called Mountain Government, was made for the occasion of secret elections.

It was the first time in the history of Greece, that women were allowed to vote.

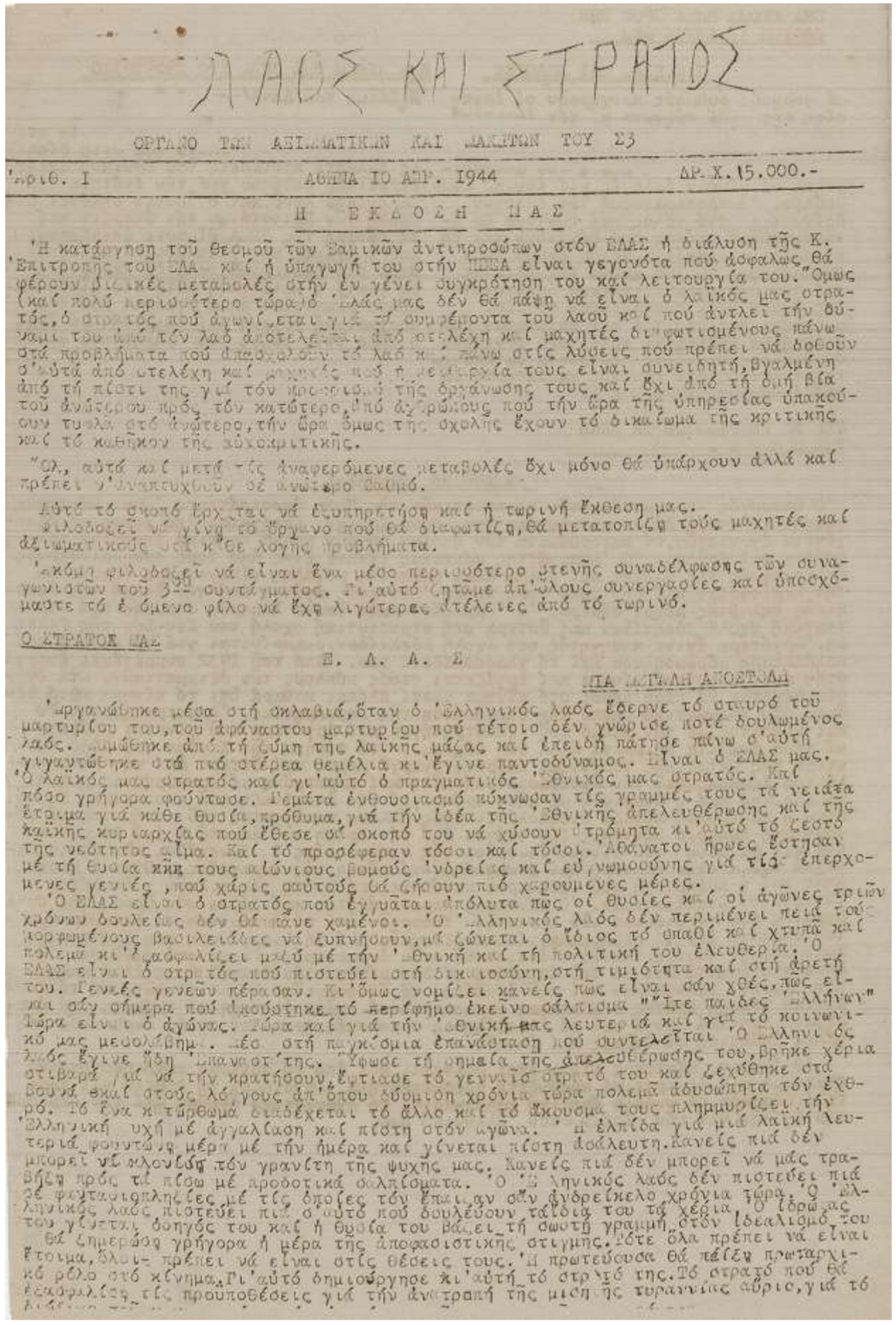
A rare ephemeral mimeographed newspaper was printed by the Political Committee of National Liberation (Πολιτική Επιτροπή Εθνικής Απελευθέρωσης), also known as PEEA or Mountain Government, a Communist Greek resistance group during WWII. This anti-Fascist resistance movement organized secret elections in late April 1944, which was attended by over 1,5 million people from the liberated parts of Greece and also from still occupied Athens.

It was the first time in the history of Greece, that women were allowed to vote.

The Mountain Government stood behind the ideas of equal political and civil rights for men and women and included a surprisingly large amount of women, as the years of war brought a shortage of men. It was the first time, that many of the Greek women received an opportunity to educate themselves and take important functions in the organization.

We could not find any institutional examples.

750 EUR



ΛΑΟΣ ΚΑΙ ΣΤΡΑΤΟΣ

ΟΡΓΑΝΟ ΤΩΝ ΑΞΙΩΜΑΤΙΚΩΝ ΚΑΙ ΜΑΧΗΤΩΝ ΤΟΥ Σ3

Αριθ. I — ΑΘΗΝΑ 10 ΑΠΡ. 1944 — ΔΡ. Χ. 15.000.-

Η ΕΚΔΟΣΗ ΜΑΣ

Η ΕΚΔΟΣΗ ΜΑΣ

Η καταργηση του θεσμου των Ελληνικων αντιπροσωπων στον ΕΛΑΣ η διαλυση της Κ. Επιτροπης του ΕΛΑ και η υπαγωγη του στην ΠΕΕΑ ειναι γεγονοτα που αφαλως θα φερουν βαθιες μεταβολες στην εν γενει συγκροτηση του και λειτουργια του. Ομως (και πολυ περισσοτερο τωρα) ο Ελας μας δεν θα παψη να ειναι ο λαικος μας στρατος, ο στρατος που αγωνιζεται για τα συμφεροντα του λαου και που αντλει την δυναμι του απ' τον λαο αποτελειται απο στελεχη και μαχητες διαφωτισμενους πανω στα προβληματα που απασχολουν το λαο και πανω στις λυσεις που πρεπει να δοθουν σ' αυτα απο στελεχη και μαχητες που η μεγαλυτερια τους ειναι συνειδητη, βγαλμενη απο τη πιστη της για τον προσανατολισμο της οργανωσης τους και οχι απο τη δυη βια του αναστερου προς τον κατωτερο, απο αγραμματους που την ωρα της υπηρεσιας υπακουουν τυφλα στα ανωτερα, την ωρα ομως της σχολης εχουν το δικαιωμα της κριτικης και το καθηκον της αυτοκριτικης.

Ολ., αυτα και μετα τις αναφερομενες μεταβολες οχι μονο θα υπαρχουν αλλα και πρεπει ν' αναπτυχθουν σε ανωτερο βαθμο.

Αυτο το σκοπο ερχεται να εξυπηρετηση και η τωρινη εκθεση μας.

Χιλιαδες να γινη το οργανο που θα διαφωτιση, θα μετατοπιση τους μαχητες και αξιωματικους απο κ' εκει λογης προβληματα.

Εκαμη φιλοδοξει να ειναι ενα μεσο περισσοτερο στενης συναδελφωσης των συναγωνιστων του Σ3ου συνταγματος. Γι' αυτο ζηταμε απ' ολους συνεργασιες και υποσχομαστε το επομενο φυλλο να εχη λιγωτερες ατελειες απο το τωρινο.

Ο ΣΤΡΑΤΟΣ ΜΑΣ

Ε. Λ. Α. Σ

ΤΑ ΜΕΤΩΠΑ ΑΠΟΣΤΟΛΙ

Οργανωθηκε μεσα στη σκλαβια, οταν ο Ελληνικος λαος εβγαινε το σταυρο του μαρτυριου του, του αφαναστου μαρτυριου που τετοιο δεν γνωρισε ποτε δουλωμενος λαος. Συμμαθηκε απο τη ζωη της λαικης μαζας και επειση πατησε παγω σ' αυτη γιγαντωθηκε στα πιο στερεα θεμελια κι' εγινε παντοδυναμος. Ειναι ο ΕΛΑΣ μας. Ο λαικος μας στρατος και γι' αυτο ο πραγματικος Εθνικος μας στρατος. Και ποσο γρηγορα φουντωσε. Γεματα ενθουσιασμο πυκνωναν τις γραμμες τους τα νειαηα εταιρια για καθε θυσια, προθυμα, για την ιδεα της Εθνικης απελευθερωσης και της λαικης κυριαρχιας που εθεσε σ' σκοπο του να χυσουν ποτομητα κι' αυτο το ζεστο της νεοτητος αιμα. Και το προσφεραν τοσοι και τοσοι. Αθανατοι ηρωες εστησαν με τη θυσια και τους αιωνιους θρυους ενοτητας και ευημοσυνης για τις επερχομενες γενιες, που χαρις αυτους θα ζησουν πιο χαρουμενες μερες.

Ο ΕΛΑΣ ειναι ο στρατος που εγγυαται απολυτα πως οι αγωνες τριων χρονων δουλειας δεν θα πανε χαμενοι. Ο Ελληνικος λαος δεν περιμενει πια του καρφωμενους βασιλειαδες να ξυπνησουν, μα ζωνεται ο ιδιος το σπαθι και χτυπα και πολεμα κι' αφανιζει μαζυ με την Εθνικη και τη πολιτικη του ελευθερια. Ο ΕΛΑΣ ειναι ο στρατος που πιστευει στη δικαιοσυνη, στη τιμιοτητα και στη αρετη του. Γενιες γενεων περασαν. Κι' ομως νομιζει κανεις πως ειναι σαν χθες, πως ειναι σαν σημερα που ακουστηκε το περιφημο εκεινο σαλπισμα "Ιτε παιδες Ελληνων" Τωρα ειναι ο αγωνας. Τωρα και για την Εθνικη μας λευτερια και για το κοινωνικο μας μεσολαβημα. Δεν στη παγκοσμια επανασταση που συντελειται Ο Ελληνας εγινε πια Σπαρτιατης. Υψωσε τη σημαια της απελευθερωσης του, βρηκε χερια στιβαρα για να την κρατησουν, φτιαξε το γεννητο στρατο του και ξεχυθηκε στα βουνα και στους λογους απ' που δουλια χρονια τωρα πολεμα αδυσωπητα τον εχθρο. Το ενα κορμα διαδεχεται το αλλο και το ακουσμα τους πλημμυριζει την Ελληνικη υχη με αγγαλιαση και πιστη στον αγωνα. Η ελπιδα για μια λαικη λευτερια φουντωνει μερα με την ημερα και γινεται πιστη ασαλευτη. Κανεις πια δεν μπορει να κλονισθη πον γρανιτη της ψυχης μας. Κανεις πια δεν μπορει να μας τραβηξη προς τα πισω με προδοτικα σαλπισματα. Ο Ελληνικος λαος δεν πιστευει πια σε φαντασιοπληξιες με τις οποιες τον επαιζαν σαν ανδρειχελο χρονια τωρα. Ο Ελληνικος λαος πιστευει πια σ' αυτο που δουλευουν παλια του τα χερια. Ο ιδρωτας του γινεται δοηγος του και η θυελα του βαζει τη σωστη γραμμη στον ιδεαλισμο του.

Θα ξημερωση γρηγορα η μερα της αποφασιστικης στιγμης. Τοτε ολα πρεπει να ειναι ετοιμα, ολοι πρεπει να ειναι στις θεσεις τους. Η πρωτευουσα θα παιξη πρωταρχικο ρολο στο κινημα. Γι' αυτο δημιουργησε κι' αυτη το στρατο της. Το στρατο που θα εξαφανιση τις προυποθεσεις για την αναπαφη της μισητης τυραννιας αφριο, για το

44. PARTISAN UNDERGROUND PRINTING

Josip BROZ – TITO (1892 –1980), ; Milovan ĐILAS (1911-1995) et al.

Proleter. Organ Centralnega komiteja Komunistične Partije Jugoslavije

[Proletarian. Organ of a Central committee of the Yugoslav Communist Party]

[Slovenia]: Pokrajinski komitet Komunistične Partije Slovenije za Primorsko Slovenijo [County Committee of the Slovenian Communist Party for Primorsko] – publisher, Jelenk – printer, January 1944.

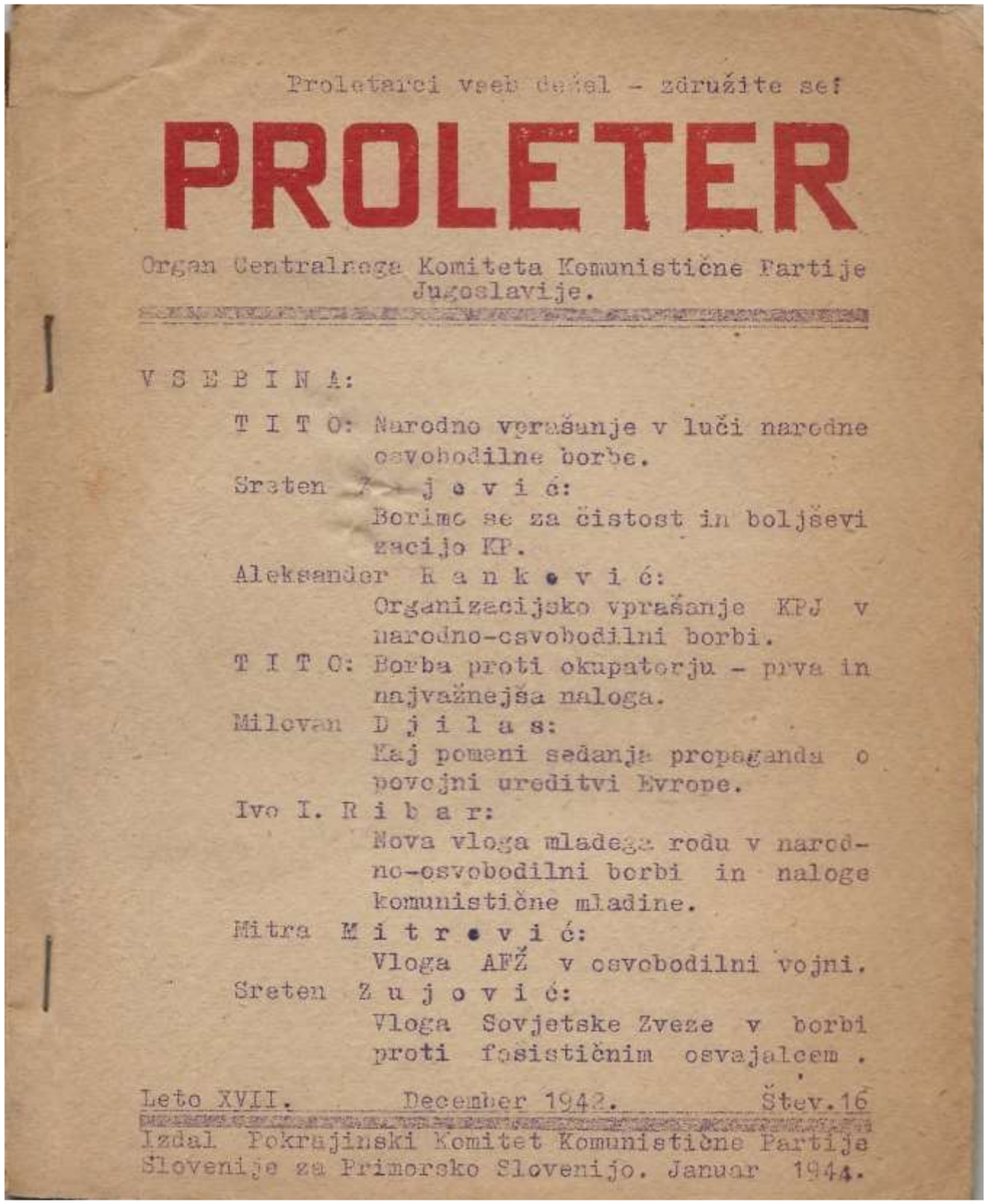
8°. 91 pp. mimeographed text, original wrappers with mimeographed lettering and title in red linocut, stapled (wrappers with minor age-toning, minor wear to the corners, otherwise in a good condition).

A rare Slovenian underground partisan publication, printed in the technique of red linocut and black and blue mimeograph includes Slovenian translations of the articles, originally published in Serbo-Croatian by the Yugoslav Communist Party in December of 1942. The articles were written by prominent partisan and communist leaders such as Milovan Đilas and the later president of Yugoslavia Josip Broz – Tito.

Jelenk was an improvised underground partisan press, working only with a mimeograph machine and colour linocuts, hidden deep in the woods above Idrija in the north-western part of Slovenia. Also known under the code of its location as “A-30”, it only existed for a short period of time between 1943 and June 1944, when it merged with another clandestine press named Špik.

We could not find any institutional examples on Worldcat.

250 EUR



Proletarci vseh dežel - združite se!

PROLETER

Organ Centralnega Komiteta Komunistične Partije Jugoslavije.

V S E B I N A:

T I T O: Narodno vprašanje v luči narodne osvobodilne borbe.

Sreten [illegible] j o v i ć: Borimo se za čistost in boljševizacijo KP.

Aleksander R a n k o v i ć: Organizacijsko vprašanje KPJ v narodno-osvobodilni borbi.

T I T O: Borba proti okupatorju - prva in najvažnejša naloga.

Milovan D j i l a s: Kaj pomeni sedanja propaganda o povojni ureditvi Evrope.

Ivo I. R i b a r: Nova vloga mladega rodu v narodno-osvobodilni borbi in naloge komunistične mladine.

Mitra M i t r o v i ć: Vloga AFŽ v osvobodilni vojni.

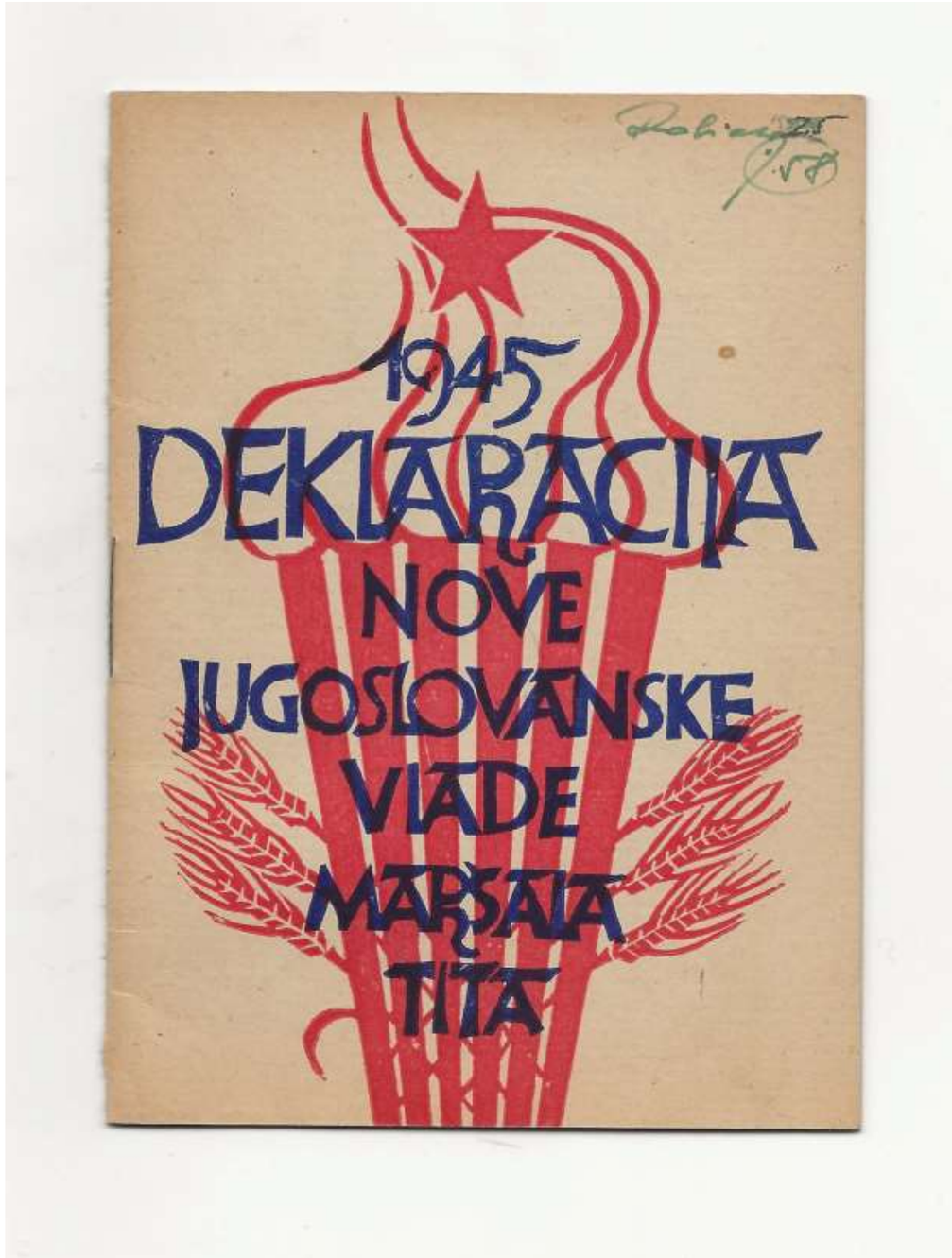
Sreten Z u j o v i ć: Vloga Sovjetske Zveze v borbi proti fosističnim osvajalcem.

Leto XVII. December 1942. Štev.16

Izdal Pokrajinski Komitet Komunistične Partije Slovenije za Primorsko Slovenijo. Januar 1944.

45. PARTISAN UNDERGROUND PRINTING

YUGOSLAVIA



Josip BROZ - TITO (1892 – 1980).

1945 Deklaracija nove jugoslovanske vlade maršala Tita

[1945 Declaration of the New Yugoslavian Government of Marshal Tito].

[S. l., S. n., S. d., but Slovenia, between March 7th and circa May 15th, 1945].

12°. 12 pp. original wrappers with linocut in red and blue, stapled (old hand-written annotation in the edge of the cover, otherwise in a good condition).

The official declaration of the foundation of Democratic Federal Yugoslavia, the temporary state formed by the Partisans as World War II was in its final stages, printed by an underground Slovenian Partisan press

By the late winter of 1945, the Axis forces in Yugoslavia were everywhere in retreat, as it was clear that the Partisans would gain complete control of the country sometime in the coming spring. On March 7, 1945, the Partisan leadership in Belgrade declared the formation of the national government of the Democratic Federal Yugoslavia (Privremena vlada Demokratske Federativne Jugoslavije). This anodyne name was chosen, which intentionally avoided references to the former monarchy, a republic or communism, so as not to 97pecialize certain members of the anti-Axis coalition who may not have favoured a communist takeover of the country. The last thing that Marshal Tito needed was for a civil conflict to brew within his own ranks on the eve of victory. That being said, this accommodation was considered to be provisional, subject to change upon the ultimate Partisan victory. True to plan, this state was replaced upon the proclamation of the Socialist Federal Republic of Yugoslavia on November 29, 1945.

The present attractive work, with text printed in blue, was issued immediately in the wake of the declaration of the new state, as announced by the Tanjug news agency on March 10, 1945. The draft of the cover was originally made by the eminent architect and draftsman Marjan Šorli (1915 – 1975), *nom de guerre* 'Viher', who was a student of the world famous architect Jože Plečnik. Šorli graduated from his studies in 1940 and formally joined the Partisans in 1944. After the war he gained a high profile as the architect of many of Yugoslavia's most important public buildings.

The first edition with this cover was printed by Trilof, an underground Slovenian Partisan press that occupied a tiny wooden house in the mountains of the Gorenjsko region. Trilof 97pecialized in decorative, colourful prints, especially during the last months of the war.

This is a version by another unnamed underground press.

References: Bibliografija izdanja u narodnooslobodilačkom ratu 1941-1945, 1964, possibly no. 4655.

160 EUR

46. PARTISAN UNDERGROUND PRINTING

Georgi DIMITROV (1882 –1949)

Fašizem in delavski razred: Referat tovariša G. Dimitrova na VII. Kongresu Kominterne avgusta meseca 1935.

[S. l., Slovenia] Agitacijsko – propagandistična komisija Centralnega komiteta Komunistične partije Slovenije 1943

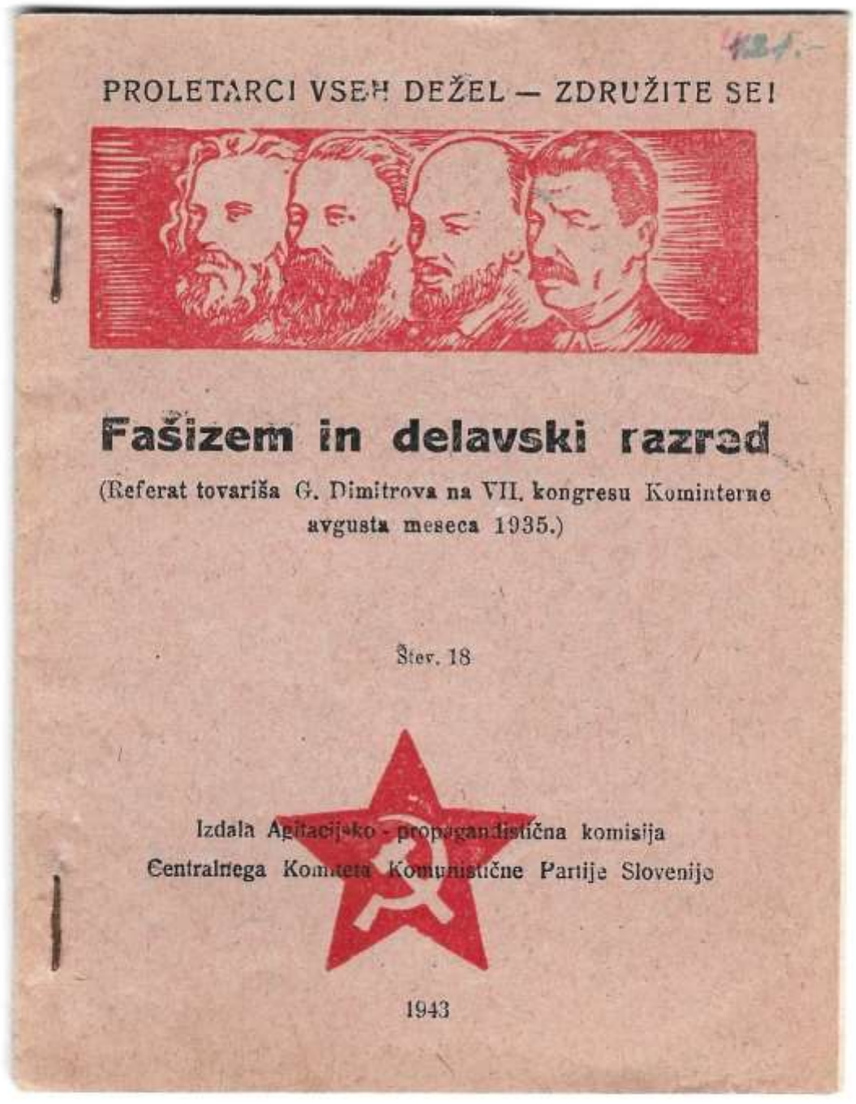
12°. 18 pp., original wrappers with lettering and illustrations, stapled (old hand-written number on the upper part of the cover, otherwise in a good condition).

A Slovenian translation of a speech by a Bulgarian Communist leader Georgi Dimitrov (1882-1949) was published by an underground Partisan press during WWII.

We could find three examples in Slovenian libraries and one abroad (Bavarian State Library).

References: OCLC 1193305564. Bibliografija izdanja u narodnooslobodilačkom ratu 1941-1945, 1964, no. 4719.

180 EUR


PROLETARCI VSEH DEŽEL — ZDRUŽITE SE!

Fašizem in delavski razred

(Referat tovariša G. Dimitrova na VII. kongresu Kominterne avgusta meseca 1935.)

Štev. 18

Izdala Agitacijsko - propagandistična komisija
Centralnega Komiteta Komunistične Partije Slovenije

1943

47. Partisan Underground Printing

Joseph VISSARIONOVICH STALIN (1878 – 1953).

Temelji Leninizma

[Goteniški snežnik]: [Triglav Tiskarna (Press)] Agitacijsko – propagandistična komisija Centralnega komiteta Komunistične partije Slovenije [Herstellungsort nicht ermittelbar] [Tiskarna "Triglav"] 1943

12°. 96 pp., original wrappers with lettering and illustrations (old initials in black ink in the upper corner of the first page, old light red lines in outer white margins, spine cracked with tiny pieces missing, wrappers slightly dusty, otherwise in a good condition).

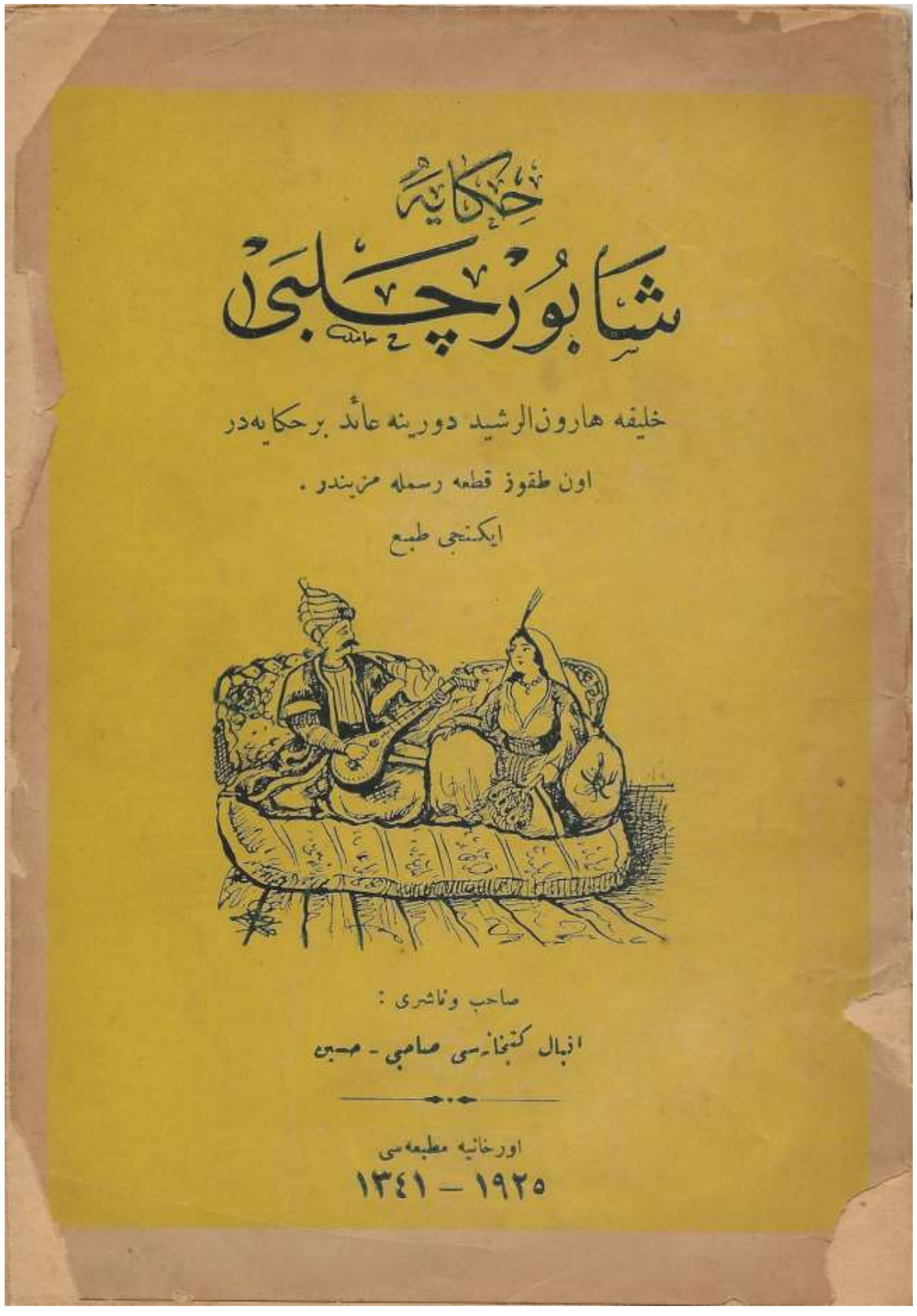
Stalin's text on the basics of the Leninism was printed during WWII by an underground partisan press in Slovenia.
One will immediately notice that the printing quality of the present work is exceptionally high for an underground publication. This is due the fact that it was printed by the Triglav Tiskarna (Press), which was one of only two Partisans publishing operations that possessed (two) large, professional printing presses, as it was hidden in a secret location deep in the forests of southwestern Slovenia.
The location of the press was known only to the high command of the Slovene Partisans and the printers themselves, as well as a small number of trusted couriers.
We could find three examples in Slovenian libraries and one abroad (Bavarian State Library).

References: OCLC 455857292, 1193300503. Bibliografija izdanja u narodnooslobodilačkom ratu 1941-1945, 1964, no. 7511.

180 EUR



48. Ottoman Popular Novels



حکایه شابور چلبی

Hikâye-i Şapur Çelebi

Istanbul: Orhaniye Matbaası 1341 [1925].

8°. 75 pp. with black and white illustrations within text, [5 pp.], original illustrated wrappers, stapled (good, clean partly uncut example, unbound as originally published, wrappers brittle with small tears and chips).

An attractive illustrated Ottoman entertaining popular tale on Şabur Çelebi, set in Baghdad and mixing romance and adventures in the style of The One Thousand and One Night, was printed for the first time in 1877 by the Bulaq Press, the first press in Egypt, in Ottoman script. The text was accompanied with 19 full page lithographed illustrations. The 1925 Istanbul edition copies the original illustrations.

References: BDK - ÖZEGE; 7558 - TBTK; 13432.

180 EUR

49. White Russian Printing in Istanbul



Православный Христіанскій Молитвословъ для мірянъ

[Orthodox Christian Prayer Book for the Laity]

Istanbul: Изданіе Попечительства при Русской Посольской Церкви [Published under the Patronage of the Russian Ambassador Church] [s. d. possibly 1919]

12°, 42 pp. with black and white illustrations, original wrappers with lettering, stapled (minimal age-toning and staining, overall in a good condition, sporadic pages trimmed into the numbers in the upper margins).

A rare pamphlet with prayers in Russian language, printed by the Orthodox Church at the Russian Embassy in Istanbul for the immigrants fleeing the revolution from Odessa.

The pamphlet was printed under the patronage of the (now formal) church of St. Nikolay in the Russian Imperial Embassy in Istanbul. The church was built between built 1838-1844 on the upper floor of the embassy (still the Russian embassy today) and designed by architect Gaspard Fossati.

The church was closed in 1914 in the beginning of WWI, reopened in 1918, and closed again by the Soviets in 1923.

The pamphlet had to be printed in a short period of the second re-opening of the church, between 1918-1923, possibly in 1919, as the book was printed under the patronage of Metropolitan Anastasius (1873 - 1965) appointed an archbishop 1916 and to the Eparchy of Chişinău and Khotin a year before.

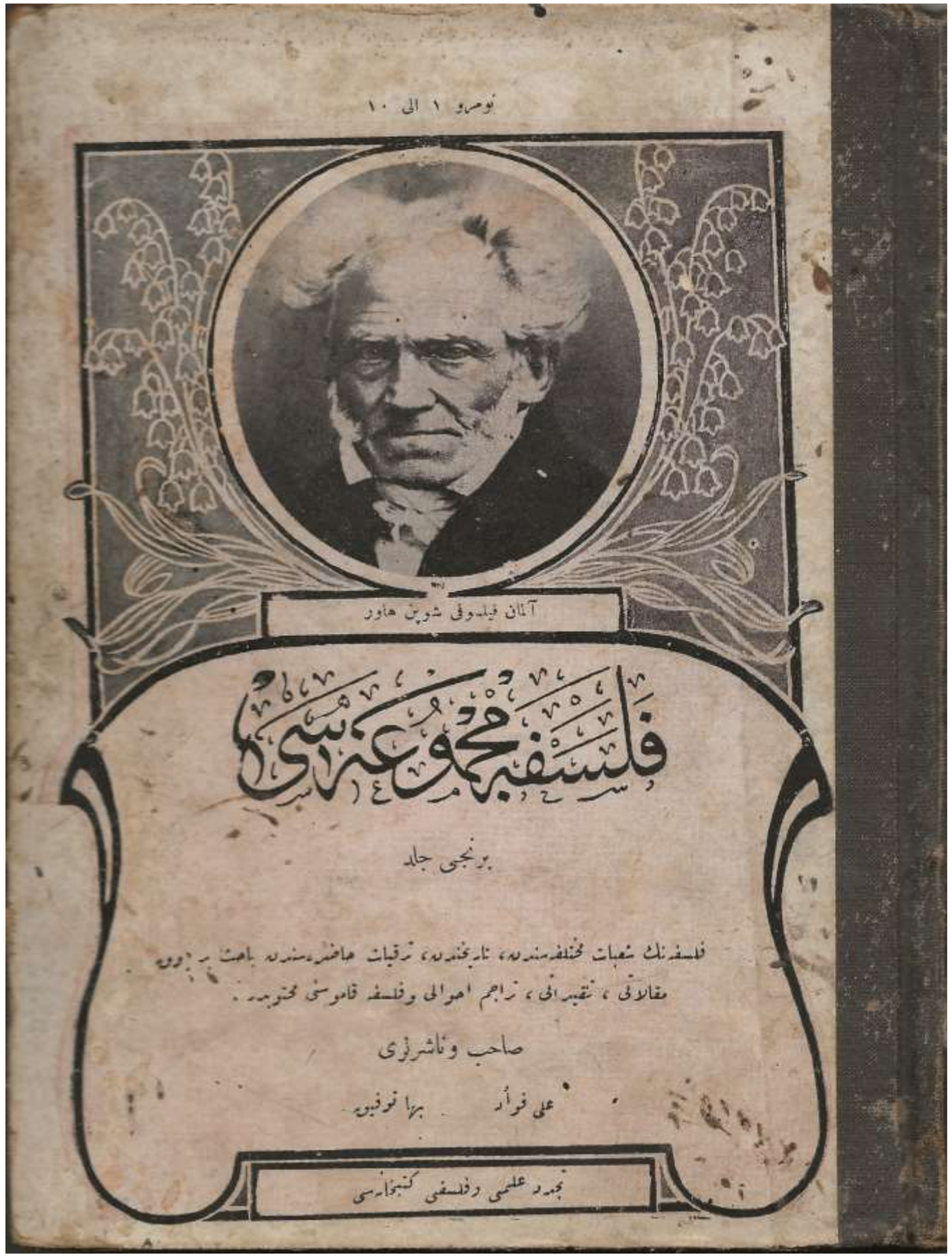
In 1919, Metropolitan Anastasius arrived briefly to Istanbul, fleeing Odessa, together with other White Russian refugees.

We would not find any institutional examples on Worldcat.

420 EUR

50. PHILISOPHY

OTTOMAN EMPIRE



Ali FUAD, Baha TEVFIK et al.

فلسفه مجموعه سی

[Felsefe Mecmuası. Birinci Cilt / Philiosophy Journal. First volume [All Published]]

Istanbul: 1326 [1910]

Small 4°: 10 issues in one volume (all published). [4 pp.], 175 pp. with black and white illustrations, 64 pp., contemporary boards with illustrated cover and lettering on the back, cloth spine, original pink endpapers (binding with light staining and scratches, endpapers with small holes, inside with minor staining, overall in a good condition).

This complete series of 10 issues is a pioneering Ottoman publication on the modern philosophy. It introduced work of the classic and contemporary western philosophers to the Islamic public.

The texts were written and translated by several prominent Ottoman authors, such as Abdullah Cevdet, Rıza Tevfik, Subhi Edhem, Ziyâ, Cânib, Memdûh Bey and others, who often had to improvise and invent new technical terms, as the Ottoman language did not yet use many expressions, connected with philosophy, used in the western world.

It is believed, that circa 80% terms on the subject of philosophy, used in Ottoman and later in Turkish, were invented by the authors of this magazine and first published in these 10 issues.

Our series of ten issues is bound together in original publisher's binding with a portrait of Arthur Shopenhauer.

Worldcat lists three institutional examples (McGill University Library, Princeton University Library, University of California, Los Angeles).

References: OCLC 49366577, 880454537.

1.400 EUR

51. CAIRO IMPRINT

OTTOMAN NEW LITERATURE (EDEBIYAT-I CEDIDE)

Namık KEMAL (1840 –1888)

جلالالدين خوارزمشاه

[Celalettin Harzem Şah also Celalettin Harzemşah or Celâleddin Harizmşah]

Cairo: 1315 [1898]

8°. Portrait, ط س, 414 pp., contemporary black linen boards and black calf spine with gilt lettering (bound inn contemporary binding without wrappers with an imprint, minor age-toning and foxing, sporadic pages uncut, rear endpapers partly mounted together in the gutter, front endpapers repaired in the gutter, two small tears in the last page, minor wear to the binding, overall in a good condition).

This is a first edition of the historical propaganda theatre play by one of the prime representative of the modern Ottoman literature to include Kemal's famous introduction, inspired by the preface of Cromwell by Victor Hugo.

The theater play on the historical ruler of what is now today Iran, Jalal al-Din Mingburnu, was written by one of the most prominent names of the new Ottoman literature Namık Kemal (1840 –1888). It was first published in 1876 without a lengthy introduction. Our book is the second edition, but the first one to



include Namık Kemal's 69 page thought on the language and theatre, inspired by the preface of *Cromwell* by Victor Hugo, a theater piece from 1827, today considered the manifesto of the Romantic movement. Kemal's introduction was previously first published in 1885 in a magazine Mecmûa-i Ebüzziyâ.

Namık Kemal (1840 –1888) is known as one of the pioneers of the modern Ottoman literature, who influenced a new generation of writers. Mehmet Kemal was of Albanian origins, born to chief astrologer in the Sultan's palace Mustafa Asım Bey and Fatma Zehra.

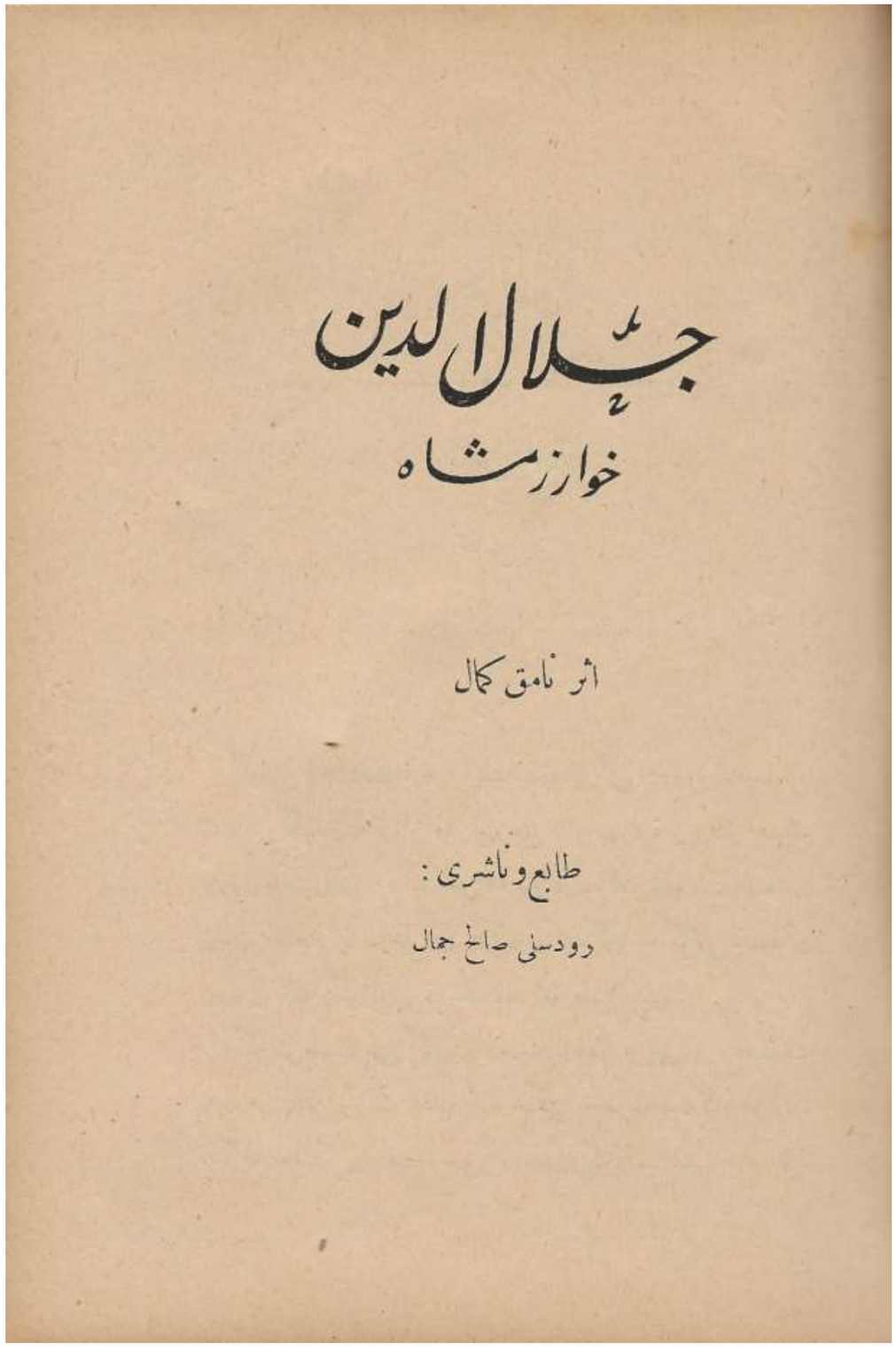
Namık was forced to leave his first job at the governmental translation office due to his radical political views. He joined a secret group the Young Ottomans, seeking further modernizations and reforms, which as they believed were not achieved by the Tanzimat. Namık Kemal was also writing for the newspaper Tasvir-i Efkar ("Herald of Ideas"). In 1867 he was exiled to Paris, where he stayed until 1869 or 1870.

Upon his return Namık Kemal continued working on the newspaper and was active as a writer, playwriter and a poet. His works were modern, idealistic and patriotic. In 1973 he wrote his most famous play Vatan Yahut Silistre, (Fatherland or Silistra). Eight days after its premiere at the theater, on April 1, 1873, Namık Kemal was sent to prison to Famagusta, Cyprus, until 1876. Under the rule of Abdul Hamid II Namık Kemal was exiled as many other members of the Young Ottomans, this time to Chios, where he lived until his death in 1888.

Mustafa Kemal Atatürk later often pointed out, he was inspired by the Namık Kemal's work.

References: MİL - NA - ÖZEGE; 2860; OCLC 634878330, 47038416, 984372972, 283804945 (eBook).

450 EUR



52. Cairo Imprint
Young Turks
Publishing in Exile

Şerefeddin MAĞMÛMÎ (1869-1927)

پاریس دن یازدکلرم

[Paris'den Yazdıklarım / My Writings from Paris]

Cairo: Matbaatü'l-kibare 1329 -1911

8°. 301 pp., later (1970s) black cloth binding with gilt lettering (minor foxing and staining, imprint from old wrappers mounted on the inner side of endpapers, old price written on the inner side of back covers, otherwise in a good condition).

A collection of previously anonymous articles published in Paris, by a Cairo-based Ottoman medical doctor and a supporter of the Young Turks Şerefeddin Mağmûmî

This is a collection of articles in Ottoman language, previously published in newspapers anonymously between 1897-1901 in Paris, by Şerefeddin Mağmûmî. The author published them in 1911 for the first time under his real name after moving to exile to Cairo for political reasons.

Şerefeddin Mağmûmî (1869-1927) was an Ottoman medical doctor, educated in Istanbul, and an author of mostly medical books and travelogues connected with his work. In 1895, he was appointed as an inspector due to the cholera epidemic that broke out in Adana, Aleppo, Beirut and Syria provinces, where he spent the better part of the next two years.

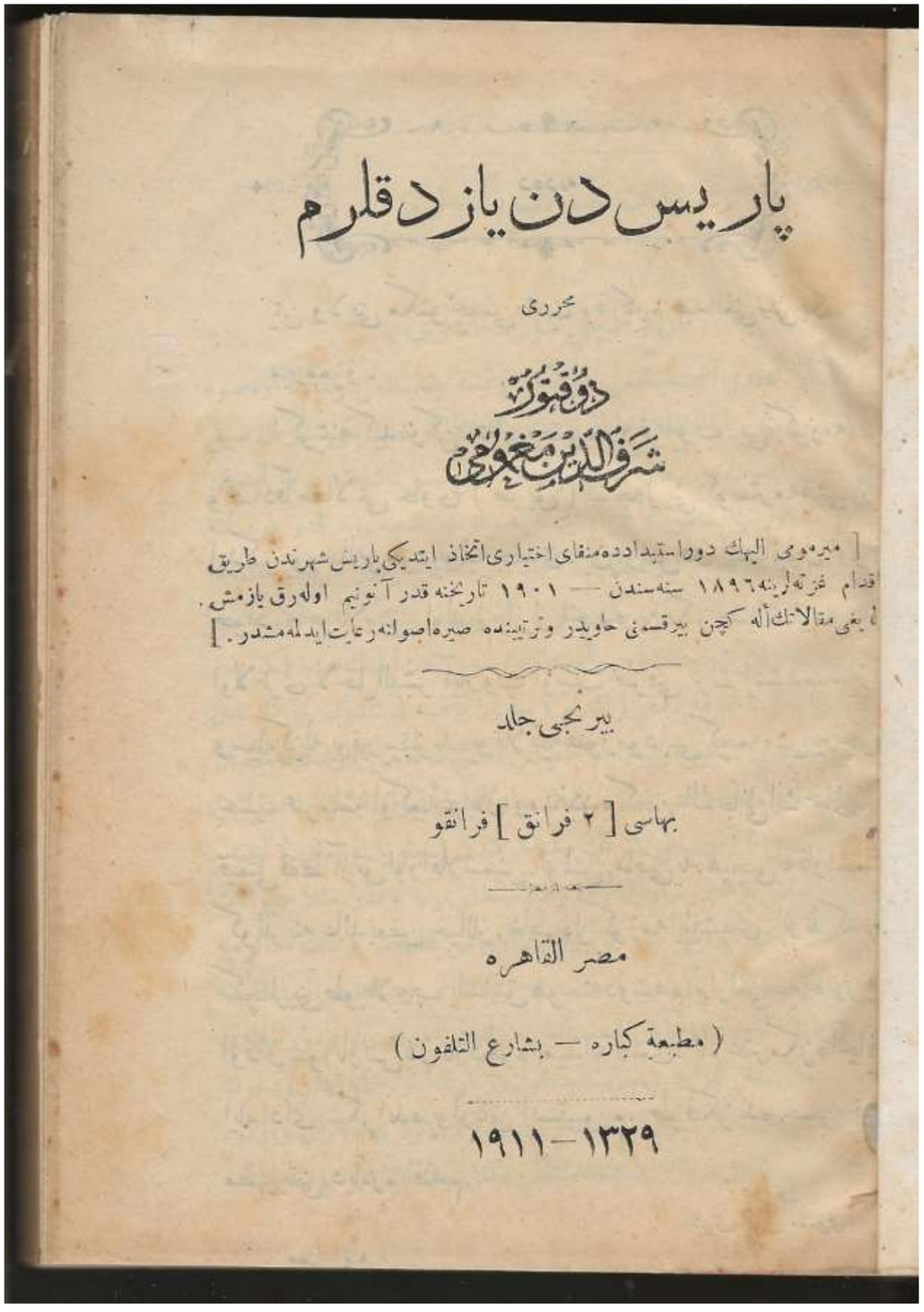
In the 1890s Şerefeddin got involved in the politics and fled to Paris, where he was publishing his observations on the politics in the magazine Meşveret (Mechveret), published by the Young Turks, and eventually became a member of the editorial board, approving the politically appropriate articles. After the newspaper was closed, he remained in Paris, continuing working as a medical doctor and writing articles for the Istanbul magazines.

In 1901, Şerefeddin Mağmûmî moved to Cairo, where he became an established medical doctor and continued having contacts with the Young Turks.

Şerefeddin published circa 15 books, mostly on medicine (cholera) and travel.

References: ÖZEGE; 16175 – MİL.

420 EUR


پاریس دن یازدقلرم

محرری

دوقتور

شرف الدین مغمومی

بیرنجی جلد

بهاسی [۲ فرانق] فرانقو

مصر القاهره

(مطبعة کباره — بشارع التلفون)

۱۳۲۹ — ۱۹۱۱

53. Bulgarian History
Trabzon Imprint

Kiraz Ahmed Hamdi Paşa (1871 - 1935)

بولعار تاریخی

[Bulgar Tarihi / History of Bulgaria]

Trabzon : Serasi Matbaası - İkbâl Matbaası 1326 [1910]

8°, 191 pp., modern black cloth with gilt lettering and debossed ornaments (light staining and sporadic water-staining in margins, sporadic tiny holes in white margins (paper deformations- as published), title page with stronger staining and a small hole in the margin, first pages with tiny losses of lower corner, otherwise in a good clean condition with a decorative modern binding).

Possibly the first detailed history of Bulgaria made after the proclamation of its independence

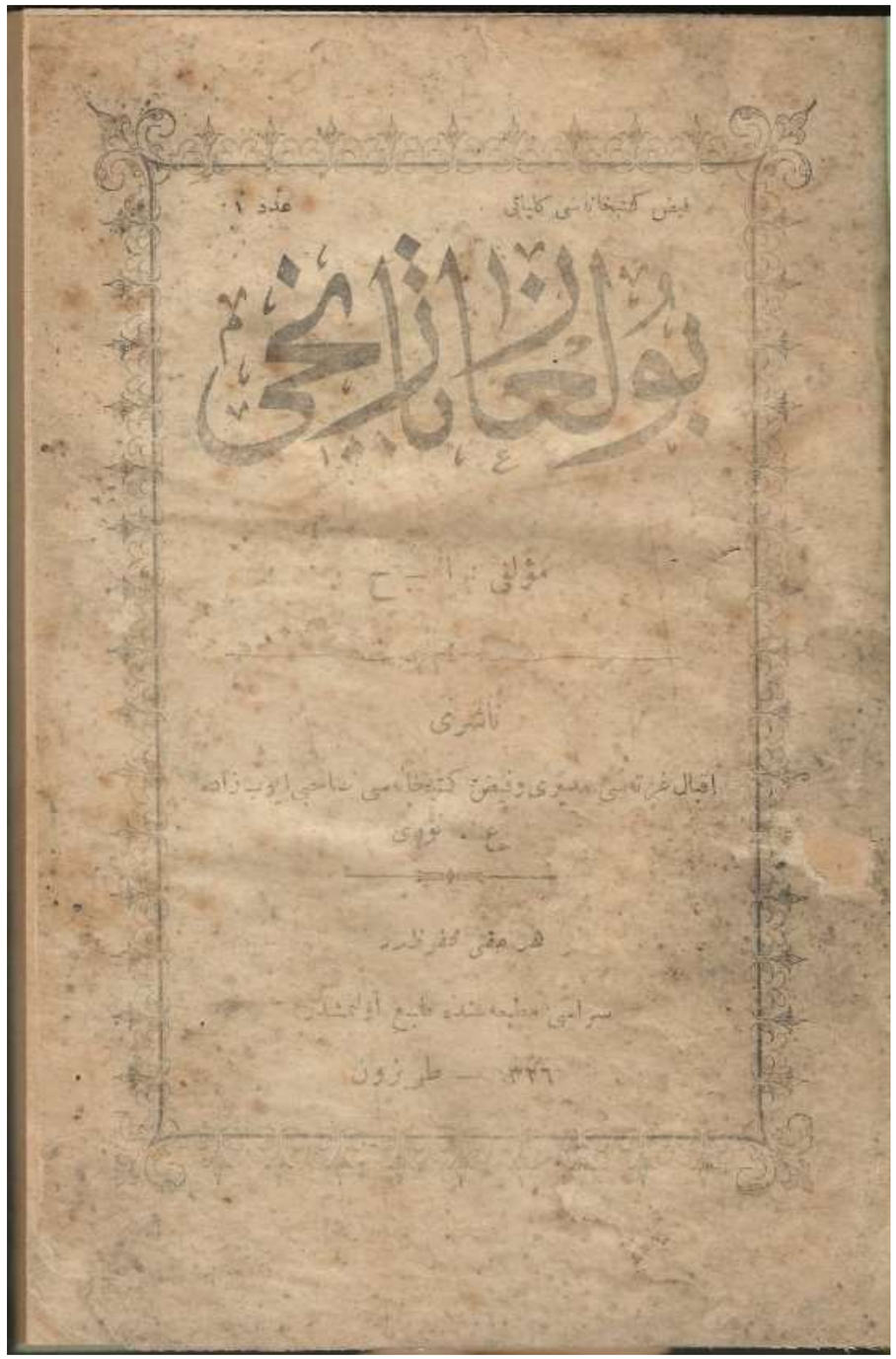
An exceedingly rare groundbreaking work on the history of Bulgaria, printed in a Turkish city Trabzon on the coast of the Black Sea was published less than two years after Bulgaria was proclaimed an independent state. The text is written in Ottoman and accompanied with Bulgarian names and expressions. Text also discusses Macedonia.

The author was a controversial Ottoman military officer Kiraz Ahmed Hamdi Paşa (1871 - 1935), born in Montenegro. As a supporter of the last Sultan Mehmed VI during the Turkish War of Independence, he was tried in his absence for treason and sentenced to death, after which he took a refuge at the British Embassy. He eventually settled in Constanta, Romania, and atht he end of his life took an Albanian citizenship.

We could only find one institutional example (Berlin State Library).

References: OCLC 251304763. Electronic reproduction: OCLC 682537981. MİL - ÖZEGE; 2623 - TBTK; 1397.

1.200 EUR



تعرض ایدرك مدیری قتل ایلدیلر . مستنطق نجیب افندی ایله آلتی ژاندارمه فلیه یه فرار ایتدیلر . قابلشقوف بتون محبوسلری تخلیه ایلدی . ایشته مایسك برنجی کونی باشلامسی مقرر اولان اختلال شو وقعه دن طولایی ۲۰ نیسان سنه ۱۸۷۶ ده باشلادی .

بووقایع اوزرینه قوبریغشتیجادن یانا کوریشنه یه خبرلر کوندرلدی. یانا کوریشته ده بولنان منطقه قومیته رئیسی مشهور نیقوفسکی بوخبری آلیر آلماز یانده بولنان اعضالره خطاباً هایدی « Bonte » اختلال دیمشدر . هرکس سلاحنه صارلمش کلیسالرده جاکلر چالنمه وسلاحلر آتلمه باشلامش بتون اهالی یانا کوریشته ده طوپلانمشدر . اوراجه سویلدیکمز کبی هرمنطقه ده یوزر موجودلی اونرچه بوانسدیغندن بواختلالجیلرك همان برآره یه کلاری « هیلیاونیق » دنیلن قوماندانلری [بوبه قوف Bobekoff] طرفندن امر ایدلدیکندن [ستوت نیچی Sotnitchi دنیلن چته رئیسلری کندی افرادینی جلب ودعوت ایتمشلر والجمه احضار ایتدکلری البسه لری کیه رك حرکته آماده برحالده امره انتظار ایلمشلردی . بواجتماع آلتی ساعتده اکمال ایدلدی. قوبریغشتیجا وپانا کریشته اهالیسی کاملاً بولغار اولوب یالکز مدیر وژاندارمه لر مسلمان ایدیلر . اختلال زمانده ایش ایچون اوراده بولنانلر کاملاً صورت غدارانه ده قتل ایدلدیلر . حتی کوچك چوجقلر بیله قتل ایدیله رك دکنکلره طاقلدی . ومقتوللره ایدلمك حقارت براقلمدی .

قومیته اسلحه سنی رومانیادن جلب ایلشدر . استانبول طریقیله روسیه دن کوندریلان سلاحلر تاتار بازارجغی استاسیونده ضبط ومصادره ایدلدی . ـا ۲۳ نیسان سنه ۱۸۷۶ ده احضار ایدیلن بایراق

اوزرینه آیین روحانی اجرا ایدیله رك تقدیس ایدلدی . بوسنجاغك هلال اوزرینه آیاقلی باصمش برآرسلان رسمی ودیکر طرفنده دخی بیوك حرفله یازلمش حریت ویامحاب « Svoboda ili smirt » یازیسی وار ایدی .



SVOBODA ILI
SMIRT

بوبایراقله بتون قصبه گزلمش ومیلی ومهیج شرقیلر اوقونمش وسلاحلر آتلمشدر . بتون بولغارلر اهالیسی یورطی البسه سنی کیمشلردی. بتقوفسکی « Belova » یه لووا استاسیونی احراق ایلدی . واوراده بولنان ژاندارمه لری قتل ایلدی . وشمندوفر اوزرنده بولنان ایکی کوپری یی تخریب ایتدی . ـا ۲۵ نیسان سنه ۱۸۷۶ ده پانا کوریشته ده « Voyenen savet » اسمنده برمجلس عسکری تشکیل ایدلدی . واوراده بولغار حکومت موقته سی تأسیس ایدلدی . مهر قازدیرلدی. مهرك اوزرنده بویله یازیلی ایدی : Blgarsko privremenno pravitelstvovaf sredra gora

حکومت عثمانیه بوایشدن خبردار اولدی . صوفیه ، فلبه ، ادرنه

54. SEXUALITY, IMPOTENCE & MEDICINE

P. M. Ş. author; A. M., translator

حیات تناسلیه حقنده مصاحبات محرمانه

[Hayat-ı Tenasüliye Hakkında Musahabât-ı Mahremane / Confidential Conversations about Sexual Life]

Istanbul: Şirket-i Mürettibiye Matbaası 1928

8°, 455 pp. with illustration, illustrated front wrapper, later marbled spine and back wrapper (front wrapper slightly dusty and stained and with tiny loss of paper in the lower corner, inside in a good condition with tiny sporadic tears in margins, sporadic leaves loose).

An unusually detailed book in Ottoman language on the problems in sexuality, impotence, male reproductive system, virginity, syphilis and other sexual diseases is accompanied with French terms.

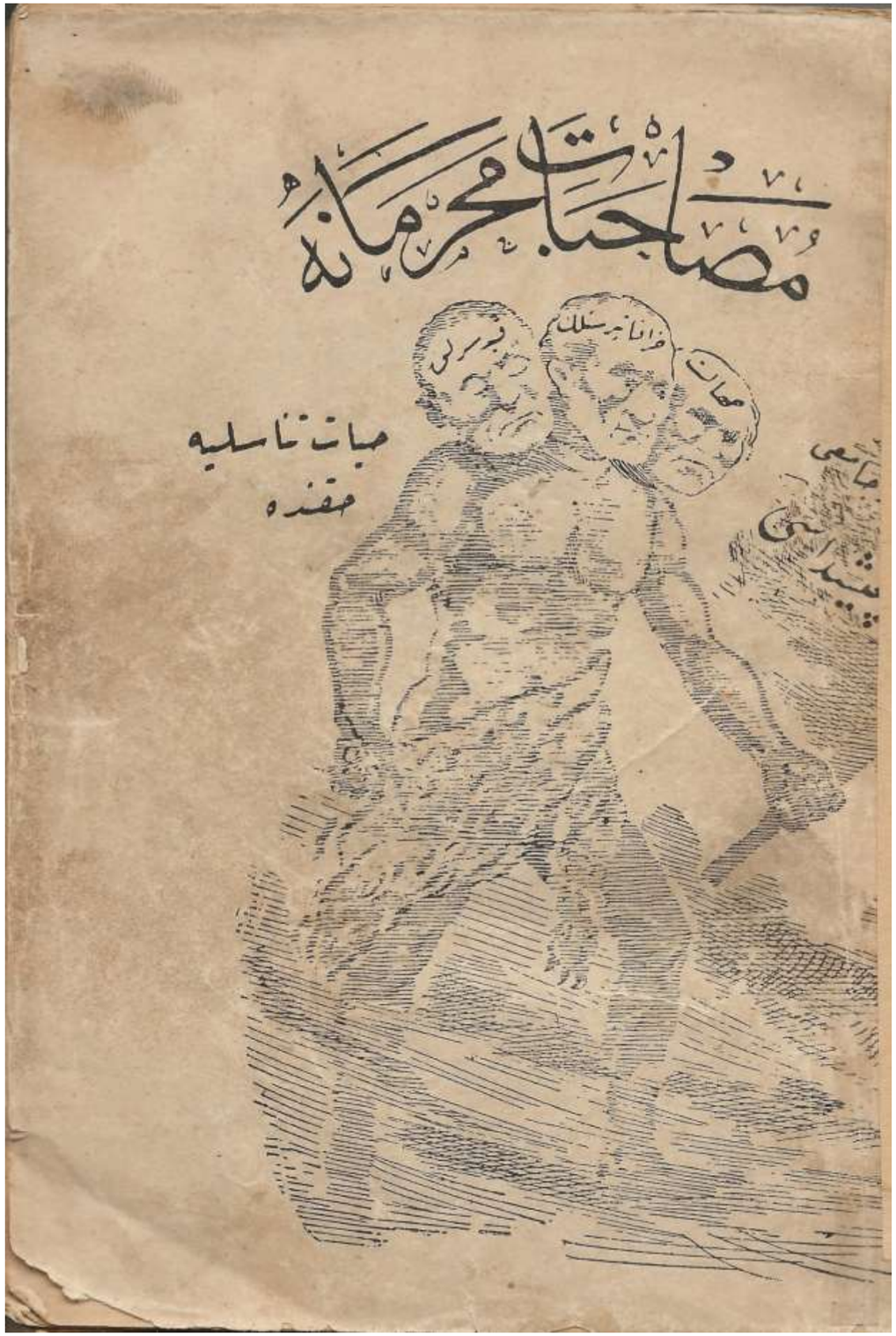
Our example of the book is bound with a difficult to find well preserved original cover. The unusual image of a three-headed man in the clothing of a primitive hunter, represents a basic nature of a male, worrying about impotence.

The book was published in 1928 in Istanbul, in the Roaring Twenties, which brought a series of changes such as female emancipation and sexual liberalization and to the Turkish capital. The book, such as ours, is a result of more open conversations on the sexuality and new moral standards.

Worldcat lists one institutional example (Universiteitsbibliotheek Leiden).

References: OCLC 66153343; MİL - ÖZEGE; 7120

420 EUR



55. Medicine

Dermatology

Leprosy - Syphilis



Ali Rıza Atasoy

علم امراض جلديه

[İlm-i Emrâz-ı Cildiye / Dermatology]

Beirut: Beyrut Vilâyet Matbaası 1334 [1918]

8°,722 pp. with black and white illustrations, original yellow cloth with lettering (title page, sporadic corners and last pages with light waterstaining, inside with light staining and foxing, binding slightly scuffed and with traces of wear, but the text pages overall in a good clean condition).

A rare Ottoman pioneering detailed work on the modern treatment of leprosy was published by a skin diseases and syphilis specialist Ali Rıza Atasoy, in Beyrut in 1918

This exceedingly influential book, published in Beirut in 1918, is the first separately published one in the Ottoman Empire to discuss the causes and treatment of leprosy. It also includes lengthy chapters on dermatology, instructions for treating skin diseases, syphilis, parasites etc. Terms and titles are partly written in Latin and French for more detailed understanding of the words, which the author had to translate to Ottoman for the first time.

The book was written by an Ottoman medical doctor and an expert in skin diseases and syphilis Ali Rıza Atasoy who joined the contemporary western knowledge with his observations on the field. In 1919, he was one of the co-founders of the Society of Dermatopathology (Emraz-ı Cildiye ve Efrenciye Cemiyeti) in Istanbul, the first such professional formation in the Empire, based on similar societies in the west.

The bacteria, causing the leprosy in humans was only discovered in 1873 by G. H. Armauer Hansen in Norway. It became the first bacterium to be identified as causing disease in humans. The first effective treatment was not available until 1940s. Ali Rıza's work was a major step in the history of modern Ottoman medicine for helping to understand that widely spread mysterious disease.

This is the first and only published volume.

We could not find and institutional examples on Worldcat.

References : BDK - ÖZEGE; 8851 - TBTK; 5063. Zeynel Özlü, Osmanlı Dönemi Cildiye Uzmanlarından Doktor Muallim Ali Rıza Beyin Cüzzam HAstalığı Hakkındaki Görüşleri /Dr. Muallim Ali Rıza Bey, a specialist in the skin of the Ottoman period, his views on leprosy. 1918.

820 EUR

56. FEMALE ORIENTALISTS

Ataullah BAYEZIDOF, author; Olga LEBEDEVA (nom de plume, Gülnar de Lebedeff, 1854 — after 1912) - Ahmed Cevdet , translators.

رد ره نان. اسلامیت و فنون

[Redd-i Renan. İslâmiyet ve Fünûn / Answer to Renan. Islam and Arts]

Istanbul: Tercüman-ı Hakikat Matbaası 1308 [1892]

12°, 76 pp., [2 pp] blank, later marbled paper wrappers with mounted original cover (one page with a sentence underlined in red ink, front cover with minor foxing, otherwise in a good condition).

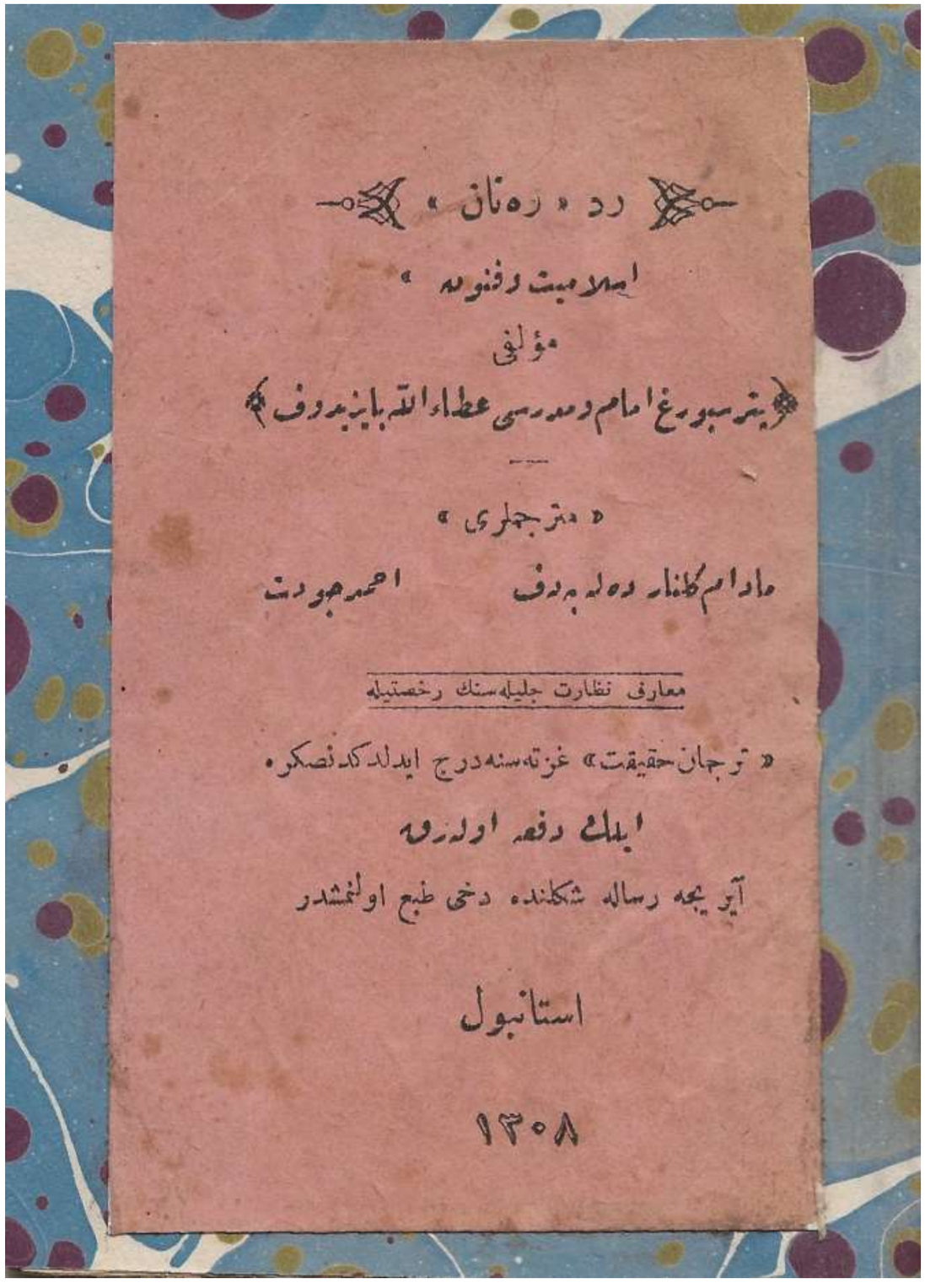
A small pamphlet is an Ottoman translation of a Russian text by a former Saint-Petersburg imam Ataullah Bayezidof, a reply to the conference called “Islam and Science”, where a French orientalist Ernest Renan addressed Islam as contradicting to science and thus opposing development (Yildirim 2017). Renan’s speech caused a furious reaction all over the Islamic world and replies were written by influential authors, such as Jamal al-Din al-Afghani and Namık Kemal.

One of the translators of this pamphlet was the first female Russian Orientalist Olga Lebedeva (1854 — after 1912) who was also a founder of the Society of Oriental Studies in St Petersburg. She was born in the Kazan Governorate and allegedly learned Tatar form the local people. She studied Arabic, Persian and Ottoman at the Kazan University and also attended classes in history and archeology.

In 1881, Lebedeva moved to Istanbul, where she planned a large project of translating Russian works to Ottoman. After the initial suspicion by the authorities, accusing her of espionage and banning her translation of Pushkin, she eventually could start with her work, which continued in organizing salons for intellectuals and brought her a medal from Sultan Abdul Hamid II.

References: ÖZEGE; 16551 – TBTK; 5086.Cf. Ramazan YILDIRIM, İSLAM-BİLİM İLİŞKİLERİ BAĞLAMINDA ATAULLAH BAYEZİDOF’UN RENAN’A REDDİYESİ, Yakın Doğu Üniversitesi İlahiyat Fa kültesi Dergisi, Year 3, 3: 1, 2017, pp. 75-88.

320 EUR


رد « رەنان »

اسلامیت وفنونه

مؤلفی

پیترسبورغ امام ومدرسی عطاءالله بایزیدوف

« مترجملری »

احمدجودت مادام گلنار ده له به دف

معارف نظارت جلیله‌سنك رخصتیله

« ترجمان حقیقت » غزته‌سنه درج ایدلدکده نصکره

ایکنجی دفعه اولهرق

آیریجه رساله شکلنده دخی طبع اولنمشدر

استانبول

۱۳۰۸

57. TYPOGRAPHY

ISLAMIC CALLIGRAPHY

MEDINA IMPRINT



Seyyid Mehmed Mecdi Efendi, calligrapher; Mustafa Necateddin-el Erzurumî (1912-1991), editor

ثلث يازيسي رهبرى

[Sülüs. Yazısı Rehberi / Thuluth. Guide for Handwriting]

Medina: المطابع الوطنية الاوفست [National Offset Press] [s. d., possibly circa 1950]

Large 8°. 42 pp. photolithography in red and black, [2 pp.] blank, original tan wrappers with lettering, stapled (minor staining to the wrappers and tiny tears to the upper part of the spine, overall in a good clean condition)

*A charming colour photolithographed facsimile of possibly the first manuscript manual on the Thuluth script in the form, which we know today, written in 1862 by Seyyid Mehmed Mecdi Efend, the pupil of Mehmed Şevki Efendi, who is known as the father of the modern Thuluth, and published by a famous 20th century calligrapher Mustafa Necateddin-*el *Erzurumî*

This highly interesting pamphlet with attractive pages in red and black photolithography is a facsimile of a manuscript on the Thuluth, a script of Islamic calligraphy, written in 1862 (1278) by Seyyid Mehmed Mecdi Efendi.

The text was prepared in Medina by one of the most prolific Islamic calligraphers of the 20th century Mustafa Necateddin-el Erzurumî (1912-1991) and published in Medina

The text is an elegant combination of the description of the script and examples of the letters with ligatures, carefully put in the system of red dots in margins. Thuluth (sülüs in Turkish, meaning one-third) is a script of Islamic calligraphy, named after the height of the lower loops, which embrace the three lower dots.

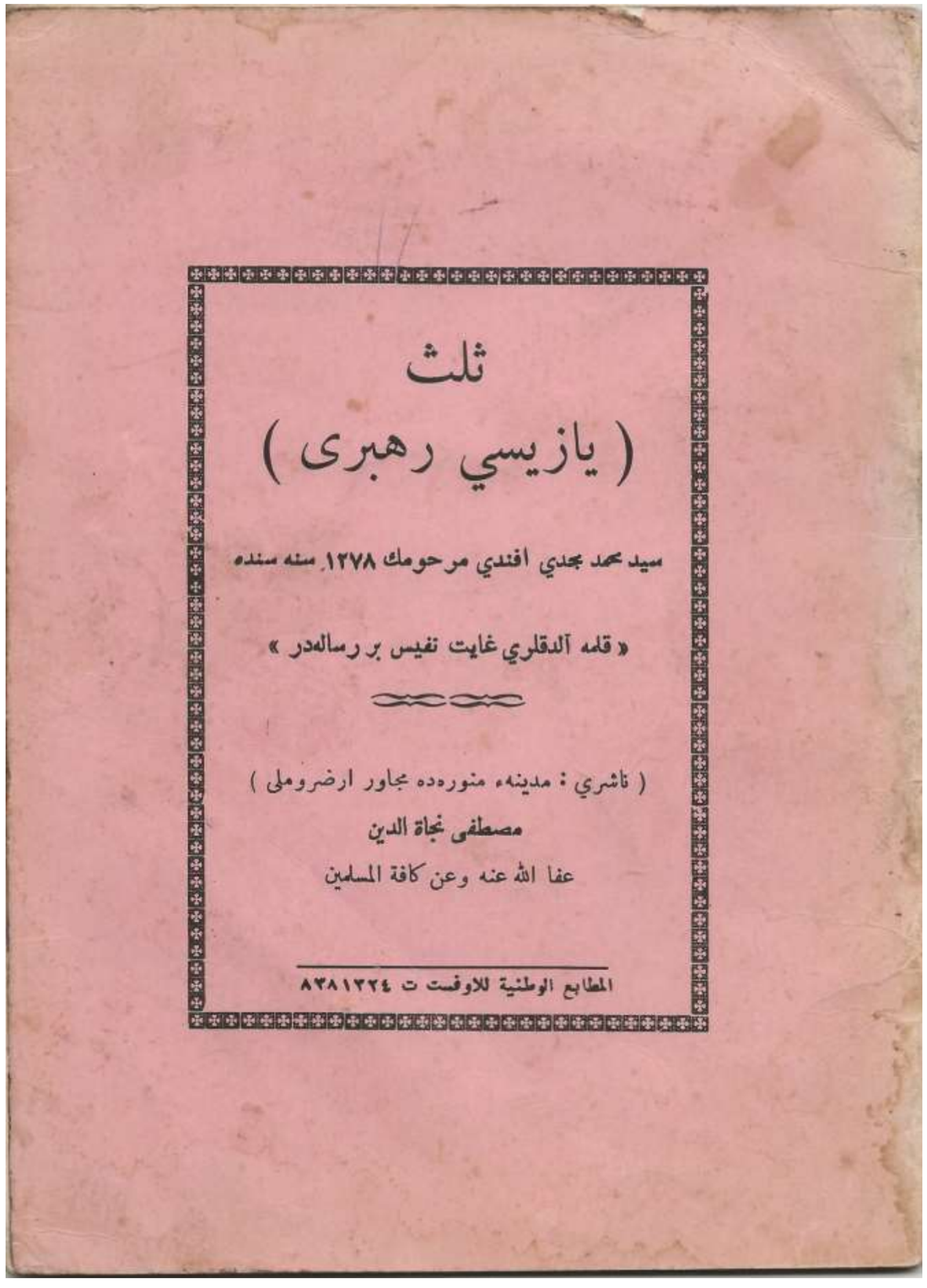
Not much is known about Seyyid Mehmed Mecdi Efendi, except that he was a member of the Mevlevi Order and probably a dervish of the Galata Mevlevi Order. He was a student of Mehmed Şevki Efendi (1829-1887), who modernized the Thuluth script to the form, known today.

This is possibly the earliest manual on the form of the script, still widely popular until the modern times.

The man, responsible for the publication was Mustafa Necateddin-el Erzurumî, a famous Turkish calligrapher of the 20th century, mostly active in Medina. In the tradition of the Ottoman calligraphy, which represented the roots of Mustafa Necateddin's education, he still used Ottoman language on the title page.

We could not find any institutional examples.

550 EUR



58. PRIMER

SLAVICA

Ivan KRULEC (1863 1920), author; Alexander POCK (1871-1950), illustratrator

Moja prva čitanka

[My First Primer]

Vienna: Cesarska kraljeva zaloga solskih knjig [Imperial Royal School Book Press] 1913

8°: coloured frontispiece, 110 pp. with black and white and colour illustrations in text, [2 pp.], original binding with illustrated cover, black linen spine and corners, original green endpapers (old pencil signature on the first blank page, covers slightly age-toned, spine and gutters of the endpapers with minor damaga, inside in a good clean condition with only minor foxing).

A rare primer in Slovenian language was printed on the eve of WWI in Vienna, when Slovenia was still a part of Austro-Hungary.

The illustrations were made by Alexander Pock (1871-1950), an Austrian genre and portrait painter, who before WWI illustrated for Meggendorfer-Blätter. This pro-monarchist book is very rare, as it would not be encouraged to read under the kingdom of Yugoslavia, and later under Tito s regime after WWII.

There are only four examples recorded in Slovenian libraries and one abroad Yale University Library.

References: OCLC 450055432 & 46615780. Marjan Marinsek, Moje prvo berilo, 2000, p. 67, 134, no. 70. Janko Slebinger: Krulec, Ivan (1863 1920). Slovenska biografija. Slovenska akademija znanosti in umetnosti.

180 EUR





so va

so va

o-sa, no-sa,

no-si-va ni

ni ma i-ma si.

no-si-va sa-ni,

si-no-vi so sa-mi.



ov ca

ov ca

mu-ca, ma-

ca, ma-mi-

ca ni no-vi-ca.

ma-mi-ca i-ma

mu-co in ra-co, ni

mi no-vi-ca.

59. PUNK / YUGOSLAVIA -SLOVENIA

Esad BABAČIĆ (born 1965), author; Lidija B. BABAČIĆ, designer.

Svoboda pa kar hodi

[And the Freedom Keeps on Walking]

Ljubljana: Galerija ŠKUC izdaja, 1986.

A rare separately published collection of a punk poetry by a Slovenian poet of Bosnian-Croatian origins Esad Babačić.

Long 4°. [24 pp.] copied typescript with black and white illustrations, text starting on the inner side of the wrappers, original card wrappers with illustrated covers, stapled (Very Good, wrappers with minor staining).

This rare 1980s publication includes poems by a Slovenian poet Esad Babačić, who was known for his activity in the punk scene at the time. The poems repeat the motif of death and love, and mix the words and paroles typical for the soc-realistic poems of now dying Yugoslavia with vulgar language.

The typescript is combined with black and white vignettes, composed of anthropomorphic shadows.

Esad Babačić is a Slovenian poet and a 1980s punk musician of Bosnian-Croatian descendant. Already as a teenager he started writing poetry and lyrics for his punk band *Via Ofenziva***,** and at the age of 17 he won an award for best punk song on recently deceased Yugoslav president Josip Broz-Tito. Due his artistic work in at the time semi underground punk scene Babačić often got into trouble with the authorities, including for his performing *Lili Marlen* in a punk version, at the time still considered to be a Nazi song.

The pamphlet was printed in 300 examples. We could trace four institutional copies (three in

Slovenia and one in Monash University Library).

References: OCLC 456496049**.**

320 EUR



60. YUGOSLAV - SLOVENIAN GAY & PUNK POETRY

IRWIN DESIGN

Brane BITENC (1962-2014), Aleš DEBELJAK (1961-2016), Esad BABAČIĆ (born 1965), Ivan ČRNIČ (born 1960), Brane MOZETIČ (born 1958) et al.; IRWIN (Dušan Mandič, born 1958), design.

Viks. Glasilo ŠKUCa in FOURMa

[Viks. The Publication of ŠKUC and FORUM]

Ljubljan: Galerija ŠKUC, December 1985.

4°. 29 pp. on printed brown marbled paper, original illustrated wrappers

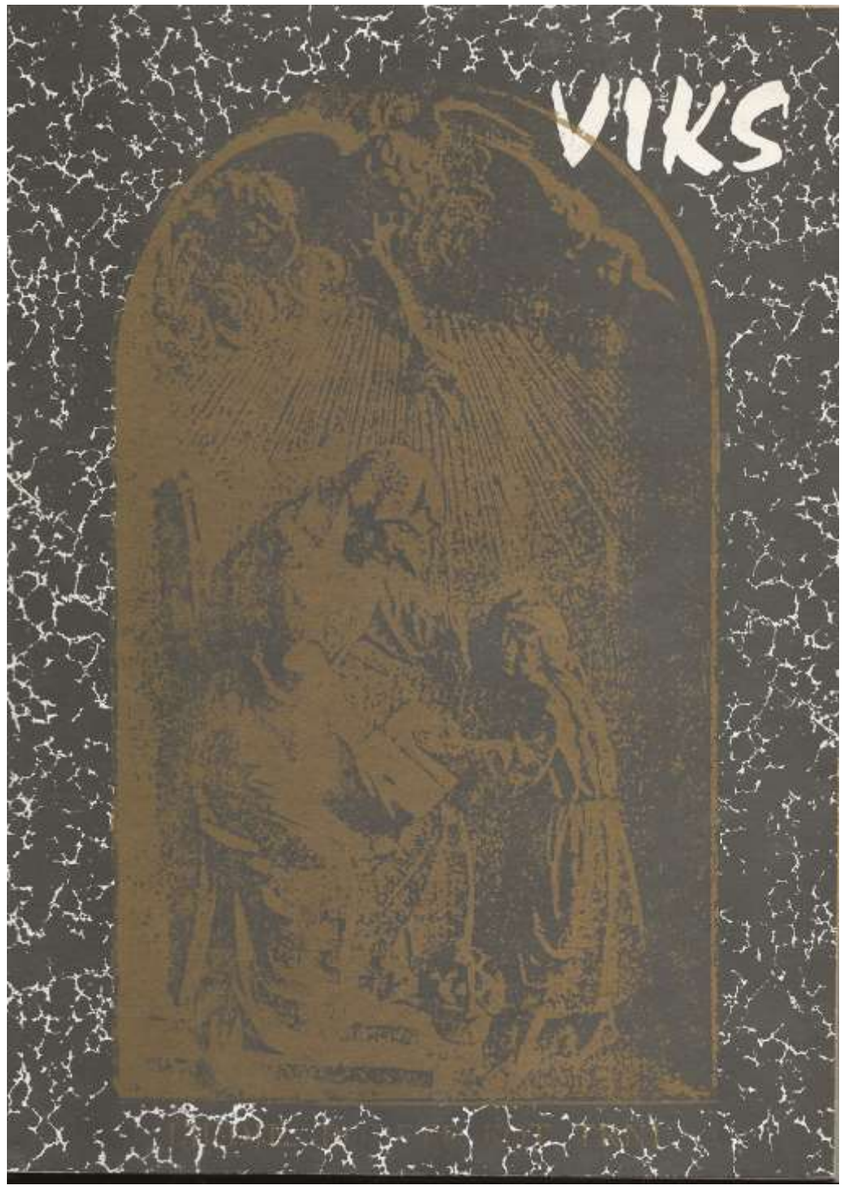
A fine example of the combination of the high-end 1980s punk lyrics and contemporary progressive book design by the IRWIN group.

This is a rare Yugoslav / Slovenian punk publication, dedicated only to poetry.

The magazine was published as the last number in a series of 4 irregularly issued publications *Viks*, by the Gallery (Galerija) ŠKUC, a non-governmental cultural organization, still active today, together with a Student organization FORUM. Galerija ŠKUC was founded in 1978 and became the center of the countercultures, such as independent artists, and punk and LGBT cultures.

Viks was the first magazine, which openly promoted LGBT culture, was printed in small numbers. The legendary second number was printed in pink and dedicated entirely to the history and presence of the LGBT culture in Yugoslavia.

The Viks magazines were thematic and issued irregularly almost as separate publications. This fourth and last number includes punk poetry, in some cases mixed with gay motifs.



Among the authors are:

Brane Bitenc (1962-2014) was one of the pioneers of the Yugoslav / Slovenian punk scene and founded bands *Berlinski zid* (The Berlin Wall, between 1978-1980) and in 1981 the groundbreaking *Otroci socializma* (The Children of the Socialism), whose music is still widely popular today. Bitenc was known from his teens on as a high-quality poet of punk lyrics.

Aleš Debeljak (1961-2016) was an awarded post-modernistic poet and between 1985-1988 an editor of the cultural literary magazine *Problemi.* After earning his PhD from the Syracuse University in New York, he became a professor at the Culturology department at the University of Ljubljana.

Esad BABAČIĆ (born 1965) is a Slovenian poet and a 1980s punk musician of Bosnian-Croatian descendant. Already as a teenager he started writing poetry and lyrics for his punk band *Via Ofenziva*, and at the age of 17 he won an award for best punk song on recently deceased Yugoslav president Josip Broz-Tito. Due his artistic work in at the time semi underground punk scene Babačić often got into trouble with the authorities, including for his performing *Lili Marlen* in a punk version, at the time still considered to be a Nazi song.

Brane Mozetič (born 1958), a post-modernist poet, a cultural worker and one of the pioneers of the gay movement in Slovenia / Yugoslavia, as a member of a committee of gay movies festivals and editor and author of publications.

Ivan Črnič (born 1960) is a poet, often employing occult motifs in his work. The design was made by the art group IRWIN, which was a part of the art collective Neue Slowenische Kunst or NSK (a German phrase meaning New Slovenian Art), a controversial political art movement, that formed in

Slovenia in 1984, deriving from the semi-underground punk movement.

The last pages include advertisements for the upcoming movie and theatre plays and for the previous publications.

All the issues are extremely rare. Only three libraries seem to hold an example of this issue (National and University Library of Ljubljana, Galerija Božidar Jakac - Kostanjevica na Krki, and City Library of Ljubljana).

Only the National and University Library of Ljubljana holds all four issues.

References: OCLC 441713208.

380 EUR

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The vendor offers free worldwide shipping.

